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Cover photo:

National Crane Services performing a periodic inspection and proof test on a lifting beam for a power plant before an outage.

Photograph courtesy of Dennis O'Rourke

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A Crane's Life—Part 5: Below the Hook

by Dennis J. O'Rourke, CSP, Historiographer, Crane Surveyor

In the first four parts of this series, "Life of a Crane," our discussions concentrated on crane owners, maintenance personnel, and operators who are exclusively responsible for 'Above the Hook' activities. Those who choose rigging gear and attach loads to the hook are accountable for 'Below the Hook' safety during a lift.

History shows that liability for decisions is often unclear. In parts 1 to 4, all activities were handled by crane personnel, but now those not part of the "crane's crew" play critical roles in attaching loads and giving the hoist-up signal. Success depends on load weight, gear condition, and rigging technique; as the saying goes, the operator and rigger are now "joined-at-the-hip" (Figure 1).

A crane's primary purpose is to lift loads. The main question an operator must consider is: What is the load's weight? Knowing this is crucial for safe lifting. The Federal standards state the operator "is responsible for all activities of load attachment under their control," OSHA. Understanding this responsibility can help operators feel more confident in managing their safety.

An example, a fatal accident that happened in Texas years ago, raised the question of who is liable for what. The maintenance crew of an oil refinery was disassembling a large piston air compressor housed in a heavy steel casing. A rental crane company was hired to lift the outer casing to assist in the dismantling process. While on site, a signal person spotted the crane in front of the compressor and signaled the boom and hook to position them over a lifting eye bolt at the top of the casing, which was estimated to weigh 500 pounds. A crew member provided a soiled 1-inch flat fiber eye-to-eye sling and slipped one end through a lifting handle, forming a choker hitch, then placed the other eye end on the crane hook.

Then, a crew member signaled the operator to slowly lift the hinged 2,900

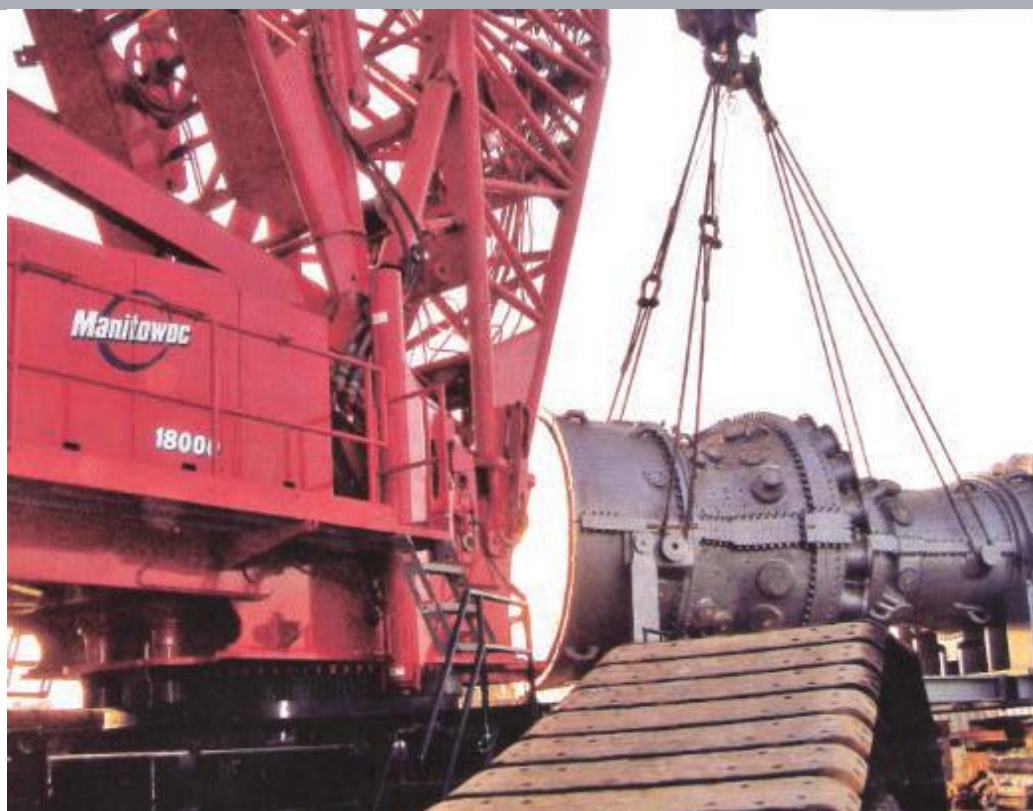


Fig. 1. The responsibility for how a load is attached is somewhat shared.

LB cover to about 60° and stop, holding it there roughly 4 feet above the lower casing. At that moment, a second crew member entered the open space with hand tools and began removing internal components. He worked in this position for about 15 minutes until the sling broke, dropping the cover and causing the death of a 28-year-old mechanic, a father of two, and a husband, arguably the worst possible victim from a defendant's attorney's perspective.

The plaintiffs argued that the operator, the only third party present besides the crane and sling manufacturers, was liable because of his experience; he should have known the 1-inch fiber sling was too weak to hold the casing in a choker hitch around a sharp corner. The operator stated that it was dark, and from his vantage point 30 feet away, it looked like a 1-inch wire

rope sling that could support the cover. The jury found he was 50% responsible.

The *elephant in the room* is that someone was working under a load. If no one was injured, there is no lawsuit. However, in this case, the standards are advisory, not mandatory, stating that "operators should avoid" carrying loads over people. Even today, sometimes, people, due to necessary work requirements, bear the load. But now, his defense of correct sling selection has been clarified.

HISTORICAL CONTEXT (1950s TO TODAY)

Before the adoption of modern OSHA standards, which began in 2010 with the new regulation (1926.1400), construction crane rules were less detailed. They allowed on-site personnel to choose methods based on their experi-

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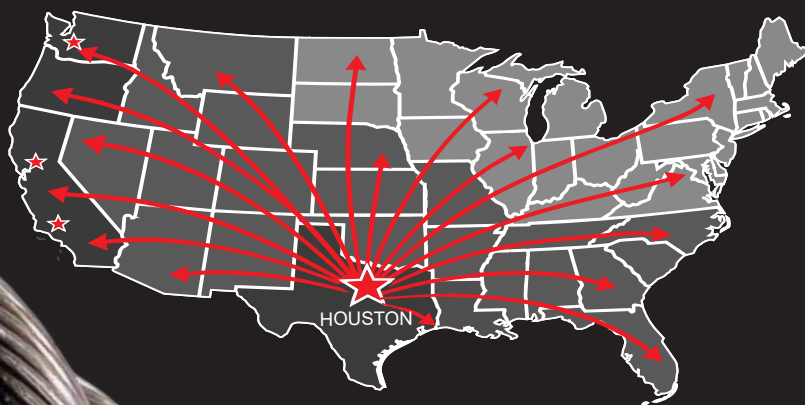
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ence. In 1971, OSHA regulations were established that incorporated the USAS B30.2 1943 safety standards, written by NAVFAC (Naval Facilities Engineering Command). These rules were developed by operational employees based on their observations and experience, assuming skilled, experienced workers, but they did not explicitly assign rigging responsibilities to the operator.

Since crane operators are physically at the controls, often with the best view of the hook, load, and surrounding hazards, industry practice considers them the 'most informed person' on the lift. The older 1926.550 (Pre-2010) standard included language stating that operators were responsible for "those things under his control."

Basically, 1926.550 recognized that operators should not lift a load if the rigging is unsafe. It established a realistic expectation that operators are responsible for what they can directly control, not because they chose the

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Fig. 2: Pick a load to see what it weighs, hoping the rigging gear selection was correct!



Fig. 3 Submerged objects weigh less due to water buoyancy.



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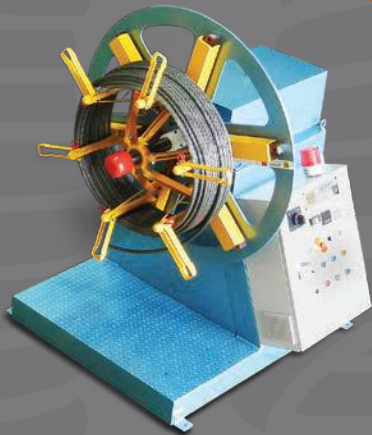
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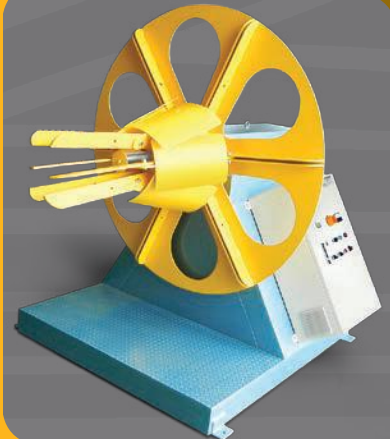


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slings, but because they can act if something appears unsafe.

After 2010, when 1926.1400 replaced 1926.550, the language was clarified to emphasize that only qualified riggers handle rigging. It maintains that operators are responsible for elements within their control, such as crane setup, safe operation, capacity, and stopping unsafe lifts. However, it explicitly assigns the responsibility for sling selection and rigging to the employer or qualified rigger. This removes ambiguity.

Earlier in my experience, crane rental companies often provided loose gear and slings to customers as a convenience, if needed, which made the operator liable. However, accidents and lawsuits resulting from this lending *bit the operator on the hind end*. Today, no rigging gear is carried on rental cranes — problem solved!

WEIGHT

The complexity of attachment methods varies depending on the object being lifted, but first, you need to know its weight. The rigging gear's capacity must exceed the weight of the object; this is essential for safety. Using appropriate gear based on the actual load helps riggers and operators feel confident in preventing accidents.

A rough estimate of the weight, or as some call it, a *guesstimate*, was made by comparing your object to a similar one. For example, if you knew the weight of a 12,000 lb Hyster forklift and had a 12,000 lb Allis-Chalmers, you would use the Hyster's weight. Similarly, if you were handling building materials off a truck bed with a two-ton maximum rating, but your crane was set up to handle 40,000 lbs, you would estimate the load accordingly. Some riggers gain experience at a location and become skilled at estimating loads. If the estimated weight exceeds 75% of the crane's capacity, the actual weight must be determined.

The *calculative* method measures the volume of steel shapes and the cubic size of materials and soils, then multiplies the volume by the corresponding values from published tables. Some methods involve placing objects on trucks and running them over scales to get a weight reading.

Using a portable dynamometer, as shown in Figure 2, is a common tool on construction cranes that lack onboard load indicators. You set the crane well within its capacity and lift the object to get a reading. However, this is like *putting the cart before the horse*. You need to know the weight to choose the right gear size to support it, so you're gues-



Fig. 4. Rigging is easy with proper gear, known weights, and convenient attachment points.

ing and hoping you're over-rigging! This method works when personnel are experienced and handle standard materials. I've often seen someone tell a helper, "Take those 20-ton shackles back and get two 35-ton ones instead."

Maritime lifting involves lifting in, out, or around water. When submerged, an object exerts less strain on the rigging than when freely suspended in the air. Underwater, an object's volume displaces about 74 lbs of water per cubic foot, creating buoyancy that helps lift the object. This means objects weigh more in the air than in water, and the rigger must consider this when selecting gear. Figure 3. As the object rises from the sea, the load on the crane gradually increases, hopefully not exceeding its capacity!

GEAR SELECTION

Knowing the object's weight is important, but basic physics knowledge is also essential for understanding the stress on the object and its gear. This includes the Center of Gravity, load adjustments during suspension, and the placement of attachment points for load stability. All of these factors help control the object while it is dangling.

It is perfectly understandable to most people that manufacturers designed their products assuming they would be used and maintained in accordance with *standard practice* or as intended. If the device is common to most, little instruction is provided, as with a screwdriver. No instruction sheet is provided saying 'don't use as a chisel and hit on the handle with a hammer', but for some, it's necessary—it's called abuse.

What causes abuse or misuse? We can

list forgetfulness, sabotage, anger at the company, or just anger, ignorance, fatigue, haste, external factors, lack of instructions, or work pressures. Over the years, I've heard all these reasons why something wasn't done correctly. Since these are human reasons and people make these decisions, I expect the future will mirror the past.

I've heard supervisors tell workers, "If you just used common sense, the accident wouldn't have happened!" Common sense is knowledge gained over time by observing and acting in one's environment. You wouldn't expect *common sense* to be the same for someone raised in an industrial nation and someone from a poor agricultural country; it has nothing to do with intelligence, but with experience. Time alone will not give each of these individuals the skills needed to safely attach a load to today's cranes. That requires specialized training to recognize the stresses and strains caused by their activity.

An example of specialized training is learning how to find an object's center of gravity (CG). The CG is at the center of the object, where it would balance on a fulcrum, with half the weight on each side. If slings are not positioned at equal distances from the CG when lifting, the load will be unbalanced, which requires specialized training to avoid.

If the CG were above the attachment points of the object, the load would be *top-heavy*. When lifted, it could topple. Recognizing this effect and preventing it requires specialized training.

When slings are attached at different distances from the CG, the one closest to the CG bears a greater share of the

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load, and the extra force must be considered. To lift the load and keep it level, the hook is placed directly above the CG, and the sling's length is adjusted to reach each attachment point. This increases tension in the sling's legs and requires specialized training.

If the sling attachment points and the CG are not on the same horizontal plane when the sling is lifted and tilted, the CG will rotate, causing additional force to be applied to the lower end. This physics principle is important when a spreader or equalizer is used in rigging. Understanding this requires specialized training.

Many loads are rigged for adjustments in the air, such as changing from vertical to horizontal, shifting one side, tilting, etc. This causes a shift in the CG, increases or decreases tension in the gear, and alters the forces on the crane hooks. For example, tilt-up wall panel construction comes to mind; see *Denny's Notes*, page 28. These forces can be intense and occur quickly. Specialized training is crucial to recognize these forces — not just common sense!

RIGGING ATTACHING POINTS

We discussed the weight and the CG effect on the object and gear. How should we connect the load to the control system and support it during flight? Some (most) rigging jobs are straightforward, requiring — dare I say it — basic industrial knowledge gained through training! See Figure 4.

At White Sands, NM, the nuclear test site cranes are frequently pre-tested (110% over the object's weight being lifted) due to the *consequence of failure*! This testing frequency made the method nearly foolproof. The weights are calibrated and marked on each side, with three pad eyes 120° apart, each having a 3½" pin diameter connection point. The three-wire rope eye-to-eye slings are the best design to evenly distribute tension. The CG was located below the attachment points to ensure stable load movement.



Fig. 5: Is it okay to use just one more time?

A leadman oversees the rigging, and the riggers are trained to identify the replacement criteria for all their gear and to assess its condition for proper inspection before and during each use. After use, the gear is inspected, lubricated as needed, and properly stored in the tool crib. During the six years I performed annual inspections at the site, there were no crane or rigging accidents.

Comparing the cylinder-shaped loads and rigging gear in Figure 4 with the pressure vessel in Figure 1, whose CG is off-center and being rigged and set in place, one can clearly see the planning complexities of the two lifts, even though both weigh about the same.

Not so obvious to an outsider, the operator in Figure 4 wouldn't hesitate to drop the test weights in the sand if any sign of trouble occurred; some reluctance by the lever puller in Figure 1 would definitely happen due to work site congestion.

CONDITION

It seems quite obvious that damaged rigging gear should not be in the workplace—but we see it there every day! There are reasons for this. First, replacement criteria specify how much wear or

damage is acceptable, like getting the last drop of beer from a bottle before discarding it; you don't want any waste!

The problem is that it's easy to over-rig; for example, a bent 10-ton shackle with the required 5:1 design factor could support an automobile. However, if it sustains arc-welding damage, it must be dropped. Therefore, there are three categories of conditions: new, serviceable, and to be replaced. The standards define the appearance and condition for Replacement, which must be enforced on the job (Figure 5).

Another aspect of types of damage is use, a double-edged sword, as it were. Gear used 8 hours daily requires continual inspection because it's subject to damage with each lift. Yet gear that sits in the tool locker for months is subject to corrosion on chains and other steel items, and to rot and mildew on synthetic slings. An inspection and service program based on the time, location, and type of gear stored is necessary. I find this particularly important in mining operations, power plants, and sunny construction sites.

SUMMARY

Above- and below-the-hook responsibilities have been pretty well assigned at this time, mostly driven by who's paying the accident costs! Years of training, communication, articles, and seminars helped. Good accident investigation, pinpointing the actual causes and then communicating the information to users so they could implement avoidance methods, was invaluable to the progress achieved.

Whatever the job title is of the person who attaches a load to a crane hook, rigger, carpenter, laborer, mechanic, mason, etc., the employer is responsible for ensuring that they are "qualified" by training, not by luck, to do the work safely. **WRN**

DENNIS J. O'ROURKE, CSP, Director of National Crane Services, Inc., retired. He has over 65 years' experience in the industrial, maritime, and construction fields working with heavy equipment and material handling devices. As a safety engineer, he has developed and/or presented hundreds of safety-training programs for all representative elements of government and industry.

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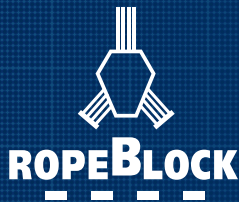
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Everything Old is New Again

Breathing New Life into Discarded Construction Material

by Damon Carson, founder and President of repurposedMATERIALS

Drive through any industrial yard in America and you'll see it. Spools of used, obsolete wire rope stacked in corners, reels sitting behind maintenance shops, sections cut off and tossed aside after an inspection or a replacement cycle.

In most cases, that used and discarded cable isn't there because it completely failed. It's there because it no longer meets the standards required for its original job. In the lifting world, that's a hard line, and for good reason. When loads are hanging over people, equipment and structures, there's no room for "almost good enough." The rope comes off, new rope goes on, and the old rope is pushed aside.

From a lifting standpoint, that's exactly how it should work. But if you step outside that narrow lens for a moment, the definition of value starts to shift. What no longer works in one environment often works just fine in

another. In fact, in a surprising number of applications, used wire rope isn't just acceptable, it's the better option. The challenge isn't the material itself. It's recognizing that its job has changed.

That idea is the foundation of what is done at repurposedMATERIALS. The business was built around taking materials that one industry is finished with and finding the next industry that can use them as they are. They call it "repurposing". It's different from recycling, which requires energy, processing and transformation. Repurposing simply asks a different question: what can this material still

do? Wire rope happens to be one of the better examples of how far that question can go.

When most wire rope is retired, it's not because the entire length is unusable. More often, it's a localized issue—a few broken wires, a worn section near the hook, a bend that shouldn't be there, or fatigue that disqualifies it from continued lifting service. The rest of the cable may still have a tremendous amount of structural integrity left. It just can't be trusted for that specific application anymore. So it gets cut, removed and set aside. From a safety perspective, that's the right call.

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Photographs courtesy of repurposedMATERIALS.

Redi-Mix company cuts used wire rope and it embeds the rope into the concrete block forms before pouring the concrete. Once the concrete cures, the wire rope becomes the lifting eye.

