

8 **HOOSIER PRIDE**  
20 **A TIGHT SQUEEZE**  
26 **JLG 1850SJ ULTRA SERIES TELESCOPIC BOOM LIFT**

# Lift LINE

WINTER 2015-16





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### About Lift Line

Lift Line is your quarterly guide to used equipment from an industry leader and North America's largest privately held crane and lift equipment rental and sales enterprise — the ALL Family of Companies.

Also, check what's available online at:

[www.allcrane.com/BuyUsedEquipmentList.aspx](http://www.allcrane.com/BuyUsedEquipmentList.aspx)



Scan this QR code with your smartphone to jump to our equipment database online.

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# Unlimited Potential

*Ed Kocsis, General Manager, Central Rent-A-Crane, Hammond, IN*

I think there is no limit to the potential of every one of our employees. Give them an opportunity to show how great they can be, and they'll take it. The ALL Family of Companies makes sure that every employee has the chance to reach further and climb higher through training and experience, and we set no boundaries on their possibilities. [*See "A Day in the Life: Jim Hill," page 14.*]

I believe this idea of unlimited potential is at the heart of our company. You hear stories all the time of some 40-year veteran who, decades ago, was given the opportunity to grow in a new direction or to expand their role. The challenge before them might have been daunting, but they worked to grow and learn. Those people never looked back, and they helped shape the future of this enterprise.

So, here in Indiana, I try to do the same thing. I've been at Central for 14 years now as general manager, and in that time I've seen our fleet and business volume soar. But mostly, I've watched our people here join the ranks of the best in the business.

To make that happen, we meet a lot. We talk a lot. We build systems to make sure customers' expectations are foreseen and their needs met. But we don't dictate how we meet these expectations because that would reign in the very professionals whose job it is to "see the possible" and exceed, not just meet, customers' expectations and thus improve their experience with our company.

We empower our leaders — not just sales people, but also drivers, service technicians, operators, the logistics team ... really, everyone — to improve customers' levels of satisfaction by taking a path that is less "formula" and more a blend of instinct, experience, and just old-fashioned Midwestern drive.

I love the Midwest and its people. Midwesterners are honest, personable, hard-working folks, and Central employees are no exception. Of course, we have the equipment — we share in the largest privately held fleet in the industry — and this sets us up to play in the "big leagues," like power plants, processing plants, and complex infrastructure work. But it's the experience our people have and the work ethic they bring to every job that makes us unique.

Central's newest branch (Fort Wayne) is an example of how the company continues to evolve so we can better serve our customers. As of this writing, we are working hard to complete that expansion before winter comes. [*See "Hoosier Pride," page 8*]

Never standing still plus unlimited potential. These are the essentials of leadership at ALL, and it's this leadership — and a deep foundation of experience and dedication — that keeps contractors calling on Central for cranes. We enjoy our work, we're thriving in the Midwest, and we'll never stop getting better.

Ed



SAY IT IN  
6



**OLD BRIDGE.  
FROZEN LANDSCAPE.  
ALL CRANE.**

**1 Grove RT9100**, S/N 221969, 100 USt Capacity, Cummins C8.3L Diesel, 114' Main Boom, 58' Jib, Aux Hoist. Unit #7827. Located in Raleigh, NC. **\$275,000**

**2 Grove RT890**, S/N 222272, 2002, 80 USt Capacity, Cummins 8.3L Turbo Diesel, 114' Main Boom, 58' Jib, Aux Hoist. Unit #7923. Located in Mobile, AL. **\$270,000**

**3 Link-Belt RTC80100**, S/N J7J3-6544, 2003, 100 USt Capacity, Detroit Series 40 Turbo Diesel, Auto Trans, 150' Main Boom, 55' Jib, Aux Hoist, Newer Paint. Unit #8310. Located in Nitro, WV. **\$395,000**

**4 Grove RT875BXL**, S/N 222993, 2002, 75 USt Capacity, Cummins C8.3L Turbo Diesel, 56' Jib, Aux Hoist, A/C Cab. Unit #8085. Located in Toledo, OH. **\$260,000**

**5 Grove RT522B**, S/N 222389, 2001, 22 USt Capacity, Cummins B3.9 Turbo Diesel, Auto Trans, 78' Main Boom, 25' Jib, New Paint. Unit #7968. Located in Atlanta, GA. **\$105,000**

**6 Grove RT530E**, S/N 224537, 2005, 30 USt Capacity, Cummins QSB5.9L Turbo Diesel, Auto Trans, 95' Main Boom, 45' Jib, Air Conditioned Cab. Unit #8947. Located in Nitro, WV. **\$150,000**

**7 Link-Belt RTC8060**, S/N E118-7941, 1998, 60 USt Capacity, Cummins Diesel, 110' Main Boom, 56' Jib, Newer Paint. Unit #6361. Located in Milwaukee, WI. **\$130,000**

**8 Terex RT665**, S/N 13211, 2003, 65 USt Capacity, Cummins B5.9L Turbo Diesel, 110' Main Boom, 57' Jib, Aux Hoist. Unit #DL986. Located in Elk Mound, WI. **\$195,000**

**9 Grove RT750**, S/N 86076, 1997, 50 USt Capacity, CAT 3116TA Turbo Diesel, 110' Main Boom, 56' Jib, Aux Hoist. Unit #8353. Located in Columbus, GA. **\$110,000**







**1 Grove TMS540E2**, S/N 224505, 2005, 40 USt, Cummins ISC 330HP, Eaton Fuller Trans, 95' Main Boom, 45' Jib, A/C & Heat. Unit #9169. Located in Orlando, FL. **\$230,000**

**2 Terex T335-1**, S/N 14688, 2007, 35 USt, Cummins ISC300HP Diesel, Allison Trans, 94' Main Boom, 49' Jib, Aux Hoist, A/C & Heat. Unit #9941. Located in Madison, WI. **\$270,000**

**3 Link-Belt HTC8650**, S/N L8J7-9151, 2007, 50 USt Capacity, CAT C-11 Diesel, 110' Main Boom, 51' Swingaway Jib, A/C & Heat, Aux Hoist. Unit #9608. Located in Pittsburgh, PA. **\$335,000**

**4 Grove TMS700E**, S/N 226608, 2007, 50 USt Ton, Cummins ISM450HP Turbo Diesel, 110' Main Boom, 56' Jib, Aux Hoist, A/C & Heat. Unit #9641. Located in Columbus, OH. **\$365,000**

**5 Link-Belt HTC8675LB**, S/N 1F9F2J4714L028379, 2004, 75 USt, Detroit Series 60 Turbo Diesel, 127' Main Boom, 67' Jib, A/C & Heat, 16,000-lb CWT Package, Aux Hoist, Newer Paint. Unit #8598. Located in Wilmington, NC. **\$365,000**

**6 Link-Belt HTC3140LB**, S/N J8K2-2762, 2012, 140 USt, Cummins Diesels, 195' Main Boom, 10-31-55' Jib, Aux Hoist, RCL Light Bar, Boom Float Kit, 2-Axle Boom Dolly. Unit #DL1155MLW. Located in Knoxville, TN. **\$1,050,000**





### SELF-ERECTING TOWER CRANES

**1 Terex/Comedil Model CBR 36-G6807015 (2007)**, 118' Jib, 66'/75'/95' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Pittsburgh, PA.

**2 Terex/Comedil Model CBR 36-G6807016 (2007)**, 118' Jib, 66'/75'/95' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Pittsburgh, PA.

**3 Terex/Comedil Model CBR 40G-8507045 (2007)**, 131' Jib, 74'/84'/106' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Milwaukee, WI.

**4 Terex/Comedil Model CBR 40-G8507045 (2007)**, 131' Jib, 74'/84'/106' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Pittsburgh, PA.

**5 Potain Model IGO 50-4003700, (2006)**, 131' Jib, 68'/76'/111' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Milwaukee, WI.

**6 Potain Model IGO 50-400760 (2005)**, 131' Jib, 68'/76'/111' Hook Heights, Full Concrete Ballast, 2-Part/4-Part Reeving, Standard Hoist Winch, (1) Set of Manuals. Located in Wauwatosa, WI.

### TOP-SLEWING TOWER CRANES

**1 Potain Model MDT 302-91919 (2003)**, Flat Top Tower Crane, 246' Jib, (8) KRMT 639A Mast Sections, 1 K60/60, 1 Set of P600US Anchors, Standard Hoist Winch: 79 KW SI/WB, Trolley for 2/4-Part Operation, 200' Power Cord, Maintenance Davit, (8) Poured Counterweights (6) Large and (2) Small, (1) Set of Manuals. Located in Raleigh, NC.

