

CRANE

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HOT LINE

Mobile Marvels

ATs Tackle a Wide
Range of Lifts



Flexibility on the Fly

Versatility, reach, and capacity make all-terrain cranes effective.



A 600-USt Liebherr LTM 1500-8.1, positioned above on a bridge embankment, works with a 900-USt Liebherr LTM 1750, below, in foreground. The cranes were operated by Central Rent-A-Crane, a member of the ALL Family of Companies, near Columbus, Indiana.

Designed to both travel on public roads like a truck crane and slog through unimproved sites like a rough-terrain model, an all-terrain crane offers unmatched versatility.

For those and other reasons, their popularity is growing.

“The smaller footprint of all-terrain cranes compared to truck cranes on conventional chassis is a major reason that all-terrain crane use is on the rise year after year,” said Brian Peretin, general manager of sales at Liebherr USA Co. “Additionally, the development of longer booms and better load charts will continue to increase their slice of the pie, especially in the U.S., where the market is still maturing.”

Lance Rydbom, director of product management and engineering at Tadano America, noted that demand for all-terrains has been strong over the past year, and he expects it to continue. “This demand has been driven by the oil and gas, heavy civil, wind maintenance, and other infrastructure projects,” he said.

“All-terrain cranes have gone from a niche market to a primary market in North America,” said Joshua Boyer, product manager for Grove all-terrain

cranes. “Many types of cranes could do these jobs, but all-terrains will continue to become the preferred all-in-one crane.”

Variety of Sizes, Capacities

To meet growing demand, manufacturers are offering North America an expanding range of all-terrain models.

Link-Belt offers three models, said Andrew Soper, product manager, telescopic truck and all-terrain cranes.

Link-Belt’s lineup includes the new 175-USt 175|AT, along with the 210-USt ATC-3210, and the 275-USt ATC-3275.

Link-Belt’s latest model, the 175|AT, has a six-section, 42.7'-197', pin-and-latch, greaseless, formed boom. It can be equipped with an optional three-piece, 10'-32.5'-55', on-board hydraulically or manually offset fly jib and three 18' lattice extensions. The maximum combination can reach tip heights to 315.1'.

Just 9'4" wide for roading, the 175|AT travels with up to 90,000 lbs. of counterweight in two overflow loads. Standard boom dolly provisions let it travel at less than 26,500 lbs. per axle with 10,800 lbs. of counterweight on the crane and the boom over the front. When the crane’s used with a dolly, the counterweight can be stowed in several arrangements to help balance axle loads.

Grove’s latest all-terrain debut is the five-axle GMK5150XL. According to

Boyer, it fits in the 175-USt class and features a 225' main boom. Optional lattice extensions let it deliver tip heights to 315'.

The GMK5150XL can carry up to 34 USt of counterweight where local DOT regulations allow.

Also new to North America from Manitowoc is the Grove GMK5120L. The 130-USt capacity model has a 216.5' main boom and a maximum tip height of 305' with jib. It can carry a variety of counterweight configurations and has Manitowoc’s Megatrak suspension.

One of Tadano’s latest all-terrain cranes is the seven-axle AC 7.450-1, which can lift up to 500 USt and has a 262.5' main boom. Extensions give it a maximum tip height of 419'.

Also new from Tadano, the AC 4.080-1 is a four-axle taxi crane rated at 88 USt. It has a 218.2' telescopic main boom and a maximum tip height of 255.9' with extensions.

Joining Tadano’s product line as well is the AC 2.040-1. The 40-USt, two-axle crane has a 115.5' telescopic boom and can reach a height of 154.2' when fitted with a 29.5' extension.

Tadano’s range of all-terrain cranes includes models with two to nine axles, 40 to 800 USt capacity, and maximum boom lengths from 115.5' to 262.5'.

The company’s FlexBase stepless outrigger system is featured in its three-axle

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Doc Bailey's new 175-US|AT Link-Belt 175|AT picks and sets a communication tower.



NessCampbell Crane + Rigging uses a 600-US|T Liebherr LTM 1500-8.1 all-terrain crane to raise and place a precast concrete wall panel.

to get closer to the work because we're no longer locked into a set length," Meek said. "We now can run site-specific load charts and use larger cranes that adapt to a job site like never before. They can also give us the ability to use a smaller crane, which saves our customers money."

Vic's Crane and Heavy Haul, Rosemount, Minnesota, operates a new Grove GMK5250XL-1. "We primarily use it on cell towers," said Josh Horsch, vice president. "With 5G expanding across Minnesota, many projects are under way. For cell tower work, a 257' main boom lets us reach everything. We're also starting to use the GMK5250XL-1 to set precast panels."

Horsch added, "It has an impressive load chart for a five-axle crane. Normally, long-boom cranes are not as strong for up-close lifts, but the GMK5250XL-1 has stout charts at short radius. We're

taking advantage of it for precast work."

Doc Bailey Cranes & Equipment Inc., Oakland, California, operates a branch office in Kapolei, Hawaii, to serve customers in Hawaii and the Pacific islands.

Jeremy Lichtenberger, a crane inspector, rigger, and load-test supervisor in Bailey's Hawaiian office, said that Bailey uses its new Link-Belt 175|AT in many ways. They include lifting boats in shipyards and water rigs on movie sets, placing HVAC units on buildings, and loading and unloading ships.

"One of the most stressful lifts we're doing with the 175|AT is moving protected trees," Lichtenberger said. "Hawaii has indigenous trees that have to be placed carefully on trailers at development sites and put back in the ground elsewhere without damage."

Lichtenberger added, "This new crane has the portability, driveability, and outriggers for tight job sites. The ability to have flexibility at any configuration and

still get a load chart is irreplaceable."

JK Crane routinely handles a variety of projects using its fleet of all-terrain cranes, including a number of newer Tadano models. The work includes lifting rail cars, bridge beams, toll booths, HVAC units, cargo from ships, and lifting an excavator out a pond. The company even used an all-terrain to lift fluorescent rock out of a quarry and onto the truck that carried it to a museum.

"The all-terrains have massive lifting power," said Jennifer Gabel, owner and president of the Kenil, New Jersey, company. "They also give us the versatility to configure them for rural areas and have the footprint to fit in the street for city work. Our Tadano AC300, for example, has asymmetric outriggers that allow us to set up in almost any space."

NessCampbell, Portland, Oregon, has several all-terrain cranes of various sizes for rent throughout Oregon, Washington, and Colorado. The company's more than 50 all-terrains include Grove, Liebherr, and Link-Belt units.

"Our newest all-terrain cranes have better flexibility and longer booms," said John Anderson, president. "They are so sophisticated that we can access load charts for any outrigger configuration in the cab without looking through load chart books and performing calculations. In that regard especially, all-terrains make us more efficient and competitive." ■



Tadano's new 500-US|T AC 7.450-1