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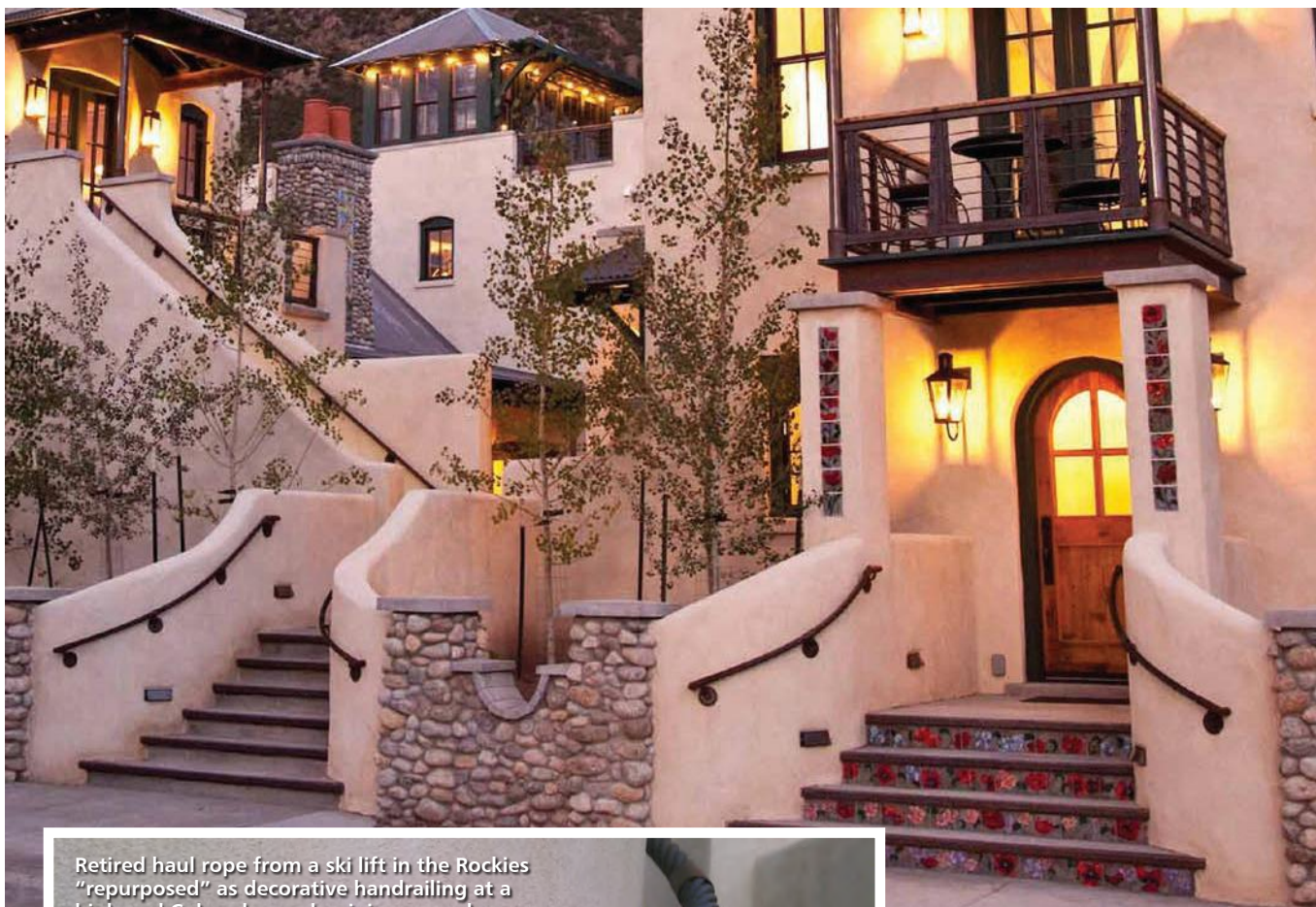
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Retired haul rope from a ski lift in the Rockies "repurposed" as decorative handrailing at a high-end Colorado condominium complex.



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From a materials perspective, it's the beginning of a 2nd Life.

Take ski lift cable as an example. Anyone who has handled it knows what you're dealing with. These are massive cables, often an inch and a half in diameter, designed to transport skiers and snowboarders up ski hills in places such as Squaw Vally in CA, Breckenridge in CO, or Stowe in VT. The lifts run continuously in harsh mountain environments while carrying significant loads. When that cable is retired, it doesn't disappear. It ends up in ski hill maintenance yards, waiting for whatever comes next. In the Mountain West, we've seen those cables turned into hand railings for condominium

complexes. It's a natural fit when you think about it. The material is incredibly strong, resistant to weather and wear, and visually fits the environment. What once moved skiers up a mountain now helps define the structure of the buildings at its base.

In other cases, the application is less visible but just as practical. Boat marinas, for example, need reliable ways to anchor floating docks. Those docks have to stay put through changing water levels, weather and use. Used wire rope has found a role here as well. Sections of cable are placed underwater and used as anchors to hold docks in position. In that environment, the rope is no longer being flexed, cycled or inspected under load in the same way it would be in a

lifting application. It simply needs to provide weight and stability, and used cable does that very well.

This becomes even more relevant in saltwater applications, where corrosion is unavoidable. New wire rope is expensive, and if it's going to be submerged in a corrosive environment where rust is inevitable, the economics start to change. Many operators are perfectly comfortable using used cable in those conditions because the performance difference doesn't justify the cost of new material. It's not about cutting corners. It's about matching the material to the job.

The same logic shows up in commercial offshore fishing operations. Large-scale fish farms rely on nets that need to expand and sink properly in the water column. One way to achieve that is by adding weight along the bottom edge of the nets. Used wire rope works well for this purpose. Sections are wrapped along the base, acting as ballast to pull the nets down and give them shape. In saltwater environments where corrosion is expected, used cable becomes an even more practical solution. It performs the function required without the added expense of new rope that would quickly degrade anyway.

Some of the more interesting appli-

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cations come from companies willing to think a little differently about how materials can be used. A precast concrete company that needed a better way to handle their retaining wall blocks. Once those blocks are poured and cured, they need to be moved and positioned. Traditional lifting hardware added both cost and complexity. Their solution was to take used wire rope, cut it into 9 foot sections and weave it directly into the molds before pouring the concrete. When the blocks cure, the ends of the rope extend out and serve as built-in lifting points. The lifting mechanism becomes part of the product itself, using a material that would otherwise have been discarded.

Not every application is about efficiency. Some are about solving very specific problems. repurposedMATERIALS supply used wire rope to an elephant rescue that uses it to build enclosures. The forces involved with animals of that size are significant, and the materials used need to be up to the task. Wire rope, even after it has been retired from lifting service, still has more than enough strength for that application. It becomes part of a system that provides both safety and durability in an environment that demands both.

If you spend enough time around the crane and lifting industry, you start to notice that this kind of thinking isn't limited to wire rope. It extends to other materials as well.

Decommissioned fire hose is a good example. While it comes from a completely different industry, it has found a practical role in lifting operations as a form of sling protection. Sharp edges and abrasive surfaces are constant concerns when rigging loads, and protecting slings is critical. Retired fire hose can be cut into sections and slipped over slings to provide a durable layer of protection. It's not a purpose-built solution, but it works, and in many cases it works well enough to make it a practical alternative.

All of this points to a broader idea that applies well beyond wire rope. Most materials are retired long before they are fully used up. They leave service not because they are completely worn out, but because they no longer meet the requirements of a specific application. That gap between "no longer acceptable" and "completely useless" is where opportunity exists. Repurposing simply takes advantage of that gap.

The staff at repurposedMATERIALS sees this every day across a wide range of materials. Wire rope is just one cat-



A Florida elephant rescue "repurposing" used 3/4" highway median barrier cable for fencing to keep their rescued pachyderms corralled.

egory. A retired billboard vinyl becomes a tarp. An old street sweeper brush becomes a backscratcher for livestock. A sailboat sail becomes a shade screen. The common thread is that the material itself still has value. It just needs to be matched with the right 2nd application.

There's also a practical side to all of this that's hard to ignore. Cost, availability and lead time all matter. If a material can perform the required function at a lower cost and is readily available, it becomes an attractive option. Used wire rope often fits that description. It exists in a range of sizes, it's widely available, and for the right application it delivers exactly what is needed without the premium price of new material.

None of this suggests lowering standards where they matter. In lifting applications, wire rope should be inspected, maintained and replaced according

to established guidelines. That's not negotiable. But once that rope leaves that environment, it doesn't automatically lose all value. It simply transitions into a different role where the requirements are different.

The reality is that most materials have more life left in them than we give them credit for. The challenge is not in the material itself, but in how we choose to see it. When you start looking at used wire rope not as a discarded product, but as a material with remaining utility, the possibilities expand quickly. In many cases, it's not about creating something new. It's about recognizing what's already there and putting it to work in a different way.

And more often than not, there's still plenty of work left in it. ■

Damon Carson is founder and President of repurposed-MATERIALS, 720.615.0281 or damon@repurposedmaterialsinc.com. www.repurposedmaterialsinc.com.

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CP&A Delivers Design Reviews for Ongoing Crane Procurement Contracts

by Richard Phillips, Mechanical Engineer, Casper, Phillips & Associates Inc. (CP&A)

Casper, Phillips & Associates Inc. (CP&A) has completed the latest round of design reviews on a series of cranes for Adani Group, as Colombo West International Terminal (CWIT) takes delivery of two ship-to-shore (STS) cranes at the Port of Colombo, Sri Lanka.



Phase 2 cranes arriving at CWIT terminal.

The cranes, manufactured by Shanghai Zhenhua Heavy Industries Co., Ltd. (ZPMC), are the most recent deliveries to undergo CP&A's design review process as part of a long-term crane procurement support involving Adani Group.

"The CWIT cranes are impressive; they are the biggest in the South Asia region," said Richard Phillips, mechanical engineer at CP&A. "The 74m outreach makes them capable of servicing bigger than Megamax container vessels, and they are among the region's tallest electric STS cranes."

Notably, the cranes have been designed for storm wind speeds above

Sri Lanka's local environment requirements. This provides an additional safety margin for adverse weather conditions and enables the same design philosophy to be considered for terminals exposed to more severe storm environments. The cranes are equipped with advanced automation features and are designed to support remote operation aligned with the project's technical specifications.

Megamax container vessels, often abbreviated MGX, are among the largest classes of container ships currently operating. They are ultra-large container vessels designed to carry approximately 18,000 to more than 24,000

twenty-foot equivalent units (TEUs), supporting economies of scale on major deep-sea shipping routes. CWIT is positioned as a modern container terminal supporting the growing trade and logistics needs of Sri Lanka and the surrounding region.

As is typically the case, the design review began after the OEM submitted drawings and calculations. CP&A carried out an independent review and issued technical comments for discussion. A subsequent design review meeting was held to align on responses and confirm how the design would satisfy the technical specifications. CP&A then re-

continued on page 24



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continued from page 22

viewed the final drawings to verify that agreed actions had been addressed.

Phillips explained: “We typically become involved at approximately the 90% design milestone of a crane project. Our role begins with a detailed design review to verify that the crane conforms to the specified technical requirements. The review process is collaborative, and in many cases we are able to identify practical refinements that support compliance and performance. These may include targeted strengthening, connection improvements, or other design adjustments to ensure the required performance criteria are achieved.

“While our recommendations are frequently adopted by the OEM, we also recognize that there may be alternative engineering solutions that achieve the same outcome. For example, we may recommend increasing a pin diameter from 180mm to 200mm, while the OEM may prefer to use a higher-grade steel with greater mate-

rial strength. Provided the alternative solution satisfies the requirements of the technical specification, it remains an acceptable approach.”

With the two STS cranes safely delivered to CWIT and a further four STS cranes at an advanced stage of delivery, Adani's crane procurement program continues to gather momentum across its port portfolio in India. A further nine crane procurement projects are progressing, covering STS, rubber-tired gantry (RTG) and rail-mounted gantry (RMG) crane packages with established international OEMs, while CP&A continues to support design review activities across multiple programs.

Key project highlights:

- **Kandla, Gujarat:** A further set of STS cranes, designed and built by Qingdao Haixi Heavy-duty Machinery Co., Ltd. (HHMC), planned for Adani's Kandla port.

- **Mundra mega port:** CP&A has repeated the design review process for three separate sets of Sany STS

cranes and RTGs, destined for berths T3, CT3 and CT5.

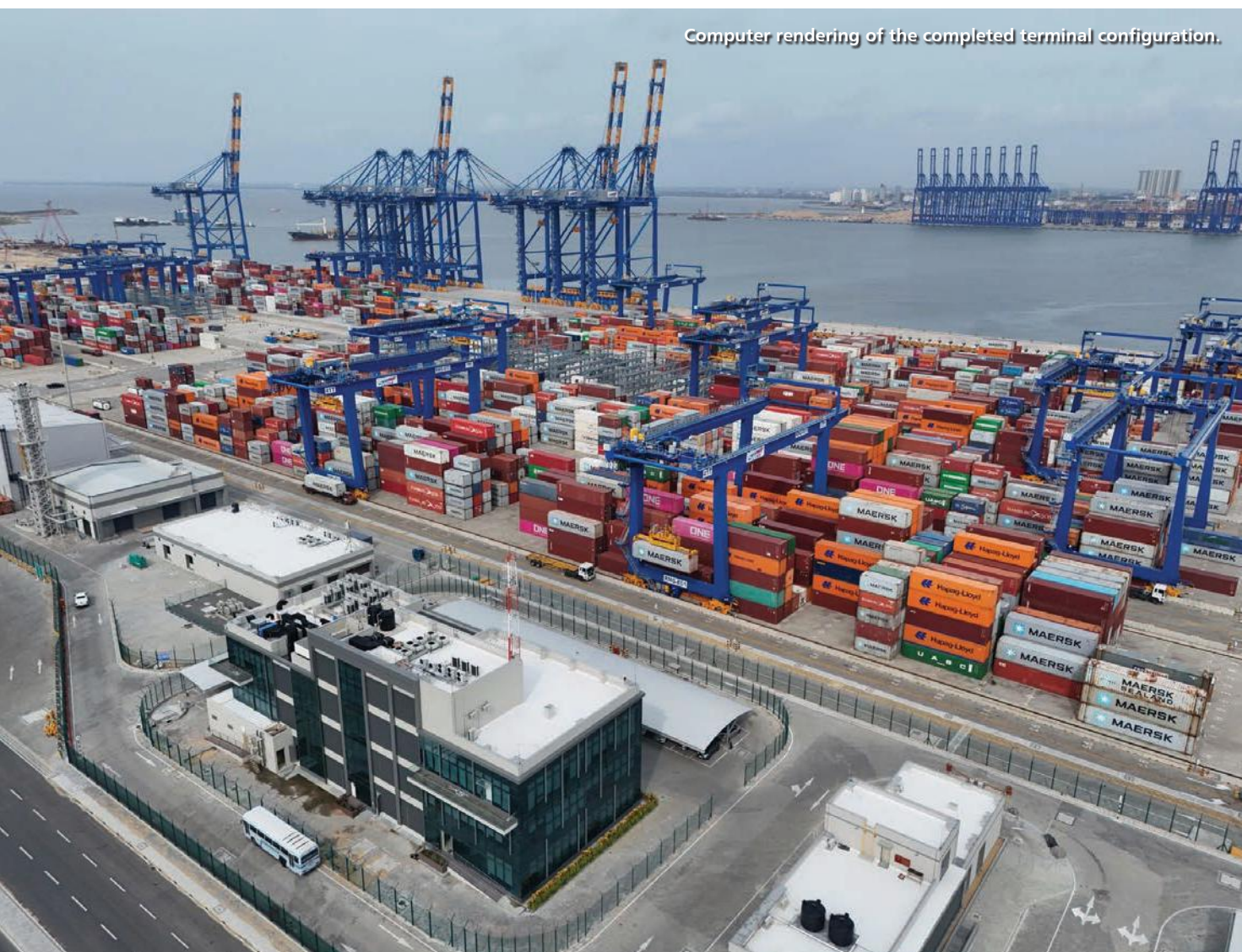
- **Vizhinjam International Seaport:** Additional Sany cranes reviewed by CP&A are planned for delivery to support the terminal's ongoing development. This is also one of the biggest cranes in India, in terms of height and boom reach.

- **RMG packages:** Wuxi Huadong Heavy Machinery Co., Ltd. (HDHM) RMGs are also progressing for Mundra and Vizhinjam respectively.

DESIGN INSURANCE

Phillips referred to design reviews as “design insurance”. “There are also other things we identify,” he continued. “For example, a design review can identify interface issues before fabrication begins. While such items would often be discovered and corrected later by the manufacturer, identifying them early helps reduce field changes and schedule risk. Perhaps the greatest value of the review process lies in iden-

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All photos and illustrations are courtesy of CP&A.



The 'Vanguard' of Rigging Hardware...

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- ✓ Builder's Hardware



continued from page 24

tifying potential issues before manufacture begins.”

A good design review is not only about identifying items requiring clarification or refinement. It can also uncover opportunities to improve performance, manufacturability, maintainability, safety, cost and lifecycle value. CP&A provides practical engineering input alongside review comments to support efficient resolution of technical matters and keep projects moving forward. Organizations with experience in both crane design and independent design review recognize the challenges faced on both sides of the table, allowing recommendations to be framed in a practical, commercially realistic and technically robust manner.

Phillips added: “Cranes are an integrated system of structural, mechanical and electrical components, meaning an improvement in one discipline can often deliver benefits across another. This holistic approach enables design decisions to be assessed not only in isolation, but for their impact on the performance, constructability and maintainability of the crane as a whole. For the design review process, specialized software has significantly reduced the time required to analyze the crane system without compromising technical rigor. This is particularly important on projects with demanding delivery schedules, where timely technical review supports disciplined project execution.”

A successful design review creates value for every party involved in a crane project. The OEM gains greater confidence that the design satisfies the technical specification; the independent reviewer contributes specialist engineering insight; and the project team reduces the risk of costly changes later in the program.

The greatest long-term benefit, however, rests with the crane owner. Once the project is completed, the owner must live with the consequences of the design throughout the crane’s service life. For this reason, all stakeholders ultimately share the same objective: to deliver a crane that operates safely, reliably and efficiently over the long term.

The engagement also reflects Adani’s emphasis on robust engineering governance, lifecycle reliability and safe long-term port operations, supported by structured technical review processes across major equipment procurement programs.

Many of the decisions made during a design review will never be visible once the crane is commissioned, yet they



Design review coordination meeting involving HDHM, Adani and CP&A representatives.



Design review coordination meeting involving Sany, Adani and CP&A representatives.

often prove to be the most important. Structural details that improve fatigue performance, the sizing of key members and the selection of mechanical and electrical components all influence how the crane performs over decades of operation. Equally significant are the seemingly minor design details that can easily be overlooked but have a disproportionate impact on reliability, maintenance and availability.

Phillips said: “An investigation unrelated to Adani Group illustrates the point. A crane was experiencing poor trolley rope life because an excessive catenary allowed the rope to oscillate and strike the structure during operation. The problem was ultimately

resolved by installing support rollers to reduce the catenary length to accepted industry practice, but the modification came only after avoidable downtime and additional cost. The example reinforces that the greatest value of a design review is not simply identifying problems but recognizing opportunities to improve the design while change is still straightforward, ultimately delivering better outcomes for the OEM, the crane owner and the project as a whole.”