**2 Potain Model MDT 412-90010 (2001)**, Flat Top Tower Crane, 246' Jib, 2-Part Trolley, 12 KRMT839A Tower Sections, 22' Power Cord, Maintenance Davit, Full Set of Counterweights, (1) Set of Manuals, Standard Hoist Package, (1) Set of P802 Anchors. Located in Baltimore, MD.

**3 Terex/Peiner Model SK 415-918 (2002)**, 246' Jib, (10) TS 212 Mast Sections, (8) 6800-lb. Counterweights, 250' Power Cord, SR WB 122-100/4F (167 HP) Large Hoist, Maintenance Davit, 2-Part Trolley & Block. Located in Chicago, IL.

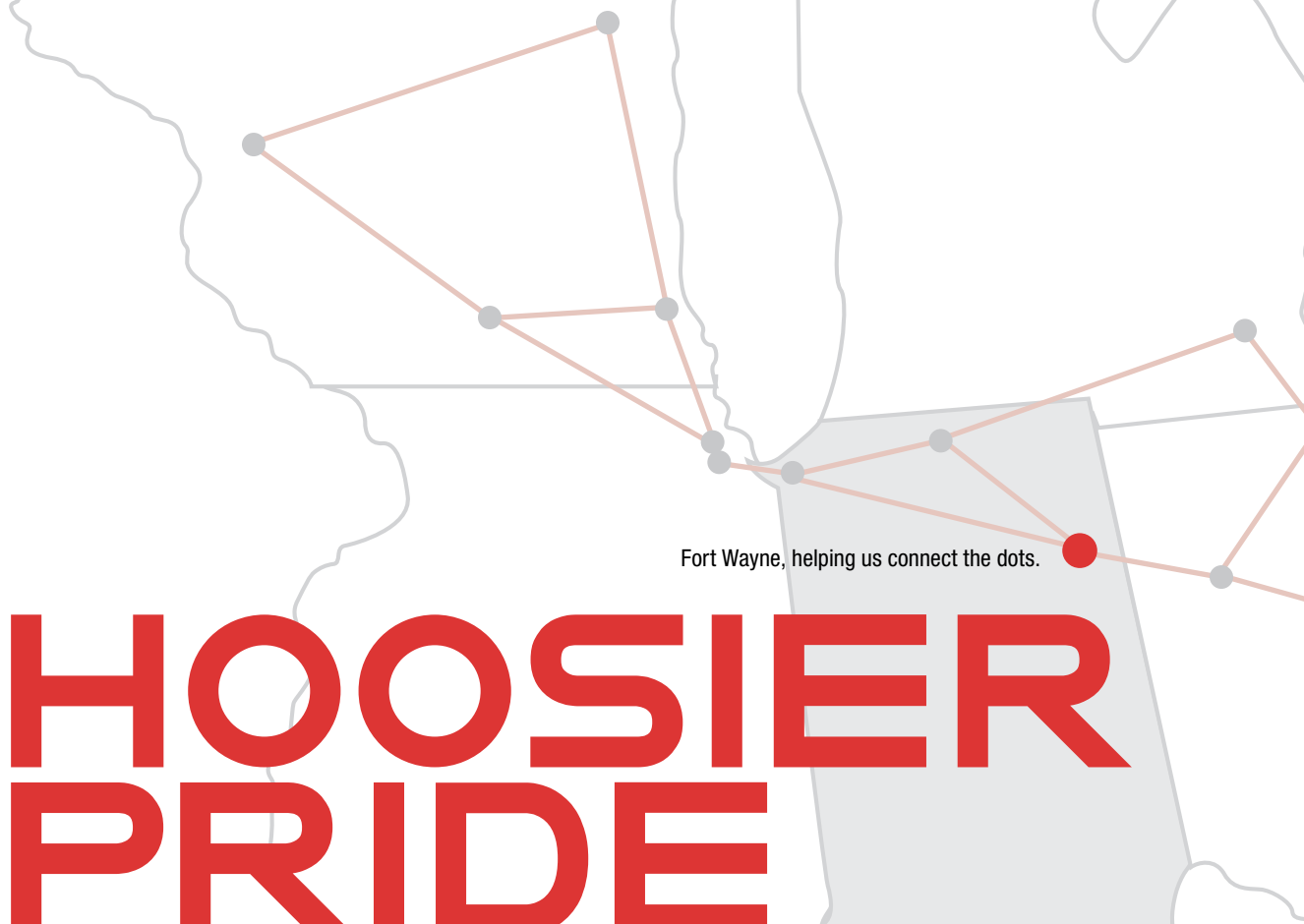
**4 Potain Model MD 485-94951 (2003)**, 246' Jib, 2-4 Part Trolley & Block, (12) KRMT839A Mast Sections, 220' Power Cord, Full Set Counterweights, (1) Set of Manuals, Standard Hoist Package, (1) Set of P802 Anchors. Located in Chicago, IL.

**5 Potain Model MR 415-404772 (2007)**, Luffing Boom Tower Crane, 197' Jib, (11) KRMT839A Mast Sections, 1-2 Part Block, 150VBR/108KW Luffing Winch, 215LBR 60/158KW Hoist Winch, 220' Power Cord, Full Ballast, (1) Set of Manuals. Located in Chicago, IL.

**6 Potain Model MR 605B-404782 (2007)**, Luffing Boom Tower Crane, 197' Jib, (11) KRMT839A Mast Sections, 2-4 Part Block, 108VBR/79KW Luffing Winch, 15LBR/158KW Hoist Winch, 220' Power Cord, Full Ballast, (1) Set of Manuals. Located in Chicago, IL.

**7 Potain Model MR 605B-405856 (2007)**, Luffing Boom Tower Crane, 197' Jib, (11) KRMT839A Mast Sections, 2-4 Part Block, 108VBR/79KW Luffing Winch, 15LBR/158KW Hoist Winch, 220' Power Cord, Full Ballast, (1) Set of Manuals. Located in Chicago, IL.

Prices Upon Request



Fort Wayne, helping us connect the dots.

# HOOOSIER PRIDE

Fort Wayne is Indiana's second-largest city. While the state is a key part of the Grain Belt and Corn Belt — and corn, grain, and soy crop production continue to be extremely robust — Indiana boasts a wide variety of thriving industries. In 2015, *Chief Executive* magazine ranked Indiana sixth in the country and the only Midwest state in the top 10 in a list of "Best States for Business."

Manufacturing — motor vehicles and related component parts, aerospace, food processing and more — remains a strong component of Fort Wayne's growth and that of surrounding Allen county. There are also plentiful and growing jobs in health care and the defense industry and in a growing leisure and hospitality industry.

## THE RIGHT LOCATION

Fort Wayne is home to one of the newest members of the ALL Family of Companies, even though the company put down its first roots

long ago. "We're excited to be opening the yard in this official way," said Ed Kocsis, general manager of Central Rent-A-Crane in Indiana (Central). "But we had leased property here for a long time. The value of Fort Wayne to us has a long, proud story."

This is the story.

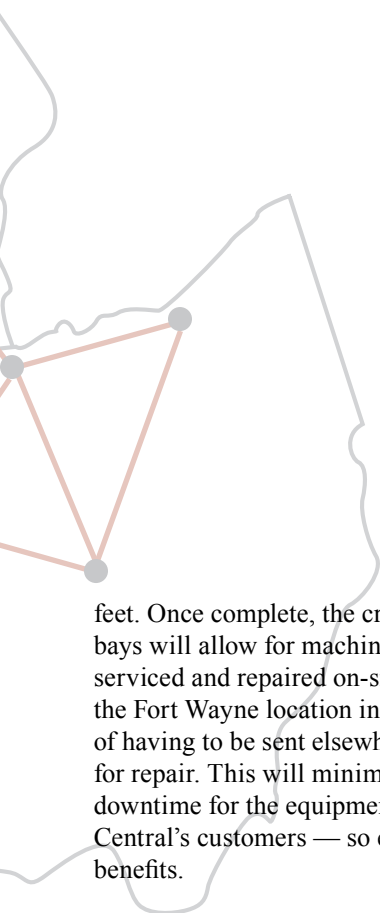
For the better part of a generation, Central Rent-A-Crane, a member of the ALL Family, had yards in Hammond and Elkhart, IN. The branches acted as a corridor between the company's operations in Western Ohio (Jeffers) and beyond Central's Indiana locations, into Illinois (Central Contractors) and Wisconsin (Dawes).

"But Fort Wayne always made sense," said Kocsis. "It gave us greater access to the middle of Indiana, including Indianapolis, and it was also just an hour or so west of our Jeffers yard in Lima, OH."

ALL's branches work as a supply chain, and having sister yards connecting in multiple ways becomes very attractive when quoting projects. "When moving one crane can mean almost 40 truckloads, being closer matters, and sharing resources matters even more," he added.

The Fort Wayne location opened in 1999 with about 10 employees and half a dozen cranes. They leased their building and yard space. They grew with the city. The yard weathered the recession, and not long after the general economic upturn, ALL's corporate office saw that Central was in a good position to expand.

The company purchased a new 7-acre facility in 2015, with 6,000 square feet of office and shop space. Almost as soon as the new building was done, they decided to expand the new location by adding two crane bays, giving them an additional 3,800 square



feet. Once complete, the crane bays will allow for machines to be serviced and repaired on-site in the Fort Wayne location instead of having to be sent elsewhere for repair. This will minimize downtime for the equipment and for Central's customers — so everyone benefits.

Today, the Fort Wayne yard boasts more than 25 employees and approximately 30 cranes and other machines, enabling them to provide the right equipment and operators for any job. They maintain a close equipment-sharing relationship not only with the other Central locations, but also with nearby Jeffers in Ohio.

Kocsis has been the general manager of Central for the entirety of this journey, having held that position for 14 years. He believes in the company, the work they do, and the people at Central and the ALL Family as a whole.

“When I've been promised something, the promises have been kept,” said Kocsis. “The structure of our organization is sound. There is integrity at the owner level. Really, the only limits you have at this company are ones you put on yourself. You can go as far as your willpower will take you. If you're willing to step up and take

responsibility, they'll give you the opportunity to match. That's increasingly rare. I feel fortunate to work for this company; it is the best.”

### THE RIGHT EQUIPMENT FOR EVERY INDUSTRY

Fort Wayne serves many types of clients in Indiana's diverse economy. They provide equipment for companies that work on upgrading and expanding the

Central's mix of crawler cranes, all-terrain cranes, rough-terrain cranes, industrial cranes, tower cranes, and aeri

One standout in Fort Wayne's fleet is the Grove GMK6300L, a 350-UST, telescopic all-terrain crane that excels at heavy lifting with a long reach. A highly maneuverable, strong, and compact machine, the GMK6300L is one of the most advanced ATs in the field, with



power grid. For the energy industry, they support all lifting needs comprehensively, whether in plant maintenance, expansion or conversion projects, and from power plants to wind farms to ethanol plants. Road and bridge construction are a constant, and Central's equipment and experience make them the ideal lifting partner. New building construction is a natural fit for

the longest boom in its class (262 feet). The GMK6300L has two distinct benefits: the long boom and maneuverability. It works well in tight quarters in urban environments, which is ideal because this particular unit calls Fort Wayne home, but serves the entire region from Hammond to Chicago. This 6-axle machine is packed with a lot of punch and

(continued on page 10)

(continued from page 9)

power in a compact package — and then you have that great long boom at your disposal. In the city, real estate comes at a premium, and the GMK6300L is a powerful, easy-to-move machine. It's also proven ideal for building tower cranes.

“Our cell tower clients like it because of the long-reach boom and swingaway jib combination,” said Kocsis. “They can now do antenna work on a 300-foot cell tower without the need for an

assist crane for jib inserts. Also, our bridge contractors enjoy this machine for setting steel bridge beams. It's got a great long-reach chart that allows them to set more beams before they have to relocate.” Relocating takes time on a job, and everyone knows that time equals money. “When it's time to move, this AT offers quick and easy mobilization on site,” he added.

Kocsis reports that HVAC customers in the area also like this AT because it's ideal for

reaching air-handling units. Again, operators can reach more units before work has to stop for the machine to be relocated, managing job uptime with increased efficiency. And water-tower erection crews like the long boom on the GMK6300L as well. “In the past, they'd have to order a crane with a luffing jib to complete some of the same projects. But this AT has a strong and long main boom, which also saves time on a project as there is less to assemble and disassemble,” said Kocsis. Its



## CASE STUDY Skyline Garage/Ash Brokerage HQ

Ash Brokerage Corp. is a distributor of life insurance, long-term care insurance, disability insurance, and annuities. Their business is not about their products as much as the impact these products have on someone's life.

In 2015, Ash Brokerage decided to relocate their Fort Wayne headquarters to a new downtown mixed-use development they would name Ash Skyline Plaza. The \$71 million project is expected to be complete in 2017.

ALL's Fort Wayne branch, Central Rent-A-Crane — teaming up with longtime customer Weigand Construction, the project's general contractor, and steel

contractor Sofco Erectors — has been instrumental in the construction, providing numerous pieces of lift equipment and operators to the site.

“Weigand has enjoyed a good relationship with Central for many years,” said Tony Teeple, project superintendent for Weigand. “They are a reliable partner with great operators, and they always have been able to obtain the equipment we need to get the job done. We were glad they could be a part of this impressive project.”

To get started, in February 2015, Central provided a Manitowoc 999

crawler crane (275 USt) to begin the months-long process of erecting the parking deck, which was completed in August. While the 999 set the steel frame for the parking structure, Central sent a Peiner SK 315 tower crane (17 USt) in April to help finish the high-rise office portion of the complex. Tower cranes don't offer super-heavy lifting, but they do offer incredible height and reach capacity. They can reach every corner of a construction site, and therefore are often the primary material handler, supporting all the trades. Helping build the tower crane was a Grove GMK7550 all-terrain crane (550 USt), and it will return for the disassembly

compact footprint enables it to fit into very tight working spaces, another advantage over bigger machines. And it's great both on and off the road, well suited for rugged terrain at a job site or traversing city streets.

Central has two of these unique ATs in their fleet: the one in Fort Wayne and another in Hammond. There are three others in the ALL fleet: one each in Pittsburgh and Mobile, and a third traveling among the Canadian locations. ▼

in January 2016. In addition, 40-, 60-, and 115-ton truck cranes were also sent to the job site in the early phases.

Central of Fort Wayne took the lead on the project; however, they have been able to tap equipment as needed from nearby ALL Family members: Central (in Hammond and Elkhart) or Jeffers Crane (locations in Western Ohio). Anything the contractors might need to get the job completed safely and on time, ALL can deliver.

"This is an exciting project for Fort Wayne," said Central sales rep Steve Hatfield. "The size and versatility of our fleet enabled us to obtain and send whatever equipment was needed for the job. We're pleased to be a part of this construction."

When finished, the 95,000-square-foot, 8-story mixed-use building will include 21,600 feet of first-floor retail space and approximately 100 condominiums, apartments, and townhomes. The parking garage, which will hold more than 1,270 vehicles, will also include rooftop green space. Ash will move their 200 employees into the top three floors, adding 115 sales, business administration, and information technology jobs to Fort Wayne's economy. ▼

## INDIANA "BOOMERANGS"

Everyone knows what a boomerang is — you throw it, and it turns around and returns to you. Central Rent-A-Crane has had its share of "boomerangs" as well: people who work for the company and then leave for a time, only to return later in their careers.

People leave for many reasons. They want to move to a bigger city or into a different type of work. Many moves are for family-related reasons. But two things are true: life is full of changes, and boomerangs inevitably come back. And what's special about ALL is that often, something pulls them back. They come to realize what a unique and strong company they left behind. Then they return.

It happened to Kevin Hileman. A third-generation crane operator, Hileman was working for Wendt in 1999 (Central purchased Wendt and opened their Fort Wayne location that year). He liked the company and the employees, but wanted to try life in a bigger city. He left Central on good terms in 2003 for Indianapolis, where he was an operator elsewhere for several years.

But he kept in touch with his former Central co-workers.

"I told him, 'Make us your first callback if you decide to return to the area,'" said Ed Kocsis, general manager of Central.

"Ed was always great to work with," Hileman said. "As I got older, I was looking for a different role. I had been an operator for decades, and thought I could share, in some capacity, all I had learned in the seat. I knew that if I wanted to stay in the industry, ALL was the place to be; there was a lot of opportunity."

When Hileman learned of an opportunity at Central from former co-worker Robert Daine, he expressed his interest to Kocsis.

In 2011, Hileman happily returned to the Central fold, this time as a dispatcher. He grew and matured into the position, and now runs operations for both Central's Fort Wayne and Elkhart locations.