For more about Casper, Phillips & Associates at www.casperphillips.com. ■

Casper, Phillips & Associates Inc. (CP&A) offers a wide variety of engineering services, including procurement, specification, design, manufacturing review, modification, and accident investigation.

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RSS Provides Rigging for Bridge Removal

by Richard Howes

Rope and Sling Specialists Ltd. (RSS) delivered below-the-hook equipment for removal of a 117.5t bridge, as Severn Trent's major upgrade of the Matlock Sewage Treatment Works (STW) continues.

With a new bridge positioned across the River Derwent earlier this spring, Beaver Bridges Ltd. was required to remove the old site access crossing. Two cranes were sourced from the expansive fleet of Ainscough Crane Hire to lift the 34m-long, 4.5m-wide structure in a single piece.

A 600t capacity Terex-Demag TC 2800 crane and a 230t capacity Liebherr LTM 1230-5.1 five-axle all-terrain mobile crane were deployed together for the lift. The TC 2800 lattice-boom crane performed the primary lift, with the LTM 1230-5.1 operating as the secondary crane. Adam Slicer, appointed person at Beaver Bridges, was responsible for the lift plan and supervision of the lift; RSS delivered product and expertise from its Rotherham depot.

Below-the-hook of the TC 2800, a 17m-long, 150t capacity modular Modulift spreader beam was rigged above two 60t capacity CMOD70, 10m by 3m spreader frames, offering four pick points each. Collar chains were basketed through the bridge and connected to shackles on 6m-long, 30t capacity slings.

Stephen Littler, regional manager at RSS, said: "We worked closely with Beaver Bridges and Ainscough to make sure the below-the-hook equipment was delivered and ready for the lift. With a 117t-plus bridge being removed in a single piece, it was a rewarding project to see through to completion. We continue to value the partnership with Adam and the team at Beaver Bridges; we're already looking forward to the next challenging collaboration."

While the arrangement shared many of the same planning and safety considerations as a contract lift, the cranes were hired by Beaver Bridges under the Construction Plant-hire Association (CPA) crane-hire terms rather than as a contract lift. Under CPA crane-hire arrangements, responsibility for planning and managing the lifting operation remains with the hirer, whereas a contract lift places those responsibilities



RSS delivered below-the-hook equipment for removal of the 117.5t bridge. The 10m by 3m spreader frames offered four pick points each.

ties with the crane hire company. In this case, Beaver Bridges retained responsibility for the lift plan and supervision; Ainscough provided the cranes and operators; and RSS oversaw delivery of the rigging gear.

Slicer said: "Our team safely removed the old site access bridge following the

successful completion of the full turn-key construction and installation of the new crossing. It was certainly another lift to remember. A huge thank you to our strategic supply chain partners—Ainscough and RSS—for the cranes, lifting gear and top-class ser-

continued on page 30

All photos courtesy of Rope and Sling Specialists, Ltd.

Open and Closed Swage Sockets and **Now** Swage Flemish Eye Sleeves



Domestic Swage Sockets – C1035, Fine Grain, SBQ material; Spheroidized Annealed
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Sizes – Fits 1/4" to 2" wire rope. (Larger sizes available upon request)

Finish Options: Plain, Black Oxide, Zinc

Swage Sockets and Swage Flemish Eye Sleeves are recommended for use on
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An aerial view of the Terex-Demag and Liebherr cranes at work.

continued from page 28

vice throughout the project.”

RSS offers a comprehensive portfolio of lifting and rigging hardware and training, in addition to live365 digitalisation and compliance technol-

ogy. It supplies blocks, shackles, hooks, slings and harnesses—all covered by periodic Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) examinations—to some of the UK’s most notable large-scale infrastructure

projects and blue chip firms.

The old Matlock STW bridge was removed from site before being taken for scrap.

For more information about RSS go to ropeandsling.co.uk. ■



With a new bridge positioned across the River Derwent earlier this spring (foreground), Beaver Bridges was required to remove the old site access crossing.



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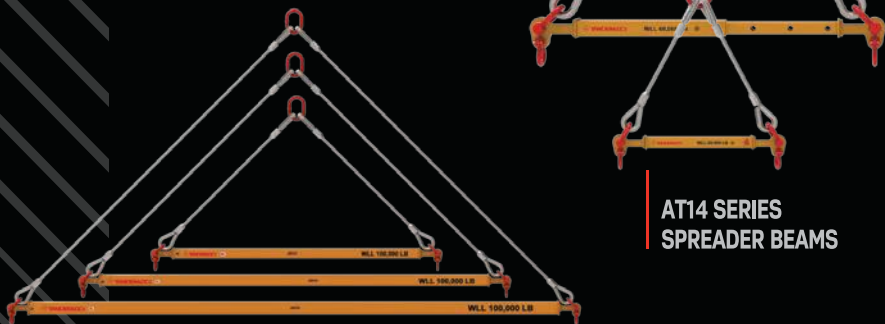


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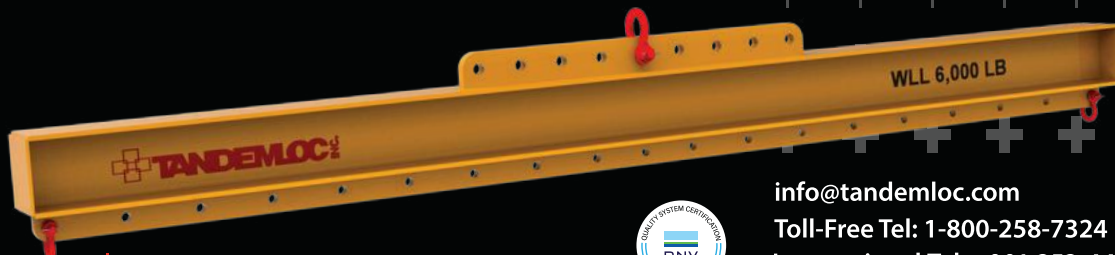


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When the Lift Can't Wait Caldwell's In-Stock Spreader Beams Help Keep a Critical Project Moving

by Chris Berland and Armando Pineda Jr.

When lifting equipment is needed quickly, having the right product available can make the difference between keeping a project on schedule and facing costly delays.

That was the situation when Southwest Wire Rope needed lifting equipment for a customer in the Houston area. With a tight timeline and a demanding application, the team turned to Caldwell's In-Stock Program to help get the equipment where it needed to be — fast.

Eight Adjustable Spreader Beams — Ready to Go

The order called for eight Caldwell Model 32-15-6/10 Adjustable Spreader Beams, which were expedited for delivery to the Houston area in just 2–3 business days.

Caldwell's Model 32 Adjustable Spreader Beam is designed to provide additional stability during a lift while offering the versatility of an adjustable telescopic spread. Available in a wide range of sizes and capacities, the Model 32 gives lifting professionals the flexibility to accommodate different loads and lifting configurations.

For this project, having the equipment available through Caldwell's In-Stock Program meant the customer could get the lifting solution they needed without waiting for a traditional production lead time.

TEAMWORK MADE IT HAPPEN

Getting the equipment there quickly required more than having product on the shelf. It also took coordination between several teams.

Armando Pineda Jr. and the entire Southwest Wire Rope team helped move the order forward and make the process easy for the customer.

Chris Berland of RiggRep Manufacturers' Rep helped ensure a smooth sales process, while Caldwell Customer Care Specialist Bree Shackleton coordinated the order and help get the customer what they needed, when they needed it.

It's a great example of what can happen when manufacturers, representatives, distributors, and customer service teams work together toward the same goal: keeping the customer's lift moving.

SUPPORTING THE GROWING DATA CENTER INDUSTRY

The end user for the equipment is a manufacturer of modular data centers, adding another exciting application to the growing list of industries putting Caldwell lifting solutions to work.

Modular construction and data center manufacturing can involve moving large, heavy, and sometimes uniquely configured components. Having an adjustable lifting solution gives manufacturers greater flexibility when handling these loads throughout production, assembly, and installation.



WHEN THE LIFT CAN'T WAIT, GO IN-STOCK

Projects don't always provide the luxury of long lead times. That's why Caldwell maintains a selection of lifting equipment available through its In-Stock Program.

From adjustable spreader beams to other below-the-hook lifting solutions, the program is designed to help distributors and their customers quickly find equipment for projects that simply can't wait.

This Houston-area project is a perfect example: eight adjustable spreader beams, a tight deadline, and a coordinated team that helped get the equipment moving in just days.

When the lift can't wait, Caldwell's In-Stock Program delivers. ■

LEARN MORE

Browse the Caldwell Model 32 Adjustable Spreader Beam:
www.caldwellinc.com/products/strong-bac/spreader-beams/model-32
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IN OUT STOCK STANDING



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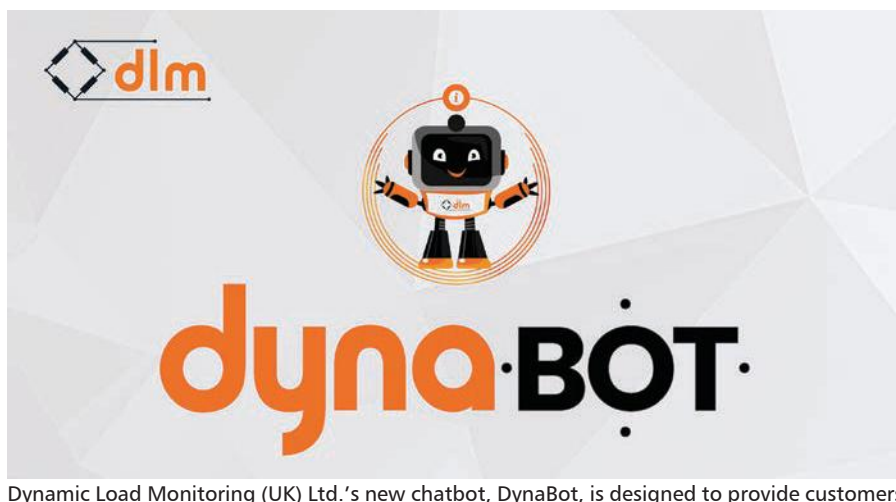
German engineering with American availability. Now you can get the safety, performance, and design benefits of the world's most trusted lifting points without the wait. As the master US distributor for RUD, Caldwell ensures the boltable or weldable lifting points you use the most often are on the shelf and ready to ship today. **Quality matters.**



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Dynamic Load Monitoring (UK) Ltd.'s new chatbot, DynaBot, is designed to provide customers with immediate answers to product-based questions.

DLM Launches Chatbot to Enhance Customer Support

Dynamic Load Monitoring (UK) Ltd. (DLM) of Southampton, UK has added a chatbot to its website — called DynaBot.

DLM is a supplier of load cells, load monitoring technology, and cable working equipment to the lifting, rigging, wind energy, and wider renewables sector. DynaBot reinforces a world-class customer support system for existing and potential clients, in addition to end users.

The chatbot, created in-house, is trained on all DLM products and services, covering applications in offshore cable laying, oil and gas, marine, lifting and other core markets. Previously, customers would have needed to email or call the team to obtain much of the information available via DynaBot. By introducing a chatbot as an option, the company can save audiences time and allow users to access materials with minimal disruption.

Martin Halford, chairperson at DLM, said: "As a company that places a strong emphasis on service, we are always looking for practical ways to continuously improve how we support our customers. The chatbot enables us to provide quick, direct answers to queries, helping customers to find what they need without any delays. It doesn't replace the interaction we value, but it instead adds another layer of client support. Many of our customers use the website on a frequent basis, so the chatbot enables us to assist them directly at the place they are looking for information, where best suits them."

The launch of DynaBot represents completion of an extensive development program that ensures the system deliv-

ers straightforward answers and helps users get to the right solution faster. Importantly, the information available is more in-depth than what can be found on search engines or via artificial intelligence (AI)-based platforms, such as ChatGPT. All responses are centered on real world knowledge and have been verified by expert engineers.

Getting DynaBot to this point was a meticulous process that first involved selection of the correct platform and agent to train that was best equipped to answer engineering-type questions. The training process itself involved uploading extensive information, providing scenario-based questions and answers, followed by testing with likely questions. The system was trialled against brochures, datasheets, staff knowledge, and a history of queries and common questions, before a refining process ensured all detail provided is legally sound, safe, and fully accurate.

Halford added: "The key purpose at this stage is around product selection for clients' operations and helping the user navigate the website. It is about how we can leverage technology to maximize efficiency and really optimize the service we can offer, making things easier for the client and offering increased capability. Direct communication remains central to how we support our customers, but many people now turn to the web expecting quick, immediate answers. A chatbot can deliver clear, relevant responses to specific questions, enabling users to reach the right point more efficiently before engaging further where needed."

If DynaBot is unable to answer a question, it will ask the user for their information so that a member of DLM's team

can connect with them as soon as possible, rather than expecting the user to make contact again. If the customer isn't willing to give their information, then the chatbot will provide the user with contact details. DynaBot will be continually updated, with advanced versions likely to be able to support customers with more in-depth technical queries.

Learn more about Dynamic Load Monitoring (UK) Ltd at dlm-uk.com.

SEE AD ON PAGE 21

pewag UK Group Deliver Complete Below-the-Hook Solution for Rooftop Lift

pewag UK Group has successfully delivered a complete below-the-hook lifting solution for E.J. McGovern Crane Hire during the installation of a 7,000kg Air Source Heat Pump (ASHP) on a rooftop in Oxford.

The project brought together equipment from across the pewag UK Group portfolio, with a Modulift CMOD® 24 Spreader Frame, pewag levo Load Balancer, pewag Lifting Chains and Snatch Blocks working together to provide the control and flexibility required for a complex lifting operation.

The heat pump presented several

continued on page 37



pewag UK Group deliver complete below-the-hook solution for rooftop lift.

DENNY'S crane and rigging notes

Raising a Tilt-Up Wall

Dennis J O'Rourke, CSP, OSHA Crane Surveyor

Roadside retail stores, industrial parks, and distribution centers seem to sprout up overnight thanks to current wall-construction techniques. The "tilt-up" method has been around for some time, but with improved cranes and rigging, and a market that demands "bigger and better", demand is booming! Unlike blocks or bricks, which take months to build, setting one on top of another, entire wall panels can be erected in an hour.

In safety, the distinction between the terms "hazard and exposure" is important for job planning. A "Hazard" is something that has the potential to cause injury. In the first picture, the hazard is the potential for a load to drop. "Exposure" means encountering a hazard, being in a situation where an injury could occur, and the hazard causes harm.

When working around cranes, a well-known safety mantra is preached at every "toolbox" meeting. Don't stand under the load. Federal Regulations state, "The operator shall avoid carrying loads over people." Thus, it is thereby acknowledging that at times loads may be over people's heads, but don't make a habit of it!

There is nothing unusual in Figure one; riggers connect slings to a concrete panel to be lifted and set to form a wall. Some argue that the suspended spreaders are not considered a load, that the rigging gear belongs to the crane, and that ground crews should not be concerned! However, they are overhead (a hazard), and if one were to drop, the worker below would be at risk of injury.

A typical "tilt-up wall" operation is depicted in Fig. 2. The panels are formed directly on the building's floor slab. The crane reaches from the front and, while lifting, drags the bottom of the panel from horizontal to vertical, placing it into its slot on the structure's perimeter. Steel braces are connected between the panel and floor to secure them until the roof assembly is installed. We see good methods practiced here, as the workers hold the braces off the floor to prevent damage to their connection hardware. The foreman is



Fig. 1. The more work activity, the more exposure to accidents.

standing back, observing the activity. But why is the signal person holding on to the panel? Because he knows—nothing ever goes wrong?

There is a need for continual alertness during any lifting work because you are defying the gravitational pull of the earth, and there are numerous human devices you depend on to perform perfectly 100% of the time, which is, at best, overly optimistic.

SUMMARY

To assess workers' accident potential, a supervisor identifies and quantifies the probability of a hazard occurring. To illustrate this, consider the hazards faced by office workers versus those faced by construction workers. The comparison between the two: a paper cut on a finger versus being crushed to death! The difference between removing a letter from an envelope at a desk and standing under a crane while lifting a 20,000 LB wall panel is obvious.

What is much harder to evaluate for job safety is the tremendous variation in how the work is accomplished. The paper cut, using an envelope opener, and a rubber thimble on your finger, or not. Making these "safety devices" available is easy.

If you're tilting up a wall, it takes a coordinated effort to eliminate the hazard of dropping something on someone. This requires a crane in good condition, properly operated, and rigged. The wall panels were poured and properly reinforced, and the embedded wall attachment was installed as designed. The workforce has properly attached to the slings that lift the panels. And the erection crew members stay out from under the load! Weather and worker fatigue are often unknown and are normally not included in accident reports! **WRN**

Fig. 2. A good example of a panel raised to form a building's external wall.



Below the Hook

Clamping Curved Loads

by Dale Kelly, engineering manager at The Caldwell Group.

Lifting curved plate and pipe safely requires more than a conventional plate clamp. Specially designed clamps provide a secure grip on these challenging loads across a range of manufacturing applications.

Clamps for lifting come in many designs and are used in hundreds of applications, including working with plate steel, ingots, slabs, concrete barriers, pipe, coil steel, paper bales and paper rolls. The right clamp is determined not only by the weight and dimensions of the load, but also by its shape and surface characteristics.

Clamps are designed to generate a clamping force perpendicular to the surface of the load. These forces are generated from the clamp geometry by the pulling force on the lifting shackle of the clamp or tightening of a screw. Clamps can be used for attaching loads to a hoist, or for other load handling purposes, such as anchoring or positioning.

The geometry of the clamp is important to maintaining a secure grip throughout the lifting operation. Different jaw and cam arrangements are designed for different load shapes and surface conditions, while the clamp's rated capacity and jaw opening determine what it can safely handle. This is particularly relevant when the load is curved, because the contact between the clamp and the material is different from that of a conventional flat plate.

It is important to source them from a reputable manufacturer; and, as modifying clamps isn't advised without consulting the manufacturer and might not be suitable at all, much of safe operation starts with selecting the right clamp for the job in hand. That means considering the characteristics of the load, as well as the capacity and operating conditions of the clamp.

What, then, if the need arises, either as a one-off scenario or as part of a production line, to lift and turn a single piece of curved plate or pipe from horizontal to vertical and vice versa? There are specially designed clamps to help with precisely this task.

One clamp designed for this purpose is the turning, locking, curved surface (TLC) model. It lifts and turns loads from zero to 90 degrees and incorporates a vertical lifting clamp with a



With these clamps, a specially designed cam jaw is made to safely lift curved surfaces and flat plate.

“lock open” and “lock closed” feature, facilitating attachment to and removal from the load. A specially designed cam jaw enables the clamp to safely lift both curved surfaces and flat plate.

GET A GRIP

Remember, the load being lifted must be able to support the amount of squeeze that the clamp applies to the load. This is particularly important when lifting curved or hollow sections, where the shape and construction of the load can affect its ability to withstand the gripping force.

The development of these clamps built on existing designs that were capable of turning a single plate or load from horizontal to vertical and back through the same 90-degree arc. Standard versions are available in capacities ranging from 0.5 to 20 tons.

As is often the case, enhancements are initially developed as bespoke solutions to meet a specific end-use requirement. But when enough applications emerge — in this case, involving curved plate or pipe — standard pro-

duction can soon follow.

Turning, locking, curved surface clamps are primarily used to lift pipes, but they can also lift any curved surface that meets the clamp's minimum radius specifications. The minimum radius is different for each tonnage of clamp, but it can lift any size from the minimum radius up to a flat plate. As a clamp gets bigger the minimum radius of plate needs to get bigger. For instance, a 1-ton clamp can lift a smaller pipe than the 10-ton version. The radius specification is an important part of clamp selection and should be checked alongside capacity and jaw opening before the equipment is put into service. Using a clamp within its specified radius range helps ensure that the cam jaw engages with the load as intended and that the clamp can develop the required gripping force.

There are alternative solutions out there, but it is best to use a clamp that is specifically designed for pipe and curved plate if that is the material handling challenge presented. The design of the clamp can then account for the characteristics of the load and the demands of lifting and turning it safely.

It's worth reiterating that many distributors and end users note that there is no need for a specific radius, only a requirement to meet the minimum radius size. If you're sourcing from a reputable manufacturer, each model should be clearly marked with the minimum radius, serial number, capacity, jaw opening, service class, design category, and all the information required for safe use.

The concept initially attracted interest in the U.S., but several units have since been supplied to international markets, with exports expected to grow over time. For end users facing the challenge of lifting and turning curved plate or pipe, the equipment may already be available through a domestic or local supplier, particularly one that supplies more traditional lifting clamps. The clamp selected must be suitable for the load and the lifting application. [WRN](#)

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challenges due to its uneven weight distribution and centre of gravity. With limited space available at roof level, the lifting arrangement needed to provide accurate control during positioning and final placement.

The combination of the Modulift CMOD® 24 Spreader Frame and pewag levo Load Balancer enabled the unit to be lifted from eight lifting points while allowing the load to be levelled remotely throughout the operation.

Combining Lifting Technologies

The pewag levo Load Balancer provided precise control of load imbalance during the lift, allowing adjustments to be made safely from ground level. The 20t model has an imbalance capacity of up to 6,000kg, making it suitable for applications where accurate load positioning is required.

The Modulift CMOD® range is designed for multi-point lifting applications, with configurable 4-point, 6-point and 8-point lifting arrangements available. In this application, the CMOD® 24 Spreader Frame provided the stability and load distribution required for the rooftop installation.

pewag Snatch Blocks were also incorporated into the rigging arrangement,

demonstrating how equipment from across the pewag UK Group portfolio can be combined to provide a complete lifting solution tailored to the requirements of the application.

A Complete Solution from pewag UK Group

The project highlights the benefits of sourcing below-the-hook equipment from a single group portfolio. By combining Modulift's lifting expertise with pewag's rigging solutions, customers can access solutions designed around the specific challenges of each lift.

McGovern Crane Hire was the first UK mobile crane company to invest in the pewag 20t Load Balancer via Rope & Sling Specialists, strengthening its capability to undertake complex lifting operations requiring enhanced control and precision.

"Having the right equipment for the job makes a significant difference, particularly when working with awkward loads and challenging installation requirements," said Kieran McGovern, Director at E.J. McGovern Crane Hire.

"The 20t Load Balancer gave our team the ability to control and level the ASHP remotely, while the Modulift CMOD® 24 frame and pewag Snatch Blocks provided the stability and flexibility needed

for an efficient rooftop installation."

Supporting Safer and More Efficient Lifting

The pewag levo Load Balancer and compensator range is hydraulically driven and designed for precise load control, combining remote operation, accurate valve adjustment and the capacity to manage significant load imbalances. The system supports controlled load handling across a range of applications, including construction, energy, housing, concrete and solar projects.

Available with either chain or synthetic sling options, the load balancer can be configured to suit different lifting requirements and incorporates features including remote control operation, integrated battery charging, floodlights and protective casing options.

"Projects like this demonstrate how Modulift and pewag equipment can be combined to deliver a complete below-the-hook solution," said Andy Charlesworth, Sales Director at pewag UK Group. "By bringing together the Modulift CMOD® Spreader Frame, the pewag Load Balancer and rigging equipment, McGovern Crane Hire was able to lift, control and position an awkward rooftop load with preci-

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sion. It highlights how our combined product portfolio can support customers with safe, efficient and engineered lifting solutions.”

The successful installation demonstrates how advanced below-the-hook equipment can help crane operators overcome load control challenges, reduce manual intervention and improve safety during complex lifting operations.

For further information, visit www.modulift.com or www.pewag.com/uk.

Pelican Rope Works Marks One Year of Scope Partnership With Strong Results Nationwide

AI-powered rope analysis adds actionable insight to field inspections as Pelican expands its national support network.

One year after announcing its partnership with Scope, Pelican Rope Works is marking a successful first year of bringing AI-powered rope inspection to customers from coast to coast. Pelican reports that the system has performed exceptionally well in the field and has become a valuable tool for understanding rope condition

and supporting informed decisions about rope use and care.

Announced in August 2025, the relationship pairs Pelican’s expertise in synthetic rope manufacturing with Scope’s artificial intelligence and computer vision technology. The collaboration helps customers identify visible wear indicators and maintain digital inspection records, adding a consistent source of information to rope evaluation.

Scope’s inspection platform uses AI and computer vision to identify indicators such as strand separation,

abrasion and compression damage. Its digital records help teams document findings and review rope condition over time, complementing the experience and judgment of the people responsible for inspection.

The partnership initially included support for Pelican’s Furious-12 (H-12) HMPE 12-strand rope and P-12 12-strand polyester rope, product lines used in demanding utility, industrial and marine applications. One year later, Pelican sees continued value in connecting its rope expertise with a more



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"In the field, technology has to earn its place. Over this first year, Scope has done exactly that," said Jacob P. Williams, Executive Vice President of Pelican Rope Works. "The system has worked exceptionally well from coast to coast, and we see tremendous value in the insight it brings to rope analysis. It gives our team and our customers a clearer picture of rope condition and a stronger foundation for informed decisions."

That investment in customer support also extends to Pelican Rope Works and U.S. Rigging Supply's recently opened 24,000-square-foot distribution center in Hammond, Louisiana, which complements the Santa Ana manufacturing and West Coast shipping operation and strengthens service across the Gulf Coast and Eastern United States.

For Pelican, the first anniversary marks a continuing commitment to practical innovation: high-performance rope, useful inspection information and responsive support for the people who put its products to work.

To learn more about Pelican Rope Works and its collaboration with Scope, visit PelicanRope.com or contact sales@pelicanrope.com.

Handling Systems International Announces Major Expansion

New 350,000-Sq.Ft. Headquarters and Manufacturing Campus

Handling Systems International, Inc. (HSI), a leading American manufacturer of overhead material handling systems, today announced the purchase of a new 350,000-square-foot headquarters and manufacturing campus in Bedford Park, IL.

The new facility marks one of the most significant milestones in the company's nearly 70-year history and will consolidate HSI's two existing Chicagoland operations into a single location. The expansion adds approximately 250,000 sq. ft. of manufacturing, warehousing, and office space, providing the capacity to support the company's continued growth for years to come.

Founded in 1957, Handling Systems International has grown from a family-owned business into one of North America's leading

manufacturers of jib cranes, bridge cranes, gantry cranes, workstation crane systems, monorails, and ergonomic lifting solutions. Today, the company serves a nationwide network of crane distributors and industrial partners while remaining family-owned through three generations.

"This investment represents far

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Handling Systems International announces major expansion with new 350,000-square-foot headquarters and manufacturing campus. L-R: Jake (Mark) Rehor, Mark Rehor, Mike Rehor.



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more than additional space," said Jake Rehor, President of Handling Systems International. "It strengthens our ability to serve our customers, expand our manufacturing capabilities, and continue investing in the future of our business."

"This is an exciting new chapter for HSI," added Mike Rehor, Executive Vice President of Sales & Marketing. "Bringing our operations together under one roof creates new opportunities for collaboration, efficiency, and continued innovation. Most importantly, it positions us to better serve our customers and dealer network for decades to come."

The Bedford Park campus will become HSI's new corporate headquarters and primary manufacturing facility, with the transition taking place in phases over the coming months while maintaining uninterrupted operations.

As HSI approaches its 70th anniversary, this expansion reflects the company's continued investment in American manufacturing, its employees, and the customers and partners who have fueled its success since 1957.

For more information about Handling Systems International, Inc. (HSI) go to www.hsicrane.com.

Ascent Lifting, Inc. Announces the Acquisition of United Rigging, Inc.

Ascent Lifting, Inc., a portfolio company of Shorehill Capital LLC ("Shorehill"), announced that it completed the acquisition of United Rigging, Inc. ("United Rigging") on July 31, 2026. This marks the sixth acquisition for Ascent Lifting, a leading value-added distributor and fabricator of lifting and rigging products, with 42 locations nationwide operating under the CERTEX USA ("CERTEX") brand.

Founded in 1980, United Rigging is a Jacksonville, Florida-based marine and industrial supply company specializing in rigging, lifting, and fall protection products. United Rigging's major product lines are uniquely suited to meet the needs of customers in the agriculture, construction, marine, manufacturing, mining, and data center markets. The company also provides crane rope installation and on-site wire rope spooling services.

Following the acquisition, United Rigging will combine with Ascent Lifting's CERTEX branch in Jacksonville, further strengthening CERTEX's service capabilities throughout northeast Florida.

DeWayne Mueller has been named Op-

erations Manager, and Jan Mueller will serve as Branch Manager, ensuring continuity for customers across the region.

"We're thrilled to welcome the United Rigging team to Ascent Lifting," said Dee Schweigert, CEO of Ascent Lifting. "United Rigging has built a strong reputation for responsive, hands-on service



Ascent Lifting, Inc. announces the acquisition of United Rigging, Inc.

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across Florida's agriculture, construction, marine, manufacturing, and mining markets. Combining their capabilities with our CERTEX branch in Jacksonville deepens our presence in the region and supports our mission to be the preferred partner in the U.S. rigging industry."

"We're excited to join the Ascent Lifting family," said DeWayne Mueller, former Owner and now Operations Manager of United Rigging. "For years, our team has focused on quality products and fast, dependable service for our customers. As part of CERTEX, we'll be able to serve them even better while continuing the hands-on approach that has defined United Rigging."

"We're pleased to support Ascent Lifting's continued expansion in Florida with the addition of United Rigging," said Robert Jackson, Managing Director at Shorehill. "Their reputation for service and their long-standing customer base make them a natural complement to the CERTEX branch network."

Fredrikson & Byron, P.A., and Katlen Muchin Rosenman LLP served as legal advisors to Shorehill and Ascent Lifting. Terms of the transaction were not disclosed.

For more information, please visit www.AscentLifting.com.

Data Center Construction: An Opportunity for the Rigging Industry

Artificial intelligence and the rapid construction of data centers have been front and center in the news over the past year.

While much of the discussion around AI focuses on technology and its potential opportunities and challenges, All Material Handling (AMH) wanted to take a closer look at another side of the AI boom: the impact of data center construction on the lifting and rigging industry.

To better understand this impact,

AMH consulted with several distributors involved in data center construction and related infrastructure projects.

Interestingly, just a year ago, few in the rigging industry anticipated the level of demand that data center construction would generate. That demand extends well beyond the construction of the data centers themselves. Massive facilities require significant amounts of energy, driving additional infrastructure projects such as transmission-line upgrades, increased power-generation capacity, and the reactivation or ex-

continued on next page



AMH has supported major distributors serving large data center projects with its portfolio of CARTEC lifting points.



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pansion of existing power plants.

New Construction, New Rigging Requirements

The rapid evolution of data center construction is also creating new lifting challenges. Modular construction methods are increasingly being used to manufacture and assemble data center components and equipment more efficiently.

These modules must be secured and transported from manufacturing facilities to construction sites and then positioned and lifted into place. Each step can require specialized rigging solutions, including tie-down equipment, protective tarps and coverings, lifting points, lifting accessories, hoists, and other specialized lifting accessories.

Because many of these construction methods and applications are relatively new, contractors and rigging professionals are encountering lifting requirements that may not have existed at this scale before. In some cases, new lifting accessories are being developed, tested, and adapted to meet the demands of this evolving construction environment.

For the rigging industry, this represents a significant opportunity. Whether data centers are being built, a growing need exists for reliable lifting

and material-handling equipment.

Meeting the Challenges of a Rapidly Growing Market

The growth of the data center industry has not come without challenges. One of the biggest has been understanding and anticipating the needs of customers working in an industry with very little historical data on rigging-product usage.

Demand can change quickly, and out-of-stock situations have become more common. For distributors, determining the right inventory levels can be difficult when projects require large quantities of specialized products with little advance notice.

In this environment, having reliable suppliers with sufficient inventory—and the ability to respond quickly when demand increases—has become increasingly important.

AMH has supported major distributors serving large data center projects with its portfolio of CARTEC lifting points, Grade 100 lifting accessories, and AMH MA/LA hoists. Maintaining product availability and responding quickly to changing demand allows distributors to keep their customers' projects moving.

What Does the Future Hold?

The long-term impact of data center construction on the rigging industry

remains difficult to predict. Some have questioned whether the opportunity will diminish once the current wave of facilities has been constructed, particularly as increasingly automated environments reduce the need for ongoing construction activity.

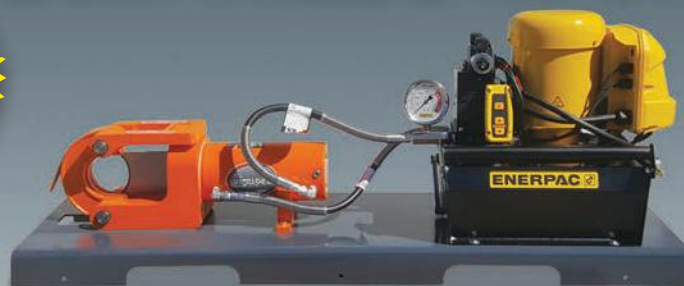
However, data centers are part of a rapidly evolving technology industry. The technology housed inside these facilities continues to advance, and equipment must be upgraded or replaced to keep pace.

As a result, the opportunity for the rigging industry may extend well beyond initial construction. Large modules and technology systems will need to be removed, moved, and replaced as facilities are upgraded. These activities will create continued demand for lifting and rigging equipment for maintenance, expansion, and modernization.

At the same time, the infrastructure required to power these facilities will continue to evolve, creating additional opportunities for the rigging industry.

While it is difficult to predict exactly how the data center market will develop, one thing is clear: The impact of this industry extends far beyond the technology itself. From initial construction and power infrastructure to ongoing main-

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tenance and equipment upgrades, data centers are creating new lifting and rigging requirements—and new opportunities for the industry to serve them.

"At AMH, we're here to support our distributors. Identifying industry trends and quickly adapting our stock is an important task," said Peter Brettner, President of AMH. "Our goal is simple: provide a reliable, in-stock alternative that allows our partners to continue serving their customers without disruption."

For more information about AMH visit allmaterialhandling.com.

SEE AD PAGE 61

RSS Provides Rigging to Lift Bridge Sections

Rope and Sling Specialists Ltd. (RSS) supplied a variety of below-the-hook equipment as Sarens UK lifted bridge sections with a 250t capacity Grove GMK5250XL-1 all-terrain crane.

Sarens, a provider of crane rental, heavy lifting, and engineered transport services, requested a series of Modulift spreader beams and CMOD spreader frames, which were used in combination with slings and chain hoists on the five-axle mobile crane.

The bridge sections were manufactured with concrete anchors, to which

chain hoists were connected from each corner of the spreader frames, rigged at either end of the spreader beams. The complete rigging set included one MOD50 at 9.5m; one MOD110 at 14.5m; another MOD110 at 13m; plus, CMOD50 and CMOD34 frames, each set-up at 1m by 1m.

RSS offers a comprehensive portfolio of lifting and rigging hardware and training, in addition to live365 digitalization and compliance technology. It supplies blocks, shackles, hooks, slings and harnesses—all covered by periodic Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) examinations—to some of the UK's most notable large-scale infrastructure projects and blue chip firms.

It operates a network of depots that serve the UK nationwide; in this instance, facilities in Grangemouth and Glasgow, Scotland, combined with those in Rotherham, Warrington, Heathrow and Aylesford to meet the specific requirements of Sarens.

Chris Winton, depot manager at RSS, said: "Projects like this demonstrate the importance of having the right below-the-hook equipment for the lifting operation. The bridge sections required a combination of

spreader beams and [CMOD] frames, together with chain hoists and slings, to create the required rigging arrangement. With several different configurations

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RSS supplied below-the-hook equipment as bridge sections were lifted with a 250t capacity Grove GMK5250XL-1 all-terrain crane.



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rations involved, it was important that the equipment supplied matched the requirements of each lift.

"Supporting a project of this scale also relies on good coordination between teams. Our role was to provide the equipment required by Sarens and draw on our depot network to bring everything together, with facilities across Scotland and England contributing to the overall requirement. It's a good example of how RSS can support complex lifting operations with both the equipment and technical expertise needed to deliver them."

As Winton explained, spreader frames and lifting frames are recommended for loads that have more than two lifting points; they can also be the ideal lifting equipment when headroom is limited. Modulift offers several types of spreader frames for multi-point lifts. The CMOD (like the TriMOD frame) is a convenient, cost-effective solution. If a customer already has MOD struts, they can reuse these with the corner units to make a four-point CMOD system. If required, they can even combine with T-pieces to make a six- or eight-point CMOD spreader frame.

Winton added: "The requirement doesn't end with this lift, as the equip-

ment is scheduled for a repeat hire at the end of the month. It's a case study in the ongoing support we can provide when customers need reliable access to specialist below-the-hook equipment across multiple stages of a project."

Sarens' Grove GMK5250XL-1 AT can lift its maximum 250t capacity at a 3m radius; the outrigger dimensions allow operation in restricted urban or industrial zones.

For more information about RSS go to ropeandslings.co.uk.

Dellner Bubenzer Relocates, Upgrades Pioneering R&D Facility

Dellner Bubenzer has moved its state-of-the-art research and development (R&D) center to the company's production facility in Kirchen, Germany.

Relocating the first-of-its-kind operation from a dedicated R&D site in Betzdorf-Dauersberg (10 km away), brings research, development, testing and manufacturing together in one place, allowing each department to collaborate more closely and accelerate advancement of new products.

The new 700-square-metre testing space, complemented by additional of-

fice accommodation, brings nine staff into closer proximity with all R&D functions as part of the wider 24-person technical department. Integral to the infrastructure repurposing project was the installation of an 8t capacity overhead crane, climate chambers and a large flywheel test bench, which required a 50-square-metre reinforced foundation. These works had to be completed before the relocation could take place.

The new test bench uses a rotating flywheel to store and release kinetic energy, allowing engineers to simulate demanding operating conditions and test the performance and braking capacity of components such as industrial brakes. The flywheel dynamometers are used to measure things such as braking torque, rotational speed, energy and braking power.

The center is equipped with a range of complementary test facilities, providing Dellner Bubenzer with the flexibility to evaluate braking systems across different applications and performance levels. At its heart is the large-capacity flywheel dynamometer capable of delivering a wide range of braking torque at friction speeds of up to 130 m/s and 25 MJ of energy, with a maximum braking power of 3.5 MW. A second, smaller-capacity fly-



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wheel dynamometer extends the testing range, handling a smaller range of braking torque and 316 kJ of energy. Completing the suite is a sword test bench, a dedicated system for measuring braking force and performance, with hydraulic pressure and cooling capabilities and a maximum braking force of 880 kN. Together, the three systems provide a comprehensive platform for testing and developing braking solutions under a wide

range of operating conditions.