Daine has been with Central since they opened in Fort Wayne in 1999. When he was an

operator, Hileman was his oiler — the assistant to the crane operator who is responsible for transport, setup, whatever the operator needs. "Kevin was able to take over my role running the big hydraulic cranes when I went into an office," said Daine, who is now in sales. "When I heard that a dispatcher was retiring, I contacted both Kevin and Ed. We needed someone with industry experience, and Kevin was more than qualified."

Daine is effusive not only about Hileman, but about the ALL Family of Companies. "It's more important than ever to hire qualified people, and I believe the management at ALL does an amazing job. They have always

encouraged unlimited potential; if you put forth the effort, the sky's the limit. I think that's why people return to the company. I truly believe we are second to none."

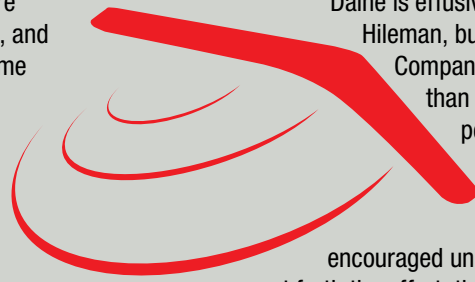
But wait, there's more.

Lance Lattimer is another Hoosier who came back. He worked for a few years as an oiler (some of that time with Hileman) at Central starting in 1999. Life took him to Wisconsin, where he worked for Dawes, another member of the ALL Family. He then got into the windmill industry and traveled for several years. Eventually, he wanted to return to Fort Wayne. He too had maintained close ties with Central and was glad to pick up occasional work with them until he was able to return as a full-time employee in 2013.

"Kevin and I have known each other for 14 years," said Lattimer. "I was his oiler when he was an operator. I had been taking some OSHA compliance courses and trainer courses, hoping to eventually get into a safety job. I heard they were looking to fill such a position and went to Cleveland to interview with the safety and risk team. They offered me the safety coordinator job I'm in now."

"They really do reward and recognize you at ALL," Hileman summed up. "And the company continues to grow. If you're a hard worker, you have the opportunity to grow with them."

Boomerangs. Comeback kids. Whatever you call them, they're always happy to be back home at ALL. ▼





**1 Grove GMK5165**, S/N 5130-2007, 2005, 165 USt, Mercedes Diesels, Mercedes Trans, 197' Main Boom, 59' Jib, Aux Winch. Unit #DL1005. Located in Milwaukee, WI. **\$775,000**

**2 Demag AC180**, S/N 24072, 2000, 200 USt, Cummins Diesels, 197' Main Boom, 48' Jib, Aux Hoist, Newer Paint. Unit #7341. Located in Cleveland, OH. **\$725,000**

**3 Grove GMK5120B**, S/N 5100-9500, 2005, 120 USt, Mercedes Diesels, Approx 5800 Hours, 167' Main Boom, 112' Jib, Aux Winch, Unit #9195. Located in Charleston, SC. **\$695,000**

**4 Grove GMK5240**, S/N 5200-8288, 2004, 240 USt, Mercedes Diesels, 10,700 Hours, 126,000 KM, 197' Main Boom, 125' Jib, Boom Removal Kit, Hydraulic, Disconnect for Outriggers, 20.5 R25 Tires, Aux Hoist, AC in Upper and Lower Cabs. Unit #C247CN. Located in Mississauga, ON. **\$1,025,000**

**5 Tadano ATF110G-5**, 2006, 130 USt, Mercedes Diesel, 6,200 Hours, 40,000 KM, 170' Main Boom, 31'-98' Jib, Aux Hoist. Unit #9489. Located in Tampa, FL. **\$735,000**

**6 Demag AC40**, S/N 70496, 2003, 40 USt, Mercedes OM906LA, Approx 7860 Hours, Approx 74000 KM, Auto Trans, 104' Main Boom, 42' Jib. Unit #9228. Located in Elk Mound, WI. **\$250,000**

**7 Demag AC80-2**, S/N 81933, 2007, 100 USt, Mercedes Diesel, Allison Auto Trans, 164' Main Boom, 58' Jib, Aux Hoist, Heated and A/C Cabs. Unit #9554. Located in Columbus, OH. **\$700,000**

**8 Grove GMK5225**, S/N 5170-3003, 2009, 225 USt, Mercedes Diesels, 210' Main Boom, 36'-59' Bifold Swingaway Jib Hydraulic Offset, (2) 26' Jib Inserts, Aux Hoist, Boom Float Kit, Boom Removal Kit, Additional Oil Cooler for Hydraulic System Air Conditioning in Upper and Lower, 20.5 R25 Tires, Hydraulic Disconnect for All Outrigger Beams, 2-Axle Boom Dolly. Unit #10272. Located in Pittsburgh, PA. **\$1,195,000**



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# Coming Home

JIM HILL

Assistant Logistics Manager  
Employed by ALL since 2004

ALL dispatcher Jimmy Hill started repairing trucks in the late 1970s when he was just a teenager. By 17, he had learned how to drive the big rigs, and he became officially licensed at 18. He knew his way around these machines. He could fix just about anything on them. He understood tractor-trailers intimately: the maximum weights, the dimensions, and the ins and outs of loading and unloading, which is its own science.

After driving for a couple of different companies after high school, he invested in his own rig and drove as an independent operator for many years. But the road is hard, especially as an independent. It's all of the work but none of the benefits you enjoy by being employed by a larger company.

Some friends who worked at ALL Erection & Crane Rental Corp. in Cleveland suggested he apply for a job; his skills were in demand there. And so, in 2004, he began working for ALL — in fact, he was hired the day after he was interviewed. Working for a company like ALL, he felt, would offer advantages he couldn't get working on his own — a benefits package and a chance to save for retirement.

“

*I've been everywhere  
with ALL. From Texas to  
Arizona to Kansas.*

”

With his background and experience, Hill was immediately put to work, and he was happy to have the opportunity. He learned the ropes at ALL from a driver getting ready to retire [Eugene (Gene) Swartz], and then he was off. He drove trucks and cranes. He repaired trailers on job sites. He was gone for



weeks, sometimes months at a time, away from his family, but the road was hard to resist. “I’ve been everywhere with ALL,” said Hill with pride. “From Texas to Arizona to Kansas. I’ve been to every single Canadian province!” He loved the work, and he excelled at it.

“

*I’m glad I was recognized and given a chance to step up. The office has really grown, and there’s a lot to do here.*

”

#### **THE FIRST STEP HOME: TO THE CITY**

But it takes a toll on you, the years on the road. Though ALL had been good to him, he came to them relatively late in his career as a driver, nearly middle-aged. He had already been driving and working on trucks for a long time. He longed to be home more, to spend more time with his family. The initial years of excitement about the travel and sights on the road began to fade. He thought there must be another way to serve the company — this time, closer to home.

In 2012, Hill transitioned into being a “city driver” working from the Cleveland office. While the workdays could still be long, he would be on jobs in the Northeast Ohio area. He could go home every night and sleep in his own bed. The arrangement was more manageable.

(continued on page 16)

(continued from page 15)

With a 75-minute commute each way to his home, Hill was definitely interested in an opportunity that would get him home sooner and for longer periods of time.

But he was still restless. The days were long, and he had other skills to offer the company. His years on the road could benefit ALL in ways that would suit them both better.

“

*It's different every time  
I come through the door.  
This job challenges me  
every day.*

”

John Bacci, logistics manager for ALL, began to call upon Hill for assistance in his department when he was going to be out of the office. A job in logistics at the headquarters for the largest privately held crane rental and sales company in North America would require detailed knowledge of the trucking industry and the trucks themselves; how they worked, their capacities, proactive maintenance to ensure uptime. Hill had that in spades. And the fact that his experience was multi-dimensional — local, regional, and throughout the U.S. and Canada — was an added benefit. He'd traversed those roads and knew the varying regulations, permit requirements, costs involved, etc.

“Jimmy is a huge asset to us and always has been,” said Bacci. “Since he was a driver for a long time, his mechanical skills are outstanding. He's repaired trucks for us that were broken down in zero-degree weather, saving us a service call and saving the customer money and time.”

Bacci began working with Hill to introduce him more fully to the logistics side of the business. Hill learned how to read and respond to the load boards. Handling this is a complex skill requiring deep knowledge of the fleet and its capabilities and the ever-changing schedule of what trucks are where and when. After a while, Hill was filling in whenever Bacci was out of the office.

### HOME TO STAY

Bacci was mentoring Hill, and they both knew it. Hill saw a future that might enable him to get off the road permanently. After only two years as a city driver who stepped in to assist in the logistics office when needed, Hill was approached by ALL President Michael L. Liptak, offering him a position as assistant logistics manager, assisting Bacci full-time. The company's growth was enormous, and the logistics department, which performs as the neural control center of the expanding crane operation, was booming.

“Jimmy and I think very much alike,” said Bacci. “I can leave knowing that he understands my system. He creates orders, he handles expenses; he's really helped me immensely. With two people in these roles, we can double check processes, help better manage the workflow, and create some redundancy so that work is never interrupted if one or the other of us is not available.”

Hill has been in the position for about a year and loves it. “I'm glad I was recognized and given a chance to step



up,” said Hill. “The office has really grown, and there’s a lot to do here — more than most of our customers might realize — to ensure everything runs smoothly for them.”

He arrives very early, at 6:00 a.m., because that’s when the work must begin. Although much of his work gets done in the office, he goes out into the field to visit with customers when the occasion warrants. He understands that a lot of this business is about relationships, and decisions are often based on customers’ experiences in dealing with any given employee.

Hill’s attention to detail and experience under his own truck helps the company in other ways. He’s now involved with specs for any new truck purchases. He ensures that bids are fair but competitive and helps provide quality control for the sales process. In his time in logistics, he’s helped increase the backhaul rate to upwards of 98 percent, minimizing the number of times the company’s trucks are returning empty. And he’s no stranger to the yard, either. He visits the truck shop and trailer shop regularly now that he’s involved with their purchases of new equipment.

“

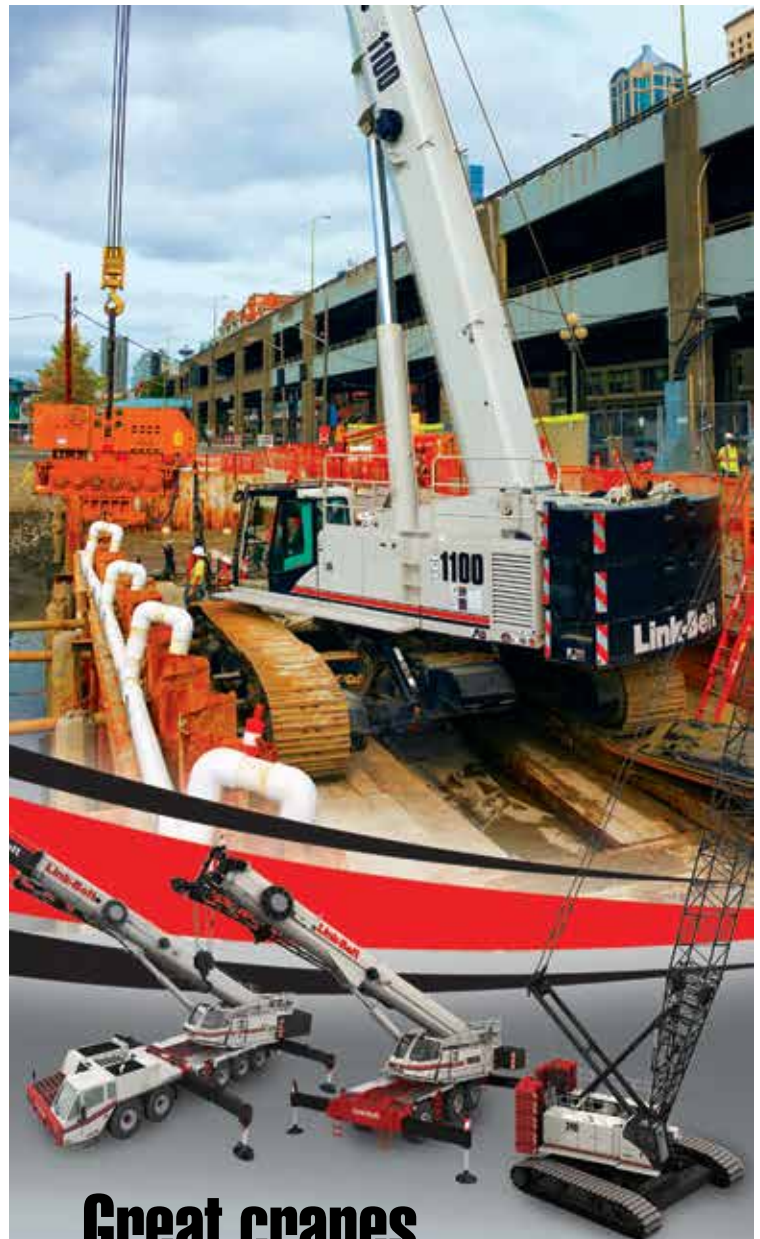
*As long as ALL lets me,  
I’ll be in this position.*

”

“It’s different every time I come through the door,” said Hill. “This job challenges me every day, from handling dispatching to payroll to driver expenses to new equipment orders and generating load-outs for our cranes. I’m treated well by the people I work with, from top management to the drivers and everyone in between.” Dedication to the company has rewarded him, and Hill is deservedly proud of his accomplishments — as is his supervisor.

As Bacci puts it, “Jimmy has been so valuable in every role he’s had here. He likes being around the cranes and equipment and likes to see ALL’s success. He always has the company’s best interests at heart.” And it’s a mutual interest that works for both the company and Hill.

“As long as ALL lets me, I’ll be in this position,” said Hill, “and appreciative to be home.” ▼



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**1 Shuttlelift 7755**, S/N 705302-06, 2006, 22 USt, Cummins QSB5.9L Turbo Diesel, Auto Trans, 67' Main Boom, 17' Jib, Optional 17.5R25 Tires, Cold Start Aid, Block Heater, Enclosed Cab. Unit #9435. Located in Milwaukee, WI. **\$130,000**

**2 Broderson IC-250-3C**, S/N 35330250, 2012, 18 USt, D/F Engine, 60'7" Tip Height, 20' Jib, Cab. Unit #DL1159. Located in Cleveland, OH. **\$195,000**

**3 Shuttlelift 5540F**, S/N 130807-05, 2005, 15 USt, Dual Fuel, 41' Main Boom, 15' Offsettable Jib, 2WD, 4WS, Enclosed Cab. Unit #9235. Located in Raleigh, NC. **\$60,000**

**4 Broderson IC-80**, S/N 372663, 1999, 8.5 USt, Dual Fuel Engine, 30' Main Boom, 10' Jib, Working Lights. Unit #1680RL. Located in Tampa, FL. **\$18,500**

**5 Broderson IC80-3F**, S/N 00363040, 1999, 8.5 USt, Cummins Diesel, 30' Main Boom, 10' Jib, New Paint. Unit #9140. Located in Nitro, WV. **\$26,000**



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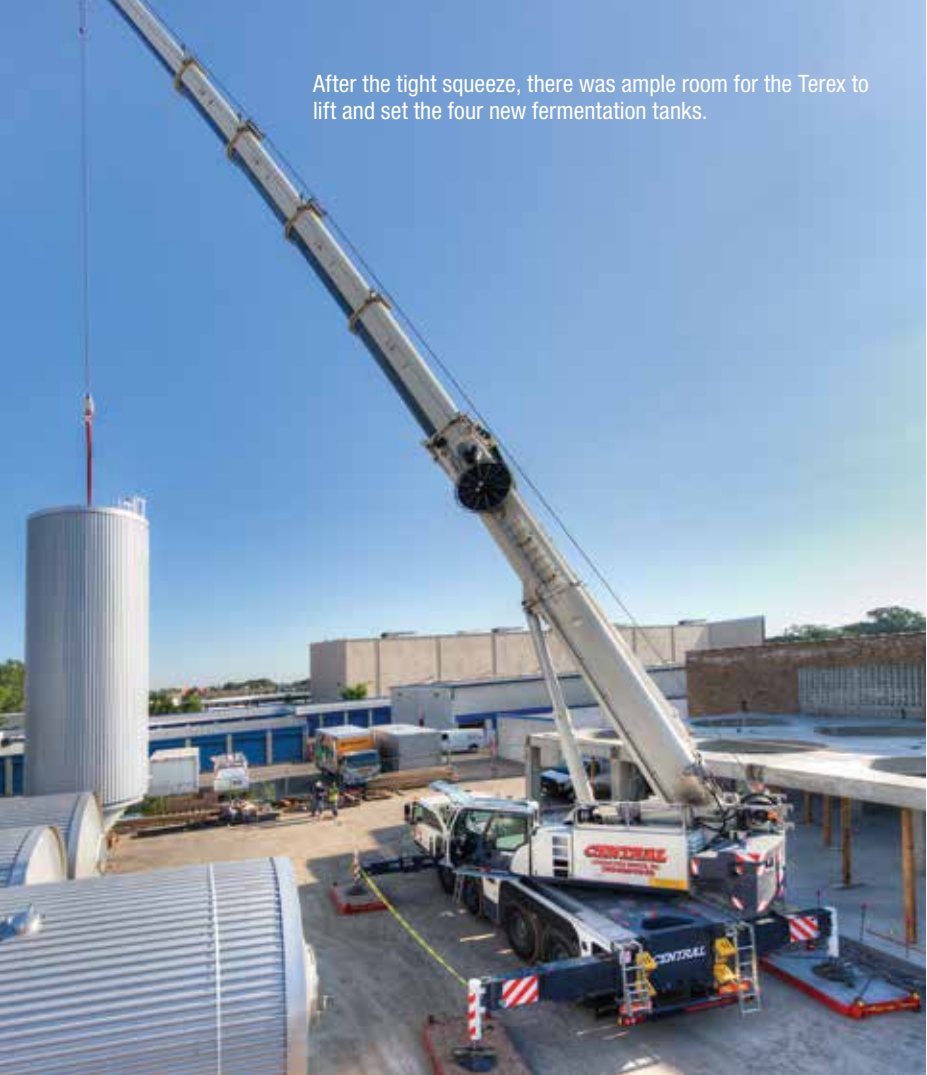