Full-scale testing

Rene Hamann, engineering director at Dellner Bubenzer, said: "This is a much more integrated solution than before, allowing us to test industrial braking systems, thrusters and other solutions. Our test center is something quite special. It was the first facility of its kind in our industry, and even today, very few companies have the capability to carry out

full-scale testing of industrial braking systems under real operating conditions. That capability is a genuine competitive advantage for us and an important part of what sets us apart."

The test bench is central to the Kirchen site, but it is the combination of dynamic testing, environmental simulation and wider R&D capabilities that makes the facility genuinely pioneering. The flywheel test bench gives the R&D center the ability to move beyond static testing and replicate the dynamic conditions that braking systems encounter in operation. By introducing controlled levels of kinetic energy into the brake, engineers can assess performance across different speeds, braking forces and energy combinations, as well as investigate repeated duty cycles and other operating scenarios. The facility can also be used alongside a climate chamber capable of temperatures from -50°C to +180°C, enabling products to be evaluated under a wide range of environmental conditions.

Hamann added: "Every new prototype undergoes extensive testing, with some designs completing as a minimum of two million operating cycles or more before they reach the market. This rigorous approach helps us ensure

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Fly wheel mass section of large dyno test bench at Dellner Bubenzer.

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continued from previous page

the highest standards of safety, reliability and performance. The Kirchen site is essentially where we develop and test our full range of products, including the BUEL® thruster line.”

The R&D center is not intended to be a static facility. Dellner Bubenzer expects its capabilities to evolve continuously, moving beyond traditional mechanical testing to incorporate more electronics, monitoring and data-driven analysis. Alongside development work, the center will play an increasingly important role in quality assurance, from testing brake linings and evaluating new suppliers to verifying that each new batch meets the company’s exacting standards.

To learn more about Dellner Bubenzer, go to dellnerbubenzer.com.

LEONCABLES Equips Rigging Gear with RiConnect Digital Product Passports

RiConnect Inc.’s Digital Product Passports (DPPs) are being provided by Ecuador’s LEONCABLES CIA. LTDA. to drive sustainability and compliance across a range of wire rope and synthetic slings, and other rigging items. RiConnect recently aligned its latest rebrand and tagline—‘COMPLIANCE INFRA-

STRUCTURE’—with the world’s leading regulatory authorities.

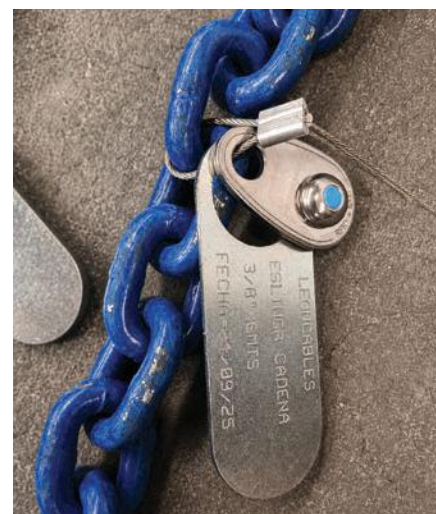
Digital chips and identification technologies within the RiConnect ecosystem support multiple identification methods, including radio frequency identification (RFID), QR codes, and barcodes. These technologies enable physical assets to be uniquely identified and connected to digital records managed through the RiConnect DPP platform, ensuring traceability, compliance visibility, and lifecycle documentation. Together, these capabilities underpin operational compliance requirements, facilitating inspections, maintenance programs, asset management, and other compliance-related workflows.

LEONCABLES specializes in manufacturing wire rope and synthetic slings, in addition to a wide range of rigging accessories. The central benefit of its catalog of products being equipped with DPPs is that product information, inspection reports, and usage history can be tracked, making maintenance and examination easier.

Michelle Ruiz, CEO at LEONCABLES, said: “We became aware of RiConnect’s offering when we began exploring digital tools to improve traceability, inspection, and compliance

management for lifting and rigging equipment. Today, we offer DPPs to customers as part of our traceability and inspection management solutions; we also provide QR codes on our polyester slings, allowing customers to access product information and certificates.”

LEONCABLES supplies lifting and rigging hardware from RiConnect partner, YOKE Industrial Corp., whose range includes Grade 80 and Grade 100



LEONCABLES CIA. LTDA. provides YOKE Industrial Corp. rigging gear equipped with RiConnect Inc. Digital Product Passports (DPPs).

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lifting chain fittings; swivel hoist hooks; shackles; angular contact swivels; wire rope clips; and lifting points. YOKE's BlueSupra digital chips are helping companies move to paperless systems to improve the accuracy of maintenance, safety checks, incident reports, and regulatory compliance, while supporting seamless information sharing.

Ruiz said: "Excellence in compliance for our customers is driven by the need to perform certified, safe, and reliable work, while meeting both national and international standards. Our customers must ensure that their lifting and rigging equipment is properly identified, inspected, maintained, and used according to technical requirements. Traceability, accurate documentation, trained personnel, and regular inspections are key elements that help them reduce risks, improve operational safety, and demonstrate compliance with confidence."

Simple and accessible

Paola Ruiz León, technical sales manager, Latin America at YOKE, said: "LEONCABLES is a pioneer in our region for demonstrating how DPPs enable product information, inspection reports, and usage history to be tracked. For companies seeking to onboard these technologies, our DPP-Ready Pack

makes transition to digital passports easier than ever before, and centers on breaking down three common barriers to entry in that it requires no IT involvement; no system migration; and no training to use. In other words, adopting DPPs is simple and accessible."

Wassil Bouali, sales manager for the Americas region at RiConnect, said: "Backed by a proven track record in product identification, compliance, and document management, we are proactively building the foundations for DPP adoption ahead of regulatory deadlines. The real challenge of DPP centers on data governance. Without consistent identifiers and a verifiable evidence chain, reliable information disclosure is compromised. Now, with a single scan, users can immediately access a suite of 16 key documents, including information on carbon footprint, recycled content, durability, and recycling or re-manufacturing possibilities."

As standards and compliance requirements become more complex, paper-based systems are no longer practical or sustainable for many companies. The South American industry is among those demanding more efficient, integrated, and flexible solutions. Cloud-based digital platforms provide better

access to information, improve traceability, centralize inspection records and certificates, and help companies manage compliance in a faster, safer, and more reliable way.

LEONCABLES' Ruiz added: "By enhancing traceability, access to product information, and inspection management, RiConnect has generated increasing interest among customers in this service."

Learn more about RiConnect Inc. at www.riconnect.tech.

Modulift and LMS Support Offshore Wind Industry With 660t Load Test

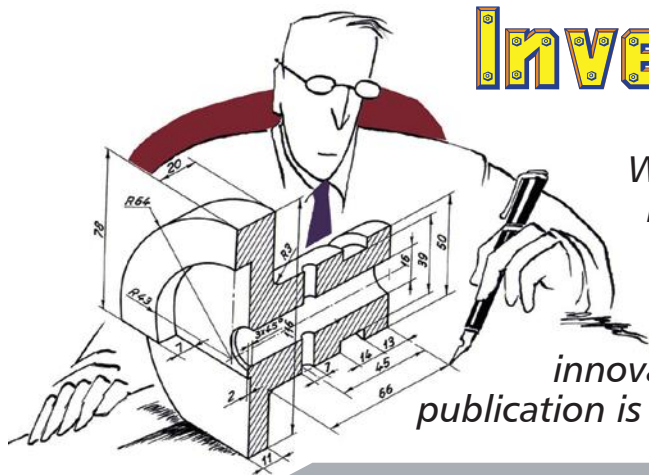
Modulift spreader beams and LMS load cells have been used together by Safe Lifting Europe B.V. to support the successful load test of the MPI Resolution in the North Sea. As offshore wind infrastructure continues to expand across Europe, proof load testing remains an essential part of maintaining safe and reliable lifting operations.

For the project, a MOD600/800 spreader beam was used in a 16-metre configuration, equipped with two 500-tonne LMS load cells positioned beneath the spreader. The full lifting arrangement also included shackles

continued on page 74

Inventor's Corner

by William Fischer



We've made it through another summer. I hope all of our readers are looking forward to a great Autumn and a terrific holiday season and beyond. As always, it gives us great pleasure to bring you the latest innovations in the field. Your interest in our publication is greatly appreciated.

Elevator rope inspection device and method for inspecting an elevator rope

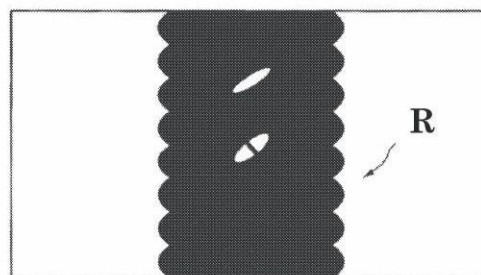
Pat. 12,630,394 U.S. Class 1/1 Int. Class B66B5/00

Inventor: Mitsuru Kato, Inzai City, JP, Hideki Miyazawa, Sakura, JP, Yoshiki Nota, Tokyo, JP, Yusuke Watabe, Tokyo, JP.

Assignee: Otis Elevator Company, Farmington, CT, Meiden-sha Corporation, Tokyo, JP.

This patent presents an elevator-rope inspection device comprising a camera for capturing images of the elevator rope, and an image-processing unit for processing a captured image outputted by the camera, wherein the image-processing unit detects a location of wear by implementing binarization on the captured images, and a labeling process that assigns a label to the location of wear, measures a distance between labels assigned by the labeling process, and when that distance is less than a fixed value, it judges that the area between labels is a wire break, so texture information of the elevator rope is unnecessary in advance.

As shown in *Figure 1*, the elevator-rope inspection device in this embodiment is composed of one line-sensor camera 10 that captures a rope R, and a measuring device 20 in-



Pat. 12,630,394

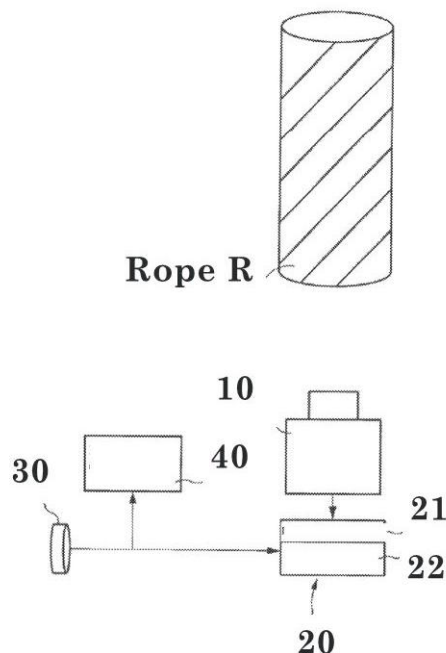
Figure 2: Explanatory view showing a captured image after binarization.

putted with captured images outputted by this line-sensor camera 10. Rope R is constituted by spirally winding one or a plurality of strands around a core line; each strand is composed of a plurality of wires. The line-sensor camera 10 shown in *Figure 1* is in a state to capture the rope R near an elevator hoisting machine (not shown in the drawings). The line-sensor camera 10 is a camera capable of high-speed capturing, arranged with a plurality of pixels in a row (one line); a line direction is a horizontal direction, which is a thickness direction of the rope R.

The line-sensor camera 10 continually captures the rope R passing by, composes the images in time series, and outputs the composed captured images to the measuring device 20. In other words, the one line of images continually captured by the line-sensor camera 10 are one-dimensional, but the captured images composed of the images in one line in time series are two dimensional. Also, the time-series composition may also be implemented by an image-processing unit 22 in the measuring device 20.

In the drawing, there is one rope R captured by the line-sensor camera 10, but it is not limited thereto. There may also be a plurality of ropes. In other words, the elevator-rope inspection device in this embodiment can implement image processing on captured images of the plurality of rope R outputted by the line-sensor camera 10.

In this embodiment, by using the line-sensor camera 10 that is capable of high-speed capturing, it is possible to capture images even when the elevator is rising or lowering at high speed. The measuring device 20 is composed of an image-recording unit 21 for recording captured images outputted by the line-sensor camera 10, and an image-processing unit 22 for processing captured images outputted by the line-sensor camera 10. The image-processing unit 22 executes image analysis to inspect for rope wire wear marks



Pat. 12,630,394

Figure 1: Schematic view of an elevator-rope inspection device.


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and wire breakage. Captured images recorded in the image-recording unit **21** are used when checking for rope wire wear marks and wire breaks, results of image processing by the image-processing unit **22**.

While position, and speed detection signals from position and speed detection means **30**, such as an encoder or the like are inputted to the measuring device **20** as capture-starting trigger signals, position and speed detection signals from the position and speed detection means **30** are inputted to an elevator controller **40**. The position and speed detection means **30** is disposed at the elevator hoisting machine.

The line-sensor camera **10** starts continuous capturing in sync to the capture-starting trigger signals; captured images outputted by the line-sensor camera **10** are recorded in the image-recording unit **21**, and further, an image analysis is started by the image-processing unit **22**. A position signal of the elevator from the elevator controller **40** or the

like, may also be inputted to the measuring device **20** as a capture-starting trigger signal, and the elevator position and camera capturing line may be synchronized. It is possible to use a position of the rope **R** as the elevator position. The measuring device **20** can be implemented as hardware, but general versatility is improved by installing a predetermined software in a general personal computer. By using a laptop-type personal computer as the personal computer, portability is improved.

Rope wire wear is a phenomenon in which a surface of the rope **R** is scraped while it is being used. If the wear of the wire advances, the wire will break. If such a rope **R** is captured by the line-sensor camera **10**, the surface is scraped by wear and a portion that reflects metal is captured more brightly compared to other, un-scraped surfaces.

A portion where wear has advanced is treated as white, and all other areas are black, by the image-processing unit **22** binarizing the image, which is a method for treating images. With this, a state of surface wear on the rope **R** is measured. A result of the binarization of captured images of the rope **R** in which both wear and breakage have occurred is shown *Figure 2*.

Figure 2 shows binarization of captured images outputted by the line-sensor camera **10**, to the measuring device **20**. Up and down directions are length directions of the rope **R** which is a time-series direction. A horizontal direction is a thickness direction of the rope **R**.

As shown in *Figure 2*, a portion that can be seen as white by a surface being scraped through wear is detected a plurality of places as worn locations on the surface of the rope **R**. Here, the surface of the rope **R** is regularly uneven because

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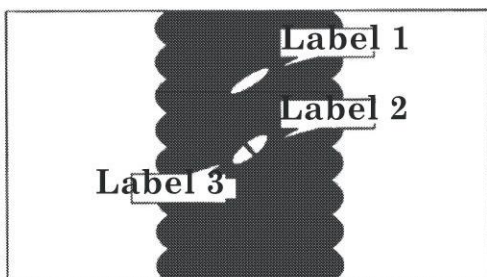

Pat. 12,630,394

Figure 3: Explanatory view showing a captured image after labeling.

continued from previous page

of the spirally wrapped strands. An advancement of wear of the convex portions is comparatively faster than concave portions, so it is thought that the locations of wear are the convex portions. For that reason, a width of each worn location is a thickness of the strand.

It is thought that locations of wear are generated in up and down directions centering on locations that broke for the locations where breakage occurred in the wire composed of strands. A surface of the location where the rope wire broke is concave, so metallic reflection is not generated, but is captured comparatively dark in the portion scraped on the surface through wear.

In other words, as shown in *Figure 2*, an area existing between two locations of wear that exist in a lower portion of the rope **R** is captured dark, so while a break in the rope wire occurred, there is only one location of wear on the top portion of the rope **R**, so it is thought that a break in the rope wire has not occurred.

Next, a breakage detection method will be described.

In breakage detection, the image-processing unit **22** implements a labeling process on previously detected worn locations. In the labeling process, a label is assigned to identify detected wear marks. For example, a consecutive number is assigned in order from a top in the drawing, to each location of wear, using label **1**, label **2**, label **3** and others, and a coordinate that indicates a position of a center of gravity of the location of the wear, and a region of the location of the wear are recorded in each label. A width of the region of the location of wear indicates an amount of wear. Also, if a leader line (black) is assigned to a black colored portion, visual identification is not possible, so symbols are assigned in text bubbles for each label **1**, **2**, and **3**.

A result of the labeling process in *Figure 2* is shown in *Figure 3*. At this time, it can be seen that a distance between detected labels at locations where a breakage occurred is close. In other words, as shown in *Figure 3*, an area existing between label **2** and **3** on a lower portion of the rope **R** is captured black, so the break in the rope wire has occurred, but only label **1** exists at the top portion of the rope **R** so it is judged that a breakage has occurred in the rope wire. For that reason, the image-processing unit **22** detects that as a breakage, measures the distance between labels and detects a value of the distance to be a location that does not satisfy a fixed threshold. Conversely, portions whose distance between labels is separated over a fixed threshold are detected as wear marks.

In other words, if the distance between labels **2**, and **3** that exist at a lower portion of the rope **R** in *Figure 3* is below a fixed threshold, the gap between labels **2** and **3** is judged to be a break. If the gap between labels **2**, and **3** is higher than the fixed threshold, the gap between labels **2**, and **3** is not judged to be a break, but labels **2**, and **3** are judged to be wear marks. Here, the fixed threshold is not limited to a thickness of the wire. A plurality of wires can break at the same time. Also, it is not a premise that the texture in the rope image is fixed.

Here, the gap between labels means the distance between any labels. In the example described above, the distance between labels **2** and **3** that exist at the bottom portion of the rope **R** was compared, but comparing label **1** that exists at a top portion of the rope **R** and the distance between labels **2**, and **3** that exist at the bottom portion of the rope **R** to the threshold, if it is higher than the threshold, it is judged that a breakage of the rope wire has not occurred between the label **1** and labels **2**, and **3**.

Continuous stranding system

Pat. 12,630,974 U.S. Class 1/1 Int. Class D07B7/02

Inventor: Mi Song Ku, Gunpo-si, KR, Cheol Min Kim, Anyang-si, KR.

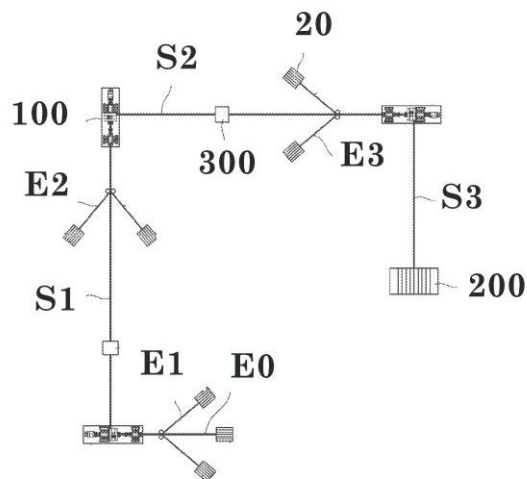
Assignee: Rio M&C Company, Ltd., Boeun-Eup, KR.

A continuous stranding system is disclosed. According to an aspect of the present disclosure, a continuous stranding system including: a plurality of stranders configured to receive a center wire and a plurality of peripheral wires provided from outside to manufacture and discharge a strand in a shape of the plurality of peripheral wires stranded to a single layer around the center wire; and a winding spool configured to wind the manufactured strand into a shape of the peripheral wires stranded to multiple layers around the center wire by sequentially through the plurality of stranders may be provided. A first disposed strander among the plurality of stranders is configured to receive a wire from a supply spool of a plurality of wires as the center wire and the plurality of peripheral wires and other stranders among the plurality of stranders are configured to receive a strand discharged from a preceding strander as a center wire and a wire from the supply spool of a plurality of wires as a plurality of peripheral wires.

Figure 4 is a schematic view of a continuous stranding system according to an embodiment of the present disclosure, and *Figure 5* is a cross-sectional view of a strand manufactured by the continuous stranding system shown in *Figure 4*. Referring to *Figures 4* and *5*, the continuous stranding system **10** according to an embodiment of the present disclosure may include a plurality of stranders **100** and a winding spool **200** and further include a tension control device **300**.

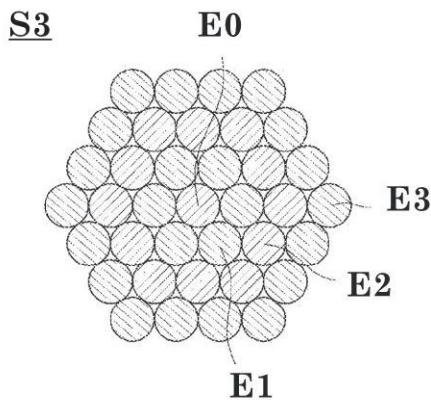
Each of the plurality of stranders **100** may be configured to receive a center wire and a plurality of peripheral wires from outside of the corresponding strander **100**, manufacture a strand in a shape of the plurality of peripheral wires stranded to a layer around the center wire, and discharge the manufactured strand to outside of the corresponding strander **100**. Particularly, a strander **100** first disposed among the plurality of stranders **100** may be configured to receive a center wire and a plurality of peripheral wires from the supply spool **20** of a plurality of wires as shown in the figure.

As a result, the first disposed strander **100** may be configured to manufacture a strand **S1** with the plurality, e.g. 6, of peripheral wires **E1** stranded to one layer around the center



Pat. 12,630,974

Figure 4: Schematic view of a continuous stranding system.



Pat. 12,630,974

Figure 5: Cross-sectional view of a strand manufactured by the continuous stranding system.

wire **E0**. Meanwhile, the rest of the stranders **100** among the plurality of stranders **100** may be configured to receive a strand discharged from a preceding strander **100** as a center wire and a wire from the supply spool **20** of a plurality of wires as a plurality of peripheral wires.

As a result, a second disposed strander **100** may be configured to manufacture a strand **S2** with a plurality, e.g. 12, of peripheral wires **E2** stranded to one layer around the strand **S1** discharged from the first disposed strander **100**. A third disposed strander **100** may be configured to manufacture a strand **S3** with a plurality, e.g. 18, of peripheral wires **E3** stranded to one layer around the strand **S2** discharged from the second disposed strander **100**.

In an embodiment of the present disclosure, only three stranders **100** are illustrated. However, the present disclosure is not limited to what is illustrated in the figures, and the number of stranders **100** may be four, five or more. The winding spool **200** may be configured to wind the strand **S3** manufactured in the shape of the plurality of peripheral wires **E1**, **E2** and **E3** stranded to multiple layers around the center wire **E0** through the plurality of stranders **100**.

The winding spool **200** may include a winding drum configured to wind the strand **S3** and a fourth motor configured to rotate the winding drum. The tension control device **300** may be interposed among the plurality of stranders **100**, respectively, and configured to control a tension of a strand to be provided to a subsequent strander **100** to a level required for the subsequent strander **100**.

In addition, a calibrator (not shown) may be interposed among the plurality of stranders **100** or between a last disposed strander **100** among the plurality of stranders **100** and a winding spool **200**, respectively. The calibrator, a device, such as an oval twister, commonly known in the corresponding technical field, may be configured to calibrate twisting of a stranded strand in a strander **100** or adjust a wiring pitch. Therefore, a detailed description thereof is omitted.

Cable tensioning assembly and method of using same

Pat. 12,631,239 U.S. Class 1/1 Int. Class F16G11/04

Inventor: Chad Lipscomb, Evansville, IN.

Assignee: Western Excelsior, LLC, Evansville, IN.

This patent presents a cable tensioning assembly for securing at least one elongate member, comprising: a case having a first side and an opposing second side with a first and a second curved cavity, respectively: a first and second gripping arrangement in the first and the second curved cav-

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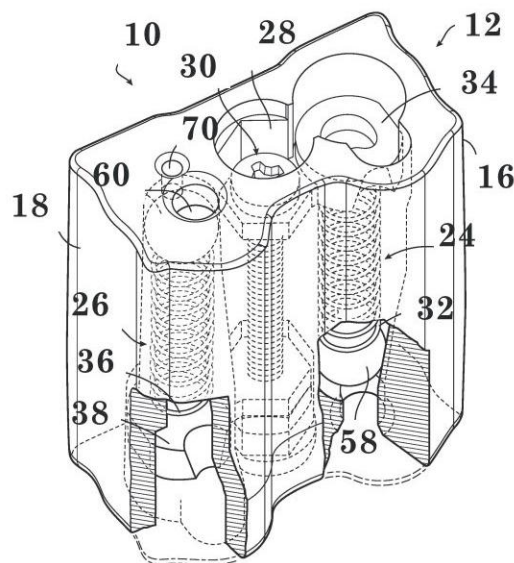
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ity, respectively, each of the gripping arrangements having a clamp; a central cavity with a connector disposed within said central cavity, wherein each of the gripping arrangement clamps are adapted to secure the at least one elongate member against the case by activating the connector.

Referring now to the drawings, *Figures 6-11* illustrate var-

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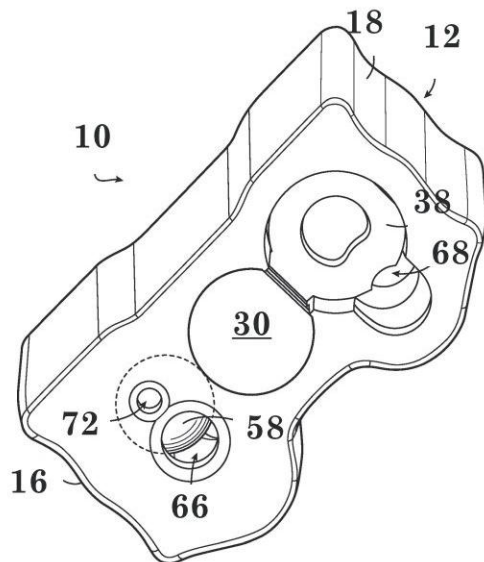


Pat. 12,631,239

Figure 6: First perspective view of an example of the cable tensioning assembly.

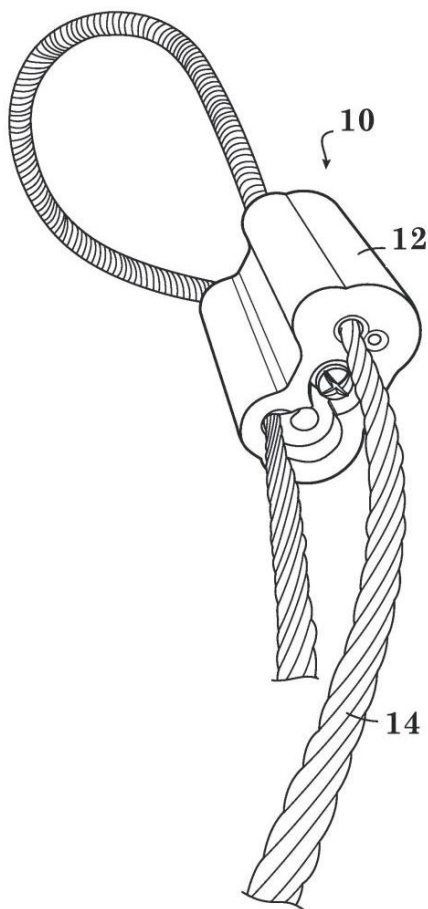
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ious perspective views of an exemplary embodiment of the presently disclosed cable tensioning assembly 10. As shown, cable tensing assembly 10 may include a case 12 for holding one or more elongate members 14 (Figure 8). In the exemplary embodiment, an elongate member 14 is looped back through the case 12. In some embodiments, two elongate



Pat. 12,631,239

Figure 7: Second perspective view of an example of the cable tensioning assembly.



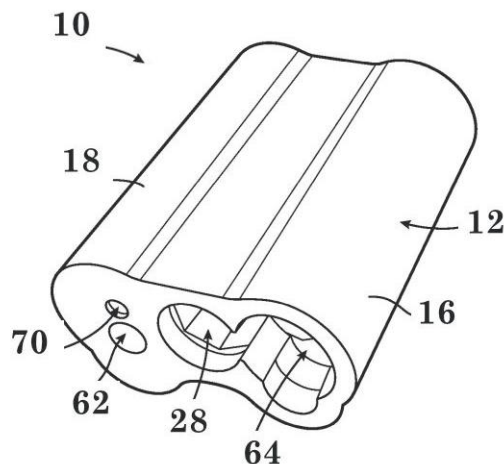
Pat. 12,631,239

Figure 8: Third perspective view of an example of the cable tensioning assembly.

members 14 are connected to each other using the cable tensioning assembly 10. In an embodiment of the invention, an elongate member 14 is threaded through a front cable insertion hole 62, through the cable tensioning assembly 10, and out of the front cable exit hole 68. In embodiments where the elongate member 14 is looped, the tip of the elongate member 14 is then passed back through the cable tensioning assembly 10 by passing it through the back cable insertion hole 66 and out the back cable exit hole 64.

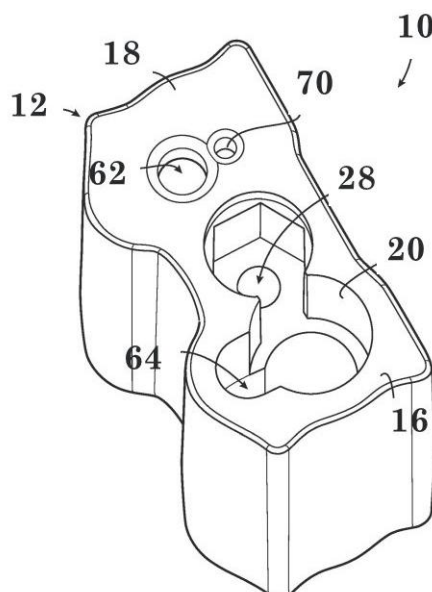
In embodiments where two elongate members 14 are being connected together, a first elongate member passes into the front cable insertion hole 62 and out the front cable exit hole 68 and a second elongate member passes into the back cable insertion hole 66 and out the back cable exit hole 64, whereby the cable tensioning cable assembly 10 functions as an end to end connector for both elongate members.

Figures 10 and 11 illustrate more fully an exemplary embodiment of case 12. The case 12 may include two symmetrical sides 16, 18, each side with a curved cavity 20, 22, respectively, for receiving a gripping arrangement 24, 26,



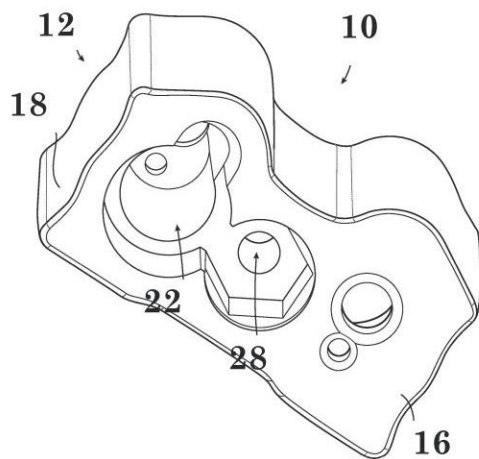
Pat. 12,631,239

Figure 9: Fourth perspective view of an example of the cable tensioning assembly.



Pat. 12,631,239

Figure 10: First perspective view of an example of a case of the cable tensioning assembly.



Pat. 12,631,239

Figure 11: Second perspective view of an example of a case of the cable tensioning assembly.

respectively. As further shown, in one embodiment, each cavity 20, 22, may be connected by a central cavity 28 for receiving a connector 30 for the gripping arrangements 24, 26. These gripping arrangements 24, 26 may be vertically oriented in opposing directions within the cavities 20, 22.

In one embodiment of cable tensioning assembly 10, shown in *Figures 6-9*, each gripping arrangement has a one-way cable pull function for providing load resistance on elongate member 14. Further, in one embodiment one gripping arrangement 24 includes a first urging member or spring 32 and a first vibration clamp 34 that is integrated by connector 30, such as a central screw, with a second spring 36 and second vibration clamp 38 of the other gripping arrangement 26. In some embodiments of the invention, there is a roller 58, 60 disposed at the end of each spring 32, 36, respectively, to facilitate movement of at least one elongate member 14 through the cable tensioning assembly 10.

In some embodiments of the invention, a grip release 70, 72 is provided to each side of the cable tensioning assembly 10, wherein application of pressure (for example, using a thin implement, such as a pin or screwdriver) through the grip release aperture, and optionally into a roller, helps to release the grip of the assembly 10 on an elongate member 14.

Method for improving tensile strength of the wire lock and the wire lock

Pat. 12,650,036 U.S. Class 1/1 Int. Class E05B67/38

Inventor: Pingcheng Guo, Shenzhen, CN, Shengfei Zhao, Shenzhen, CN.

Assignee: Shenzhen Wins Electronic Technology Co., Ltd., Shenzhen, CN.

The invention provides a method for improving the tensile strength of the wire lock and the wire lock. The wire lock is provided with a plastic shell and a wire rope, an RFID chip and a lock body are arranged inside the plastic shell, and a crossbeam is additionally arranged in the plastic shell; and the fixed end of the wire rope is connected with the crossbeam.

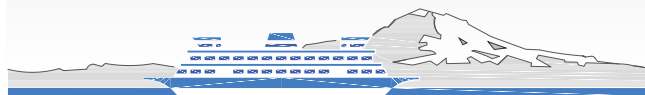
As shown in *Figures 12-17*, a method of improving the tensile strength of the wire lock is to install a crossbeam 3 and a lock body 5 inside a plastic shell 1, and define the two ends of the wire rope 2 as the fixed end (located within the wire rope fixing block 4 but not shown). and the movable end 21, respectively, fix the fixed end of the wire rope 2 to the crossbeam 3. When locking, the movable end 21 of the wire rope



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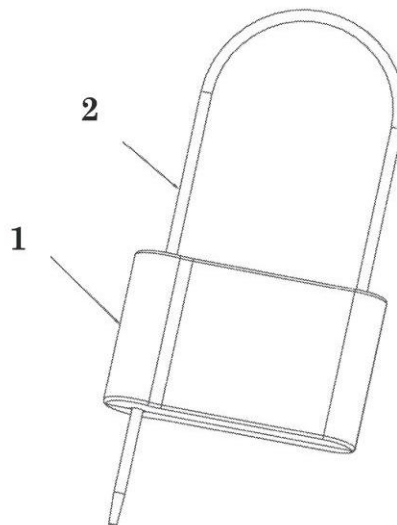
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2 is first passed through the crossbeam 3 and then through the lock body 5, and the wire rope 2 is one-way locked by the lock body 5. After locking, the tensile force on the wire rope 2 will first act on the crossbeam 3 and then be transmitted to the plastic shell 1. Through the crossbeam 3, the force between the wire rope and the plastic shell can be improved to the force between the wire rope 2 and the crossbeam 3, which can effectively increase the strength of the wire rope 2

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Pat. 12,650,036

Figure 12: Schematic diagram of the wire lock according to the method of improving the tensile strength of the wire lock.

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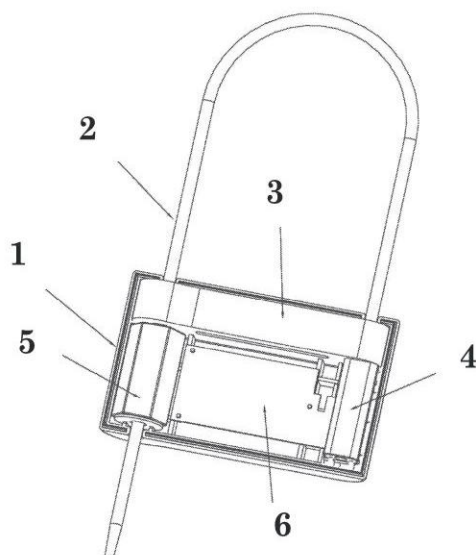
relative to the overall separation of the plastic shell.

As shown in *Figures 11-17*, a wire lock, comprising a plastic shell 1, a wire rope 2, a crossbeam 3 and a lock body 5. The crossbeam 3 and the lock body 5 are installed inside the plastic shell 1. They define the two ends of the wire rope 2 as the fixed end (located within the wire rope fixing block 4 but not shown), and the movable end 21, respectively. When locking, the movable end 21 of the wire rope 2 is first passed through the crossbeam 3 and then through the lock body 5, and the wire rope 2 is one-way locked by the lock body 5. After locking, the tensile force on the wire rope 2 will first act on the crossbeam 3 and then be transmitted to the plastic shell 1. Through the crossbeam 3, the force between the wire rope and the plastic shell can be improved to the force between the wire rope 2 and the crossbeam 3, which can effectively increase the strength of the wire rope 2 relative to the overall separation of the plastic shell.

Embodiment 3, proposes further improvements to the

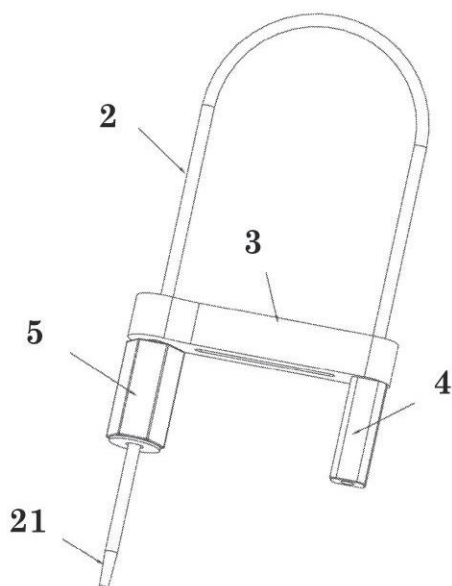
structure of crossbeam 3 based on Embodiment 1 and Embodiment 2. A first through hole 31 and a second through hole 32 are respectively opened at the left end and the right end of the crossbeam 3 for the wire rope 2 to pass through. The wire rope 2 can be threaded through the first through-hole 31 first, and when locking, the wire rope 2 can be threaded through the second through-hole 32 for locking.