# A TIGHT SQUEEZE


The ALL Family of Companies loves a challenge. In July, its Illinois branch, Central Contractors, was handed a monster of a challenge when they answered the call for help from Chicago's Revolution Brewing. The brewery is undergoing a major expansion project and needed to have several new fermentation tanks lifted and set into place in the rear of the building. Piece of cake for a crane company, right?

But the logistics of the job site presented an exceptional test. Central needed to select a crane with capacity enough to lift the 24,000-pound tanks, but also compact enough to physically access the job site. While there was ample room behind the brewery for the lifts to be performed, the only way to get the crane into the area was by driving it through a narrow tunnel — slowly and carefully.

A 120-ton Terex AC 100/4(L) all-terrain crane was selected for the job, having both the ability to travel on the road to the job site and the strength needed to handle the loads. ALL's 3D Lift Plan, a software technology that gives lift planners the ability to calculate and view every detail, was used to map out the picks, with the journey through the tunnel carefully measured and meticulously planned. Measurements indicated this AT would fit through the tunnel — but just barely, with



After the tight squeeze, there was ample room for the Terex to lift and set the four new fermentation tanks.



One of the 24,000-pound tanks being set into place.

literally only inches to spare all around. As the job date approached, the customers were understandably nervous, but measurements are measurements, and everything indicated this could be done, particularly with Central's skilled operator at the helm of the Terex.

First, the fermentation tanks, manufactured and shipped from Germany, were delivered by truck to the neighborhood where the brewery is located. But with concerns about obstructions and public road access, it was determined that the safest location to store the tanks, and from which to stage and conduct the lifts, would be the lot next door to the brewery.

On lift day, traffic was temporarily halted while the operator made the three-point turn to get into the tunnel, proceeded carefully and slowly through, and then made another tight turn out of the tunnel to get into place for the lifts. To everyone's relief and true to the plan, the Terex did indeed fit. "Once we were in, we had about two inches to spare on the top side, but we were good," said TJ Wicklander, sales representative for Central. "The customers loved it."

Once the crane had finished its tight journey through the tunnel and into place, the machine's boom

was extended to 125 feet, and the four tanks were successfully picked and set into place. "It was a little hairy to get through, but we knew we had selected the correct equipment," Wicklander said. "Anything smaller and you wouldn't be able to lift the tanks, and anything bigger wouldn't fit or be able to make the turns."

As the experienced team at the ALL Family of Companies knows, sometimes the best way to meet a challenge is to go right through it. With

careful planning and a determination to get the job done right, no matter what obstacles they faced, the team from Central Contractors Service did just that. This dedication and expertise is what customers have come to count on when they call on ALL.

*ALL not only rents the Terex AC 100/4(L), but sells it as well. ALL is an authorized dealer of Terex equipment in five states. See New Equipment on page 23 for more information. ▼*

“  
IT WAS A LITTLE HAIRY  
TO GET THROUGH...  
”



**1 Air Support Industries 4065 Extendable**, S/N 1074144, 1974, 2-Axle, High-Flat Extendable. Unit #CL1276. Located in Cleveland, OH. **\$18,000**

**2 Transcraft DDTX-36-16-42-6**, S/N 1TTE4320201028329, 1986, 40 USt Capacity, 2-Axle, Closed Well, Double Step-Deck. Unit #CL989. Located in Brookpark, OH. **\$11,000**

**3 Talbert T4DW-45-HRG1-T1-RC**, S/N 40FSK584841022851, 2003, 45 USt Capacity, 3-Axle, Open Well, Lowboy, Drop Side. Unit #CL654. Located in Marietta, OH. **\$45,000**

**4 Talbert T3BDW45**, S/N 40FWK523XJ1007249, 1988, 45 USt Capacity, 3-Axle, Open Well, Beam. Unit #CL1025. Located in Brookpark, OH. **\$23,000**

**5 Talbert 13348A00**, S/N 40FSK163XY1019846, 2000, 48 USt Capacity, 3-Axle, Open Well, Beam. Unit #X852. Located in Cleveland, OH. **\$36,000**

**6 Talbert T3D45**, S/N 1T9SK4938F10008416, 1985, 45 USt Capacity, 3-Axle, Drop-Side, Open Well, Lowboy. Unit #CL985. Located in Cleveland, OH. **\$25,000**

**7 Talbert T3BDW45**, S/N 40FWK6138K1007840, 1989, 3-Axle, Open Well, Beam. Unit #CL1036. Located in Nitro, WV. **\$33,000**

**8 Transcraft**, SS/N TC8998, 1976, 4-Axle, Open Well, Step Deck. Unit #CL1531. Located in Cleveland, OH. **\$26,000**

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#### **New Model Terex AC 100/4(L) Rough-Terrain, Year 2015**

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**SEE STORY  
ON PAGE 20.**



#### **Terex Explorer 5500 All-Terrain, Year 2015**

Capacity: 140 USt, 197' main boom, 284' maximum system length, 43.9 USt maximum counterweight, 46.9' overall length, 39.8' carrier length, 500 hp Scania single engine, travels at speeds up to 53 mph.



#### **Terex Crossover 4500L, Year 2015**

Capacity: 45 USt, 129' maximum boom length, 136' maximum tip height.



#### **Terex HC 110, Year 2015**

110 USt max. lifting capacity, 230' max. length of main boom, 200' + 70 ft max. boom and jib, power up/down and freefall on main and auxiliary drums, hydraulic counterweight removal system simplifies installation and removal, superior transportability – 11' width, 11' 3" height, 105,000 lb transport weight includes sideframes, third drum and boom inner.



#### **Terex RT 555, Year 2015**

The RT 555 offers class-leading boom tip height and exceptional maneuverability. These features are integrated with advanced hydraulics and electronics to provide the operator with unmatched ease-of-use and productivity. 55 USt max. lifting capacity, 110' full power mechanically synchronized boom, three mode steering.



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**1 Manitowoc 21000**, S/N 21001004, Complete Rebuild in 2009, 1,000 USt, 2000 Cummins QSK19 – 600HP, 300' #80 Main Boom, 300' #81 Luffing Jib, 140' #81 Mast, MAX-ER Attachment. Unit #7380. Located in Hammond, IN. **\$6,500,000**

**2 Manitowoc 222**, S/N 2221002, 1999, 100 USt, Cummins Turbo Diesel, 160' Main Boom, 2 Drums. Unit #6893. Located in Fort Wayne, IN. **\$315,000**

**3 Mantis 20010**, S/N 200-101, 2008, 100 USt, Cummins QSM11 Turbo Diesel, 128' Main Boom, 35' Extension Jib + 25' Jib = Total Jib 60', Full-View Cab Provides Up to 20 deg, Operator Tilt, Rear & Winch View, Cameras and Electronic Control Module, Remote Controlled Lighting Package, Aux Hoist. Unit #10299. Located in Tampa, FL. **\$775,000**

**4 Manitowoc 888**, 1996 - 2001, 230 USt, Cummins MTA11 – C330 Turbo Diesel, 180' Main Boom, 40' Jib.\*

**5 Link-Belt LS218**, 1998 - 2015, 100 – 110 USt, Mitsubishi/Isuzu Turbo Diesel, 160' Main, 30' Jib, 2 Drums.\*

**6 Manitowoc 14000**, 2007 - 2008, 220 USt, Cummins QSL9 – C340 Turbo Diesel, 180' Main Boom, 40' Jib, 2 Drums.\*

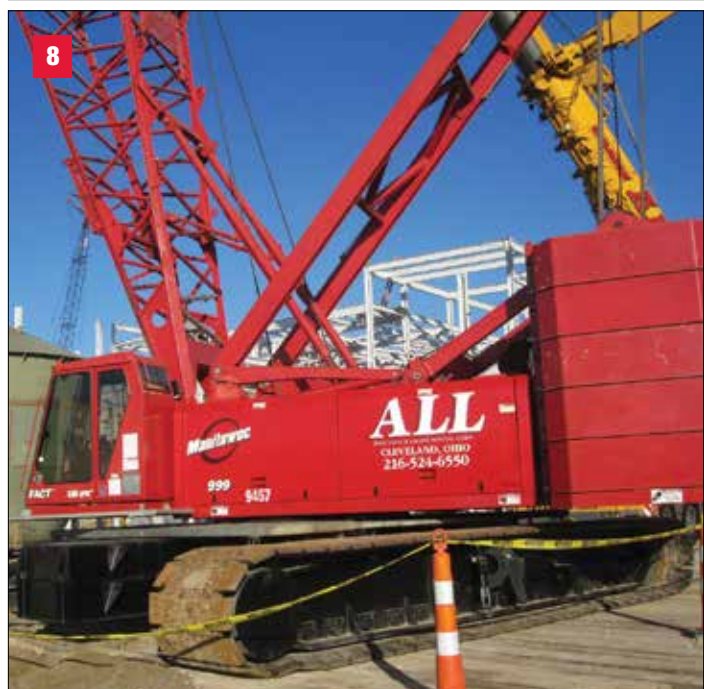
**7 Manitowoc 2250**, 2000 - 2014, Cummins Turbo Diesel, 300 USt, 180' Main Boom, 40' Jib, 2 Drums.\*

**8 Manitowoc 999**, 2000 - 2015, CAT/Cummins Turbo Diesel, 275 USt, 180' Main Boom, 40' Jib, 2 Drums.\*

**9 Manitowoc 4000W**, S/N 40572, 1976, 150 USt, Cummins NT855 350HP, 140' Main Boom – if more boom is needed, we can work with you. 2 Drums, Newer Paint. Unit #3016. Located in Atlanta, GA. **\$200,000**

**10 Link-Belt LS138**, 2004 - 2013, 80 USt, Mitsubishi/Isuzu Turbo Diesel, 160' Main Boom, 30' Jib, 2 Drums.\*

**\*Call for Pricing**



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10



# TALLEST PLATFORM IN ITS CLASS

## JLG 1850SJ Ultra Series Telescopic Boom Lift

“Short of turning off gravity and letting men float to the job, there hasn’t been an ideal or easy way to get guys up over 180 feet in the air to do work — until now,” said Scott Jerome, senior branch manager at Dawes, a member of the ALL Family in Kaukauna, WI. Jerome is talking about the new JLG 1850SJ telescopic boom lift that boasts an industry-topping platform height of 185 feet 7 inches — that’s more than 18 stories high.

The JLG 1850SJ telescopic boom lift is a revolutionary piece of aerial access equipment. It has already proven itself in the short time since it was introduced to the market at CONEXPO in 2014, where ALL purchased two of these units to better serve their customers’ high-reach requirements, said Kris Kasperek, general manager at ALL Aerials, LLC.

Aerials are now working on jobs where they previously wouldn’t have been considered, offering customers game-changing access and substantial time and money savings.

“This unit is the tallest in the industry. The second-tallest has a platform height of 180 feet,” Kasperek said. “For about 20 years, the JLG 150HAX was the highest, at 150 feet. Then a few years ago, JLG introduced the JLG 1500SJ with a 150-foot telescopic boom (versus articulating). And last year, JLG introduced the 1850SJ ‘monster lift’ with a 185-foot-plus telescopic boom and an 80-foot horizontal outreach.” Horizontal outreach refers to the boom’s straight reach parallel to the ground, Kasperek explained, and it’s one of the biggest advantages a telescopic boom has over an articulating unit.

“Telescopic booms extend straight like a pencil. The articulating boom has a third knuckle so that you can



go ‘up and over’ something, but it may not be practical for some applications,” said Kasperek. “Boom reach refers to the entire working envelope of a unit, which means the total area in which the machine’s boom can operate — in this case from 10 feet to over 185 feet high.” That’s 82,118 cubic meters, and, according to Jerome, “an enormous working envelope.”

Other advantages of the 1850SJ include excellent mobility on job sites and on the road, plus a lower rental cost compared to that of a large mobile crane or truck-mounted high lift that would otherwise be required to do the same work. The unit can also be easily transported as one load, versus two or more for a crane. And all of the industry’s 150-foot to 185-foot boom lifts can be transported at 8 feet 2 inches, a legal load width, so it costs less for permits.

### 18 Stories Up on a Wind Farm

On July 14, a JLG 1850SJ from Dawes was delivered to Glacier Hills Wind Park in Cambria, WI, for its first job. “Our customer, a leader in sales and service of high-tech wind power systems, heard we had this new manlift, and they asked for it specifically,” said Scott Jerome. “They needed to get their men’s hands at a working height of 180 feet. They used the big lift to do repairs on five turbines at two of WE Energies’ wind facilities in Wisconsin: repairing lightning-damaged blades on two turbines at Glacier Hills and repairing lightning damage plus cleaning and cosmetic repairs on three turbines at Blue Sky Green Field Wind Energy Center in Calumet and Marshfield, WI. They kept the machine busy for two weeks.”

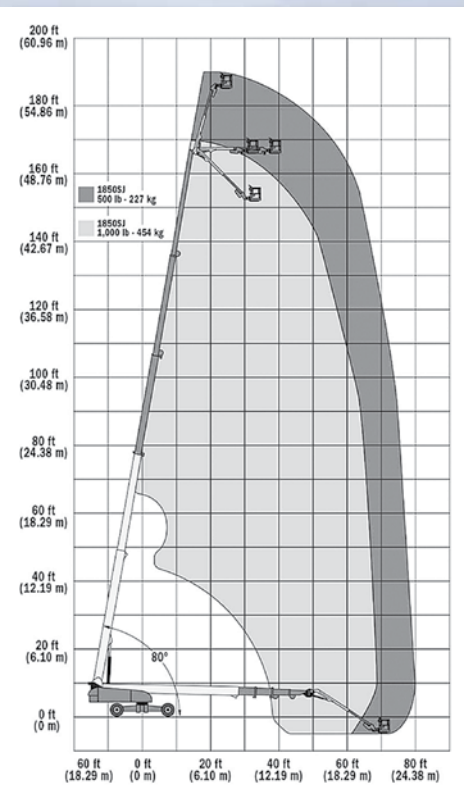
Other ways to get men into the air to work are large truck-mounted units, but they are very expensive both to purchase and rent, said Jerome — much more than the 1850SJ. So, in what was once not an ideal scenario, an aerial lift can now do the job.

Everyone involved was more than enthusiastic about the results. “The job went extremely well,” Jerome said. “Both our wind industry customer and WE Energies were tremendously pleased with the quality, safety, and efficiency of the machine.” And, compared to the crane-suspended manbasket or large truck-mounted manlift options, “we likely saved them as much as 30% to 40% and possibly even more than that,” said Jerome.

### Endless Possibilities

“Wind turbine repair at 180 feet turned out to be a perfect application for the new JLG,” said Jerome. “We clearly demonstrated the value of this machine. Now, for any application where our customers may need [workers’] hands at heights between 150 feet and 190 feet, this machine is the ticket. Add its enormous work envelope into the usability equation, and you can see why the ALL Family made this important investment for our customers.”