Embodiment 4, proposes further improvements to the material of crossbeam 3 based on Embodiment 1 and Embodi-



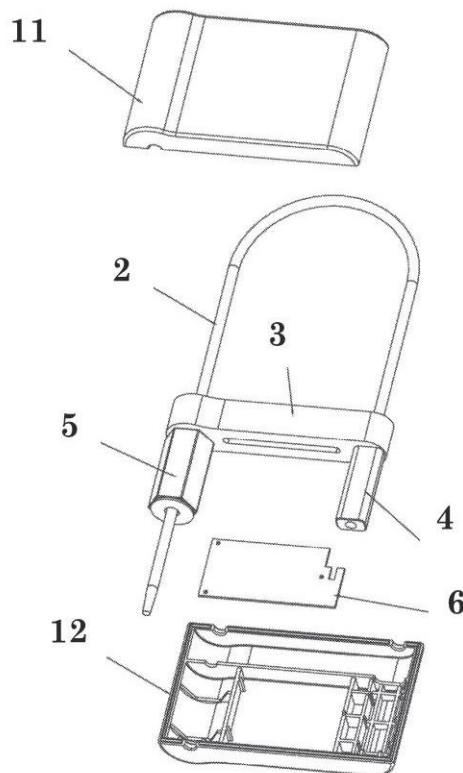
Pat. 12,650,036

Figure 13: Internal schematic diagram of the wire lock.



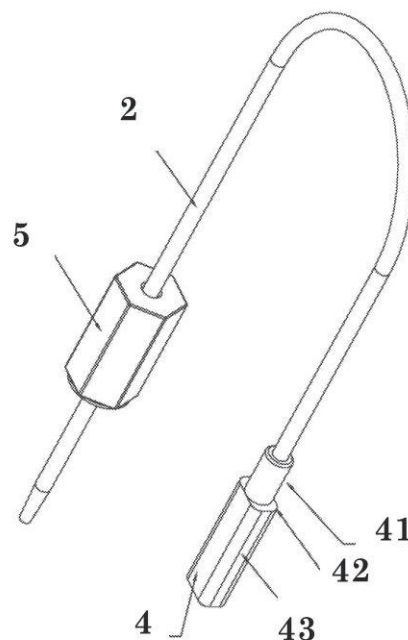
Pat. 12,650,036

Figure 14: Partial assembly diagram of the wire lock.



Pat. 12,650,036

Figure 15: Exploded schematic diagram of the wire lock.



Pat. 12,650,036

Figure 16: Partial assembly diagram of the wire lock.

ment 2. The strength of the material used for the crossbeam 3 is higher than that of the material used for plastic shell 1. The high-strength crossbeam 3 can withstand the tension of wire rope 2, which is beneficial for improving the overall separation strength of wire rope 2 relative to the plastic shell.

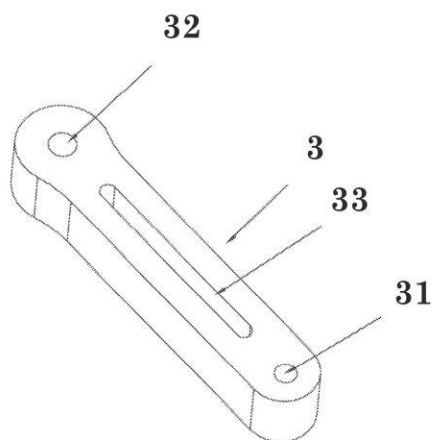
Embodiment 5, proposes further improvements to the material of crossbeam 3 based on Embodiment 1 and Embodiment 2. The crossbeam 3 is made of high-strength material, which can withstand the tensile force of the wire rope 2 with the high-strength crossbeam 3, which is conducive to improving the strength of the overall separation of the wire rope 2 from the plastic shell.

Embodiment 6, proposes further improvements to the material of crossbeam 3 based on Embodiment 1 and Embodiment 2. By combining the plastic shell 1 with the metal crossbeam 3, the metal crossbeam 3 can withstand the tension of the wire rope 2, which is beneficial for improving the strength of the overall separation of the wire rope 2 from the plastic shell.

Embodiment 7, proposes further improvements to the material of crossbeam 3 based on Embodiment 1 and Embodiment 2. The crossbeam 3 is made of glass fiber. By combining the plastic shell 1 with the glass fiber made crossbeam 3, the glass fiber made crossbeam 3 can withstand the tension of the wire rope 2, which is beneficial for improving the strength of the overall separation of the wire rope 2 from the plastic shell.

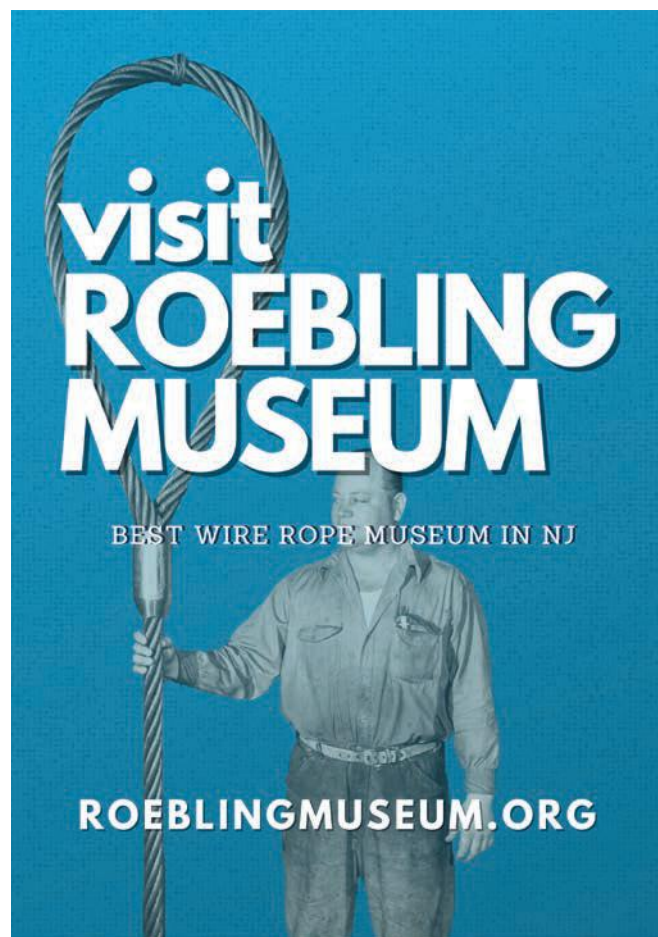
On the basis of Embodiments 1 and 2, in order to further enhance the strength of the separation of the wire rope 2 from the plastic shell as a whole, a wire rope fixing block is added to fix one end of the wire rope 2. Fixing the fixed end of the wire rope 2 to the crossbeam 3, specifically includes as follows: first fixing the fixed end of the wire rope 2 to the wire rope fixing block 4, and then passing the movable end 21 of the wire rope 2 through the crossbeam 3. For example, the fixed end of the wire rope 2 can be fixed on the wire rope fixing block 4 by riveting.

On the basis of Embodiment 8, further improvements are made to the structure of the wire rope fixing block 4. The wire rope fixing block 4 is provided with a step surface 42. The step surface 42 of the wire rope fixing block 4 is attached to the crossbeam 3. The step surface 42 can form a structure similar to a hanging platform and be hung on the crossbeam 3. When the wire rope 2 is subjected to tension, the tension of the wire rope 2 is transmitted to the crossbeam 3 through the step surface 42. On the one hand, it can achieve the installation of the wire rope 2, and on the other hand, it can effectively transmit the tension to the crossbeam 3.



Pat. 12,650,036

Figure 17: Schematic diagram of the crossbeam of the wire lock.



Wire rope inspection device

Pat. 12,673,847 U.S. Class 1/1 Int. Class B66B7/12

Inventor: Hajime Takemoto, Kyoto, JP.

Assignee: Shimadzu Corporation, Kyoto, JP.

This wire rope inspection device is provided with an urging unit for urging a detection unit in a direction to approach a wire rope by an elastic force to an inspection position at which the detection unit is arranged at a time of an inspection operation for inspecting the wire rope. Also, a drive unit for moving the detection unit in a direction away from the wire rope to a normal operation position at which the detection unit is arranged at a time of a normal operation.

As shown in *Figures 18 and 19*, the elevator 103 is provided with a cage 103a, a sheave 103b, a sheave 103c, a housing 103d, a control device 103e, and a wire rope W. The elevator 103 is configured to vertically move the cage 103a loading people, loads and the like by rotating the sheave 103b (pulley) provided to the winding machine to wind up the wire rope W. The elevator 103 is, for example, a double-wrap (full-wrap) rope-type elevator provided with two sheaves, i.e., the sheave 103b and the sheave 103c.

The double-wrap system is a structure in which the wire rope W is put on the sheave 103b twice by returning the wire rope W guided from the sheave 103b of the winding machine to the sheave 103c which is a deflector wheel to the sheave 103b of the winding machine again. The sheave 103b and the sheave 103c are arranged inside the housing 103d.

The control device 103e includes a control board for controlling the operation of each part of the elevator 103. Further, the control device 103e includes a radio communication mod-

continued on next page

continued from previous page

ule and the like and is configured to be able to communicate with the wire rope inspection device **101** and the processing device **102**. The control device **103e** is configured to change the moving speed (operating speed) of the cage **103a** of the elevator **103** at the time of the normal operation (normal operation mode) to be operated in a state of loading people and/or loads therein and at the time of an inspection operation (inspection operation mode) to inspect the wire rope **W**, based on the input operation to the processing device **102**.

For example, at the time of the normal operation, the operation speed (moving speed of the wire rope **W**) is about 500 m/min. At the time of the inspection operation, the operation speed is about 10 m/min or more and 40 m/min or less. Further, the vibration of the wire rope **W** increases as the operation speed of the elevator **103** increases.

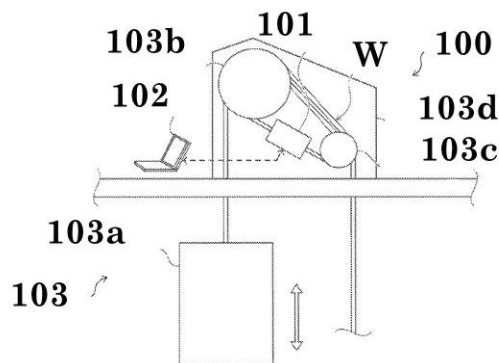
The wire rope **W** is formed by braiding (e.g., strand braiding) magnetic wire materials and is a magnetic body made of an elongated member. The state (presence or absence of damage or the like) of the wire rope **W** is inspected by the wire rope inspection device **101** in order to prevent the disconnection of the wire rope **W** due to degradation from occurring. As a result of the measurement of the magnetic flux in the wire rope **W**, the wire rope **W** determined that the degree of degradation has exceeded a predetermined criterion will be replaced by the inspection operator.

In the example shown in *Figure 18*, for convenience, only one wire rope **W** is illustrated, but the elevator **103** is provided with a plurality of wire ropes **W**. For example, the elevator **103** is provided with four wire ropes **W**.

The wire rope **W** is arranged so as to extend in the X-direction at the position of the wire rope inspection device **101**. The wire rope inspection device **101** measures the magnetic flux in the wire rope **W** in the state of moving along the extending direction (X-direction) of the wire rope **W**, along the surface of the wire rope **W**.

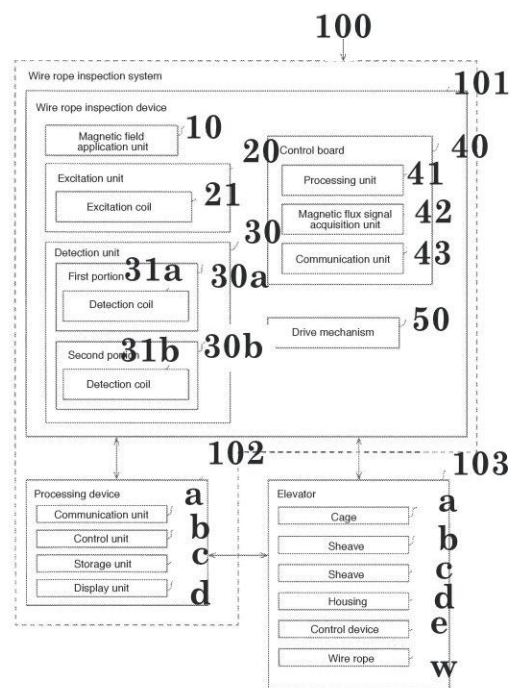
Specifically, like the wire rope **W** used in the elevator **103**, the measurement of the magnetic flux in the wire rope **W** is performed by the wire rope inspection device **101** while moving the wire rope **W** in the X-direction by the winding machine. With this, the wire rope inspection device **101** inspects the damage at each position of the wire rope **W** in the X-direction by measuring the magnetic flux at each position of the wire rope **W** in the X-direction.

As shown in *Figure 19*, the processing device **102** is provided with a communication unit **102a**, a control unit **102b**, a storage unit **102c**, and a display unit **102d**. For example, the processing device **102** displays the measurement result of the magnetic flux in the wire rope **W** by the wire rope in-



Pat. 12,673,847

Figure 18: Schematic diagram showing an entire configuration of a wire rope inspection system.



Pat. 12,673,847

Figure 19: Block diagram showing an entire configuration of a wire rope inspection system.

spection device **101** and analyzes based on the measurement result of the magnetic flux in the wire rope **W** by the wire rope inspection device **101**.

Specifically, the processing device **102** is configured to acquire the detection signal from the detection coils **31a** and **31b** of the detection unit **30** which will be described later and determine the presence or absence of abnormalities of the wire rope **W** based on the acquired detection signal. The processing device **102** is, for example, a personal computer used by the inspection operator who inspects the wire rope **W**.

The communication unit **102a** is configured to be able to communicate with the wire rope inspection device **101** and the control device **103e** of the elevator **103**. The communication unit **102a** is a communication interface. Specifically, the communication unit **102a** includes a wireless communication module capable of wireless communication by a wireless LAN, Bluetooth, and the like. The processing device **102** receives the measurement results (magnetic flux signals) of the wire rope **W** by the wire rope inspection device **101** via the communication unit **102a**. The processing device **102** is configured to be able to acquire the information on the operation mode (information on the operation mode switching) of the elevator **103** from the elevator **103** (the control device **103e** of the elevator **103**).

The control unit **102b** controls each part of the processing device **102**. The control unit **102b** includes a processor, such as, e.g., a CPU (Central Processing Unit), a memory, and the like. The control unit **102b** analyzes the damages (abnormalities) of the wire rope **W**, such as, e.g., wire disconnection (wire breakage), based on the measurement results (detection signals) of the wire rope **W** received via the communication unit **102a**.

The storage unit **102c** is a storage medium including, for example, a flash memory, and stores (saves) the information on the measurement results of the wire rope **W** from the detection coils **31a** and **31b**, the analysis result of the measurement results of the wire rope **W** by the control unit **102b**, and the like. The display unit **102d** is, for example, a liquid crystal monitor and displays the information on the

measurement results of the wire rope **W**, the analysis result of the measurement results of the wire rope **W** by the control unit **102b**, and the like.

Energy-absorbing unit for self-retracting lifeline

Pat. 12,685,884 U.S. Class 1/1 Int. Class A62B35/00

Inventor: Christopher W. Coyle, Eagan, MN, Michael N. Milbright, Red Wing, MN.

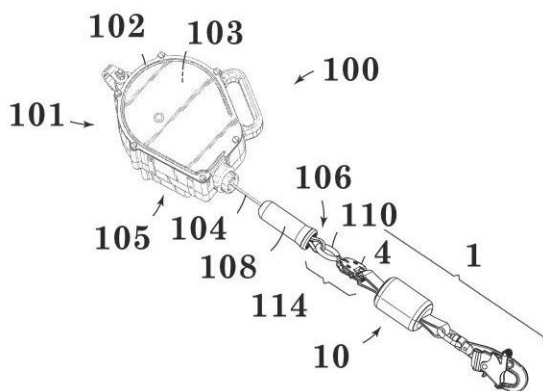
Assignee: 3M Innovative Properties Company, St. Paul, MN.

This patent presents an energy-absorbing unit with a first end bearing a modular connector that is disconnectably connectable to a complementary modular connector of a cable of a self-retracting lifeline, and with a second end bearing a fastener that is fastenable to a dorsal connection point of a fall-protection harness. Uses of such units are in combination with self-retracting lifelines and fall-protection harnesses.

Disclosed herein is an energy-absorbing unit **1** configured for use with a self-retracting lifeline ("SRL") **100**, as shown in exemplary embodiment in *Figure 20*. A self-retracting lifeline **100** is a fall-protection apparatus that comprises a load-bearing line (referred to herein as a "cable") **104** that can be unwound from a base unit **101** which may be secured to any suitable anchorage of a worksite. Typically, base unit **101** will comprise a housing **102** which protects and supports a reel **103** (indicated generally in *Figure 20*) that is rotatably mounted within the housing and to which a first end **105** of cable **104** is attached.

Cable **104** can be unwound from reel **103** and thus extended from housing **102** to follow a user as the user moves about, with reel **103** being biased so that the reel retracts cable **104** back into housing **102** and rewinds it onto the reel as the user moves toward base unit **101**. A self-retracting lifeline (e.g., housing **102** and reel **103** thereof) includes a brake (e.g. comprising centrifugally-activated pawls that act in cooperation with a friction pad or the like) that is triggered in the event of a user fall (e.g. upon rapid unwinding of cable **104**) to safely bring the user to a halt.

Cable **104** of self-retracting lifeline **100** may take any suitable form as long as it is load-bearing. By load-bearing is meant that in ordinary use of a self-retracting lifeline **100** with which cable **104** is used, cable **104** is capable of bearing a load imparted by a human user (e.g. an adult human weighing at least 150 pounds) of the fall-protection apparatus. It will be appreciated that in some circumstances (e.g., when used to arrest a fall), cable **104** may at least momentarily bear a dynamic load that is somewhat, or even sub-

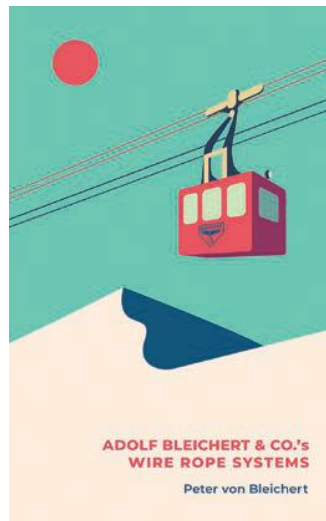


Pat. 12,685,884

Figure 20: Side perspective view of an exemplary self-retracting lifeline and an exemplary energy-absorbing unit connected to a cable of the self-retracting lifeline.

Adolf Bleichert & Co. celebrated its 50th Anniversary in 1924. By the time of this occasion, the company had constructed 3,000 miles of wire ropeways at landmark points around the globe, and designed and built the world's record-holding systems: Longest and highest elevation (Argentina); Length of system over water (New Caledonia); Steepest (Tanzania); Highest

capacity (France); Northernmost (Norway); and, Southernmost (Chile).



Adolf Bleichert & Co.'s Wire Rope Systems: Written by the great-great grandson of the company's founder, this book includes over 100 pictures and detailed engineering drawings that explore the legendary company's history.



Available at Amazon.com
for your Kindle or
in paperback.



'Like' it on
Facebook.

stantially, greater than the actual weight of the human user.