To ask about renting a JLG 1850SJ telescopic boom lift from ALL Aerials, call 330-659-6600, visit [www.allaerials.com](http://www.allaerials.com), or contact any of the ALL Family of Companies’ 37 North American branches at [www.allcrane.com](http://www.allcrane.com). ▼





3



**1 Grove AMZ86XT**, S/N 254116, 2000, Cummins Diesel Engine, Foam-Filled Tires, Jib, 80' Articulating Boom, 4x4. Unit #ZAM615. Located in Columbus, OH. **\$18,500**

7



**2 Haulotte HB86 TJ**, S/N TD106094, 2011, Diesel Engine, Jib, 86' Telescopic Boom, 4x4. Unit #ML335CN. Located in Mississauga, ON. **\$70,000**

**3 Snorkel TB126J**, S/N SP06073, 2006, Cummins Diesel Engine, Foam-Filled Tires, Jib, 126' Telescopic Boom, 4x4. Unit #DL1989MLW. Located in Milwaukee, WI. **\$73,000**

**4 Haulotte HB86 TJ**, S/N TD106094, 2011, Diesel Engine, Jib, 86' Telescopic Boom, 4x4. Unit #ML335CN. Located in Mississauga, ON. **\$80,000**

8



**5 Genie S-60**, S/N S6005-10722, 2005, Deutz Diesel Engine, 60' Telescopic Boom, 4x4. Unit #Z1246. Located in Pittsburgh, PA. **\$20,000**

**6 MEC Titan Boom 40-S**, S/N 1240035, 2010, Kubota Diesel Engine, Generator, Foam-Filled Tires, 4,000-lb Platform Capacity, 40' Telescopic Boom, 4x4. Unit #K2513. Located in Richfield, OH. **\$78,000**

**7 Snorkel ATB60**, S/N FB05029, 2005, Deutz Diesel Engine, Foam-Filled Tires, Jib, 60' Articulating Boom, 4x4. Unit #J9308TOL. Located in Lima, OH. **\$24,000**

**8 Snorkel TB66J**, S/N AG06075, 2006, Deutz Diesel Engine, Foam-Filled Tires, Jib, 66' Telescopic Boom, 4x4. Unit #J9502TOL. Located in Toledo, OH. **\$32,000**

**9 JLG 400S**, S/N 0300104751, 2007, Deutz Diesel Engine, Generator, 40' Telescopic Boom, 4x4. Unit #K1729. Located in Alsip, IL. **\$20,000**

**10 JLG 600S**, S/N 0300113108, 2007, Deutz Diesel Engine, Generator, Foam-Filled Tires, 60' Telescopic Boom, 4x4. Unit #K1965. Located in Richfield, OH. **\$35,000**

**11 MEC 2633ES**, S/N 11101100, 2009, Battery Powered, 26' Scissor Lift, Non-Marking Tires, 33" Wide, 2x4. Unit #K2437. Located in Milwaukee, WI. **\$6,500**

12



**12 Snorkel TB80**, S/N 982315, 1998, Deutz Diesel Engine, Foam-Filled Tires, 80' Telescopic Boom, 4x4. Unit #Z6628. Located in Richfield, OH. **\$18,000**

**1 Gradall G6-42P**, S/N 0160013877, 2005, 6,000-lb Capacity, John Deere Diesel Engine, 42' Telescopic Reach. Unit #G433ATL. Located in Cleveland, OH. **\$35,000**

**2 Lull 1044C-54**, S/N 0160026752, 2006, 10,000-lb Capacity, John Deere Diesel Engine, Enclosed Cab, 50" Tilt Carriage, New Foam-Filled Tires, 54' Telescopic Reach, 4x4. Unit #9580. Located in Pittsburgh, PA. **\$51,000**

**3 Lull 644E-42**, S/N 0160022604, 2006, 6,000-lb Capacity, Cummins Diesel Engine, Enclosed Cab, Cold Start Package, 42' Telescopic Reach. Unit #DL3067MLW. Located in Elk Mound, WI. **\$28,500**

**4 Gradall 534C-6**, S/N 0388258, 1996, 6,000-lb Capacity, Diesel Engine, New Engine, New Radiator, 34' Telescopic Reach. Unit #Z9542. Located in Cleveland, OH. **\$18,000**

**5 Lull 944E-42**, S/N 0160015311, 2005, 9,000-lb Capacity, Cummins Diesel Engine, Foam-Filled Tires, Enclosed Cab, Work Lights, 48" Tilt Carriage, Strobe Light, 42' Telescopic Reach. Unit #9205. Located in Chicago, IL. **\$42,000**

**6 JLG G9-43A**, S/N 0160011527, 2005, 9,000-lb Capacity, Diesel Engine, Enclosed Cab, 43' Telescopic Reach. Unit #J9324TOL. Located in Toledo, OH. **\$40,000**

**7 SkyTrak 8042**, S/N 0160036271, 2008, 8,000-lb Capacity, Cummins Diesel Engine, Enclosed Cab, Light Kit, Block Heater, Tilt Carriage, Foam-Filled Tires, 48" Pallet Forks, 42' Telescopic Reach, 4x4. Unit #10124. Located in Cleveland, OH. **\$55,000**

**8 Gradall 534D9-45**, S/N 0160022226, 2006, 9,000-lb Capacity, John Deere Diesel Engine, Enclosed Cab, Beacon, Working Lights, Block Heater, 45' Telescopic Reach. Unit #DL3069MLW. Located in Milwaukee, WI. **\$37,500**

**9 Gradall 544D-10**, S/N 0160002417, 2003, 10,000-lb Capacity, John Deere Diesel Engine, 54' Telescopic Reach. Unit #G381ATL. Located in Atlanta, GA. **\$34,000**





**1 National Crane 13105**, 2000, 30 Ust Riding Seat, 105' Main Boom, Mounted on a 2000 Freightliner FL-80 Chassis, A/C, 58,000 lb GVW, Work Ready, Complete New Paint Job. Unit # R-1793. Richfield, OH. **POR**

**2 Manitex 1770C**, 2001, 17 Ust, Stand Up to Operate Crane, 70' Main Boom Mounted on a 2001 Sterling LT-8513 Chassis, Cat 275-HP, A/C, 60,000 Lb GVW. Unit # R-1744. Richfield, OH. **POR**

**3 Terex 3874**, 1977, 19 Ust, Stand up to Operate Crane, 74' Main Boom Mounted on a 1997 Ford LT-8501 Chassis 275-HP, A/C, P/W, P/L, 60,000-lb GVW. Unit # R-1781. Richfield, OH. **POR**

**4 National 8100D**, 2015, 23 Ust, 100' Main Boom, 25' To 44' Telescoping Jib, Front Bumper Stabilizer, Stand up to Operate 22' X 102" HD Flatbed With Apitong Hard Wood Decking Mounted on a 2016 Freightliner Sd-108 Chassis, 345-HP, 8LI Transmission, Aluminum Wheels, 60,000-lb GVW. Richfield, OH. **POR**

**5 Cormach 51800 E6 Knuckle Boom Crane**, New, 2006, Top Seat Controls, 73' Lifts 2,293 lbs. Unit # C-1001 Richfield, OH. **POR**

**6 Manitex 50128S**, 2013, 50 Ust, 128' Main Boom, 32' To 49' Jib, A/C & Heat in Operator's Tilting Cab, Mounted on a 2013 Peterbilt 365 Chassis 425-HP, 8LI Transmission, 20K F/A 46K R/A, 13,500 lb, Tag and Pusher Axle. Note Also Available with Radio Remote Controls, Optional Aux. Winch, Both 2013 and 2014. (May Not Be As Pictured). Unit # X-1504. Cleveland, OH. **POR**

**7 Manitex 2892S**, 28 Ust Riding Seat Crane, 92' Main Boom, 25' To 46' Telescoping Side Folding Jib, Operator's Cab With Diesel Heater. Mounted on a 2015 Freightliner Sd-108, 350-HP, 8LI Transmission, 60,000 lb GVW. Unit # R-1823. Richfield, OH. **POR**

**8 Tadano TM-1882**, 2006, 18 Ust, Stand Up To Operate Crane, 82' Main Boom, Out & Down Outriggers Mounted on a 2006 Sterling LT-7501 C7 330HP, 8LI Trans, Locking Rear Axles, 20K F/A 40K R/A. Unit # X047. GA. **POR**

**9 National NBT45-127**, New, 45 Ust, Riding Seat Crane, 127' Main Boom, 31' To 55' Jib, A/C And Heat In Operator's Cab. Mounted on a 2016 Peterbilt 367 Chassis, ISX11 400-HP, 8LI Transmission, 20K F/A 46K R/A With 13,500-Lb Pusher and 13,500 lb. Tag Axle, Bridge Law Legal. Unit # R-1840. Richfield, OH. **POR**

**10 National Crane 13110A**, 2016, 30 Ust, Riding Seat Crane, 110' Main Boom, 25' to 44' Telescoping Side Folding Jib, Operator's Cab with Heater Mounted on a 2016, Freightliner Sd-114 Chassis, 450-HP, 8LI Transmission, Aluminum Wheels. Richfield, OH. **POR**



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