Cable **104** may take any form and may be made of any suitable material. In some embodiments, cable **104** may be a metal cable, e.g. a twisted or braided metal cable (often referred to as a wire rope). Suitable materials for a metal cable may include e.g. stainless steel and galvanized steel. In other embodiments, cable **104** may take the form of a rope comprised of twisted or braided organic polymeric strands, plies, or fibers. In many embodiments, cable **104** may exhibit an at least generally circular cross-section. However, the term cable is used broadly and does not necessarily imply any particular composition or geometry, as long as the cable is load-bearing as described above.

Cable **104** may have any suitable length. In various embodiments, cable **104** may have a total length that is at least about 10, 15, 25, 35, 45, or 55 feet; in further embodiments, the total length may be no more than about 20, 30, 50, 100, 150, 200, 300, or 500 feet. In various embodiments, cable **104** may exhibit a minimum breaking strength of at least about 310, 900, 1800, 3600, 5000, 5400, 7000, or 9000 lbf.

In the herein-disclosed arrangement, a second end **106** of cable **104** of self-retracting lifeline **100** (i.e., the end of cable **104** that is distal to base unit **101**) is not attached to a "universal" or generic connector such as e.g. a hook, carabiner or the like. Rather, second end **106** of cable **104** is attached to a first modular connector **110** that is configured to be connectable to a second modular connector **4** of an energy-absorbing unit **1** as shown in exemplary embodiment in *Figure 20*. This allows the energy-absorbing unit **1** to be connected to end **106** of cable **104** so that energy-absorbing unit **1** can, at certain times, function essentially as a part of cable **104**, to achieve the arrangements and advantages discussed herein. ■

PRODUCTS IN THE NEWS

Statements made in this section are taken from submitted press releases by the individual companies and all claims as to the performance of their products are according to those releases. Wire Rope News is not responsible for these claims. Any questions or concerns regarding specifications, safety or performance should be directed to the individual companies.



OZ Lifting's new PCX System is designed specifically for solid concrete parapets, providing a temporary, non-permanent solution that can be deployed quickly without altering the structure. The PCX is engineered as a complete solution-based system for solid concrete parapet rooftop applications.

OZ Lifting to Show Non-Permanent Davit System for Concrete Parapets at Chicago Build

OZ Lifting Products LLC will exhibit its new PCX System, a non-penetrating parapet clamp davit solution for rooftop material handling, at Chicago Build, which takes place October 28-29 at McCormick Place. See OZ Lifting at Booth 1342.

The PCX is engineered as a complete solution-based system for solid concrete parapet rooftop applications; it is a removable, non-penetrating parapet clamp davit, designed specifically for

material handling on solid concrete parapet walls. It will be of primary interest to Chicago Build attendees, which include contractors, architects, realtors, civil engineers, developers, house builders, and construction professionals, largely from the U.S. Midwest.

The PCX Clamp secures to the top of a solid concrete parapet without drilling or permanent installation, creating a reliable anchor point for the PCX 250 davit crane, for lifting operations up to 250 lbs. The system provides fast setup, easy removal, and can be reused across multiple lift locations, allowing crews to perform rooftop lifts safely and efficiently.

The U.S. Patent-pending PCX Clamp

is essentially a removable, two-piece davit base. During installation, the clamp halves are positioned around the parapet and secured by tightening the main threaded rod, which applies clamping force to the wall and creates a stable temporary anchor point for material handling lifts. The PCX 250 davit installs into the PCX Clamp in seconds with the OZ Quick Connect System, allowing the complete lifting system to be deployed, removed, and relocated between lift points quickly.

Steve Napieralski, president at OZ Lifting, said: "We're seeing growing demand for lifting solutions that provide both flexibility and practicality without requiring permanent modifications to a building. This is a complete engineered system designed specifically for solid concrete parapets, giving contractors and building owners a temporary lifting solution that can be deployed quickly and removed once the work is complete. Compared with permanently installed anchorage systems, it offers faster deployment, while remaining suitable for use across multiple lift locations."

He added: "Not every project calls for a permanent installation. Many building owners simply want a reliable lifting solution that supports maintenance or construction activities without altering the structure itself. Because the system is removable, it provides an efficient option for contractors working across multiple sites, while giving owners the flexibility they need without committing to permanent lifting installations."

Construction and infrastructure projects

The new PCX System has broad application wherever safe, temporary lifting is required from solid concrete parapets. That makes it well suited to commercial buildings, hospitals, universities, hotels, data centers, government buildings and airports, as well as other construction and infrastructure projects. It is adjustable to fit solid concrete parapet walls from 6 to 18 inches. Finished with an exterior-grade industrial powder coat and

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or email us at directory@wireropenews.com



manufactured from durable steel, the system is built to withstand demanding working environments. The extended-reach davit provides a maximum 62-inch reach and 87-inch hook height, while maintaining its maximum weight capacity in all positions. Four boom height adjustments, together with 360-degree rotation or a single-position locking collar for controlled lifts, give operators the flexibility to adapt to a variety of lifting scenarios. The system also features a manual CE winch (with an integrated Weston brake), which is removeable to accommodate a drill drive adapter.

The product is made in the USA. Chicago Build attendees will also be able to see the Tele-Pro davit crane, leveraging the benefits of the company's other davits, while telescoping the boom in and out under load. The Electric Series chain hoist, Builder's Hoist, manual hoists, trolleys, and beam clamps complete the line-up.

See OZ Lifting at Chicago Build; Booth 1342. The new PCX System will also be exhibited at IFMA World Workplace, which takes place November 18-20 at Anaheim Convention Center in Anaheim, California.

Inquiries are now being welcomed ahead of the product's official launch, with deliveries commencing shortly afterwards.

Learn more at ozliftingproducts.com.

SEE AD PAGE 23

Talurit Group Launches the Next-Generation Talurit® MA 55

For precise, efficient and waste-free wire rope length measurement

Talurit Group continues to advance its premium wire rope handling range with the launch of the Talurit® MA 55. This next-generation measuring machine is engineered for accurate length measurement of steel wire ropes from 3 to 55 mm in diameter, with unlimited measuring length. Available as a standalone unit or integrated into Talurit® wire rope handling lines, the MA 55 pairs high-precision measurement with a lighter, more compact and more ergonomic design that makes every length count.

Accurate length measurement is often where efficiency and profitability begin. Wire rope is valuable, and every length measured correctly is material that is not wasted, rejected or re-cut. The MA 55 measures with a high-precision incremental encoder, delivering a measurement accuracy of better than 1% and repeatability within 0.25%. Operators gain the confidence that finished lengths are right the first time, thereby minimizing costly rework and supporting reliable traceability in serial production.

Succeeding the well-proven MA 45 ADV, the MA 55 has been engineered from the ground up for greater efficiency

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• Talurit® MA 55

Lifting Expectations



PCUA
Universal Plate Lifting Clamp

IN STOCK - READY TO SHIP!



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Lifting Expectations.
getit@allmaterialhandling.com

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cy and ease of use. It is approximately a third lighter and occupies considerably less floor space, making it easier to place in production environments. A 4.3-inch touch screen on a magnetic base can be positioned dynamically to suit each operator, reducing fatigue across different line configurations. A reengineered measuring head allows any wire rope configuration, with or without socket, terminal or turnback, to be measured without threading.

As part of a Talurit® handling line, the MA 55 becomes the precision core of a semi-automatic spooling and cutting process. Connected through an advanced PLC, it can be programmed with a final length and preselector contact to control connected units. For example, signalling a coiling machine such as a UL 800 to decelerate at a pre-selected length and stopping precisely at the final length. The result is a coordinated, single-operator workflow that raises throughput without compromising accuracy.

Rasmus Carlsson, Vice President of Sales EU & APAC at Talurit Group, comments: "Our customers work with wire rope in some of the most demanding and safety-critical applications, where reliability and trust are essential. When the rope is valuable, getting the length right the first time matters, both to avoid waste and to keep production efficient. With the MA 55, we have combined the reliability our customers expect from Talurit with faster, easier and more flexible measurement. To get the most out of the machine, my recommendation is to combine it with our spooling machines to create a more efficient, coordinated workflow from measuring to final length."

Othman Belal, Automation & Mechatronics Engineer at Talurit Group, adds: "We challenged ourselves to rethink a great machine that was already trusted in the field. The result is lighter and more compact, but the real breakthrough is being able to drop in any rope for measuring, even one that is already terminated. Every detail, from the magnetic display to the redesigned measuring head, was engineered to make the operator's day easier while protecting accuracy over years of use."

Talurit® machines have been engineered and manufactured in Sweden for over 75 years, building a reputation for safety, reliability and efficiency across global industries. With the MA 55, Talurit Group continues to refine proven designs with new technology to improve productivity, user experience and sustainability.

Learn more at talurit.com.

SEE AD ON PAGE 71

Kito Crosby Launches Newly Engineered Wide Body Shackle

Enhancing safety and performance in heavy lifting operations

Kito Crosby introduces the newly engineered Crosby G-2160 Wide Body Shackle. From the manufacturer that introduced the original wide body shackle, the new ergonomic design delivers industry-leading safety and efficiency and provides superior performance and versatility in demanding heavy lift applications.

The new design comes in eight capacities, from 400t to 2000t.

The new Crosby G-2160 provides:

- The widest bow on the market, allowing for higher efficiency of the sling and smaller sling size
- Three lifting points, including a recessed and removable center rib lifting point that reduces the risk of snags and provides balanced handling
- Bow-to-bow compatibility for all sizes, unlike any other brand
- Anti-rotation bolt head prevents unwanted turning during installation
- Easy-Loc™ bolt securement option available for 400t, 500t, and 600t
- Optional Crosby Straightpoint load monitoring, the only wide body on the market ready to ship from factory with this industry-leading technology

Each shackle undergoes 100% comprehensive production testing, including ultrasonic inspection, magnetic

particle inspection, chemical analysis, mechanical material testing, and visual inspection. In addition, each shackle is proof load tested up to 2x WLL, type approved, DNV certified, and is backed by Kito Crosby's unmatched transparency.

Marc Premont, Kito Crosby's Chief Product Officer, said: "The Crosby G-2160 Wide Body Shackle is a game changer for those working in heavy lifting environments. We are excited to bring this innovative product to market and look forward to helping improve safety on job sites, while saving end users both time and investment on slings."

Whether used for offshore lifting, construction projects, or other heavy-duty applications, the Crosby G-2160 Wide Body Shackle delivers the strength, reliability, and safety for which Crosby products are known.

Contact your Kito Crosby sales representative and visit kitocrosby.com/widebody for more information.

SEE AD PAGE 3

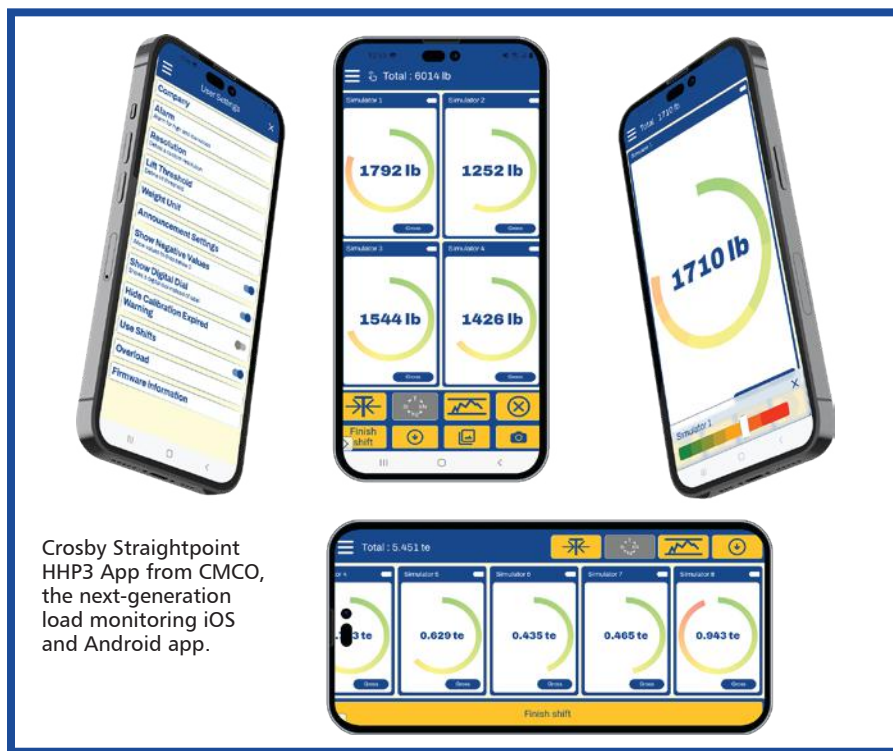
CMCO Announces Launch of New Crosby HHP3 App

Introducing the next-generation load monitoring iOS and Android app

CMCO has released a major update to its Crosby Straightpoint HHP App, giving users a more powerful and flexible mobile solution for wireless, real-time load monitoring and testing. Now



Crosby G-2160
Wide Body Shackle



Crosby Straightpoint HHP3 App from CMCO, the next-generation load monitoring iOS and Android app.

available, the updated mobile app enhances performance, usability and connectivity for the lifting industry. The HHP3 App connects wirelessly via Bluetooth to any Crosby Straightpoint Bluetooth load cell, providing users with real-time data and improved functionality directly from their mobile devices.

Developed with customer input, the latest version of the HHP3 App introduces a wide range of new features that streamline workflows, improve data quality and simplify reporting. Users can now connect up to eight Bluetooth load cells simultaneously, subject to phone capability, enabling greater efficiency for complex lifting operations.

Logging performance has been significantly enhanced, with timing intervals now available down to 3Hz, allowing for more precise data capture. The app also introduces spoken load announcements, using the phone's built-in text-to-speech functionality with no additional applications required. This provides hands-free, real-time audio feedback, enabling operators to maintain complete focus on the load.

Reporting capabilities have been expanded to include a Microsoft Excel export, improved sharing options beyond email and the ability to add photos directly to reports, providing clearer documentation and improved traceability. Users can also save templates, import details from previous logs and delete logs as needed.

Additional enhancements include the ability to turn work shifts on or off,

adjust settings and view reports without connecting to a device, add more detail and context to lifts, modify device thresholds at the start of logging and customize the user interface with

scaling options, selectable weight units and named devices.

To support a global customer base, the HHP3 App is now available in Chinese, Dutch, French, German, Japanese, Norwegian and Spanish.

These improvements to the HHP3 App reflect CMCO's continued commitment to innovation and customer-driven development, providing customers with greater control, faster setup and more powerful reporting so users can work more efficiently and confidently in the field.

The updated HHP3 App is available now via supported app stores. For more detailed product information, visit the product page on our website: kitocrosby.com/product/crosby-hhp3-app/

For more information about CMCO visit cmco.com.

Talurit Group Launches the New Talurit® 400T 1VS Single-Pillar Swager

For faster, quieter and more efficient production

Talurit Group strengthens its premium swager portfolio with the launch of the Talurit® 400T 1VS, an entirely

continued on next page



Talurit® 400T 1VS single-pillar swager.

continued from previous page

new single-pillar swager engineered and built in Sweden for medium-sized wire ropes. With a maximum swaging force of 400 tonnes (4,000 kN), it handles aluminium T-Ferrules up to size 38, UM ferrules up to size 40, sockets and terminals up to 1¼" and Flemish eye sleeves up to 1½".

Long service life begins with the structure. The 400T 1VS is built for high strength and minimal maintenance, and its angled single-pillar body opens up the swaging area to give the operator a spacious working environment for handling heavy rope assemblies. The standard FIX D Guide die holder is larger than is typical for this machine size, allowing a wider range of die sets and larger ferrule sizes. Its guided design absorbs the eccentric forces generated when a sleeve, end stop or terminal is turned and swaged repeatedly. These are the everyday loads that decide how a machine wears over years of production.

Variable speed and a smart control system keep cycle times short. The piston travels at up to 10 mm/s and slows gradually as pressure rises, reaching its minimum pace only at the full 400 tonnes. A built-in oil cooler holds the hydraulic oil within its optimal range, an idle mode reduces noise and energy consumption between swages, and a standard silencing package keeps noise to approximately 70 dB(A) during operation and only 50 dB(A) at idle. Force, speed and return distance are set on the 10" touch screen, and an electric foot pedal with a 'hold' position leaves both hands free for the wire rope.

What comes with the machine matters as much as the machine itself. Every Talurit® swager is engineered and manufactured at the group's own certified facilities in Sweden, where its engineering team is also based, and is backed by spare parts, service and application support through subsidiaries in Germany, the United Kingdom, the United States, Singapore, China and the Middle East, together with a global network of authorized distributors. More than 75 years of experience stands behind every machine.

Max Epplen, Area Sales Manager at Talurit GmbH, comments: "For a machine of this size, its capabilities are impressive. The open single-pillar design provides excellent visibility and ample working space around the wire rope. Our engineers have done an outstanding job once again, and this is a swager I look forward to presenting to customers who value ef-

iciency, low total cost of ownership, ergonomics and safety."

The many decades as a global manufacturer are visible in the smart design and superior build quality of every Talurit® machine, and the 400T 1VS is no exception. It demonstrates the group's continued investment in research and development, and its determination to anticipate what customers will need rather than wait to be asked.

For more information, visit their website at talurit.com.

SEE AD ON PAGE 71

Brass Knuckle® SmartCut™ Sleeve (BKCRS231) and Gloves for Single-Source Hand and Arm Protection System

Renowned glove maker introduces new multi-size and configuration sleeve for cut-hazard workplaces

For some jobs, gloves aren't enough PPE. Workers also need a protective sleeve that shields the rest of the arm and covers the gap at the wrist, where a glove stops and a shirt sleeve begins. The ultimate solution for safety managers and procurement directors is the ability to get the gloves and the sleeve from a single source, purchased together as a hand and arm protection system. This is where Brass Knuckle® excels.

Brass Knuckle is already well-known for offering the most targeted, application-specific glove inventory in the industry. Now, Brass Knuckle® SmartCut™ Sleeve (BKCRS231) com-

plements them all. Sleeves are available in 16 inches or 18 inches of coverage to deliver precisely the extended protection workers need, even when worn with short sleeves. ANSI A2 cut resistance makes it ideal for a wide range of tasks in industrial, manufacturing, and construction environments, including automotive assembly, metal stamping, and handling other sharp or abrasive materials.

Forearm exposure remains a significant injury risk even when gloves are worn. Arm injuries from cuts and abrasions are common in automotive and metal fabrication environments. A hand and arm protection system eliminates exposure gaps while maintaining dexterity.

Brass Knuckle Sleeve is precise protection, not a one-size-fits-all solution. In addition to choosing your length, Sleeve options also include narrow, wide, and extra-wide sizes for comfortable fit, plus variants with a thumb-hole and for ambidextrous use.

Constructed from high density polyethylene (HDPE), each sleeve combines lightweight comfort with high strength to help guard against cuts and abrasions without restricting movement. The flexible design bends with the arm for all-day wear, maintaining protection through repetitive motion. The low-friction surface also helps reduce snagging when working around rough materials.

For more information, please visit brassknuckleprotection.com/. ■



Brass Knuckle® SmartCut™ Sleeve (BKCRS231) and Gloves for Single-Source Hand and Arm Protection System.

PEOPLE IN THE NEWS

Mazzella Announces Key Leadership Additions and Structural Changes to Executive Team

Mazzella is pleased to announce the appointment of two new Executive Vice Presidents and an evolution in its leadership structure, reflecting the company's renewed commitment to becoming a customer-first, service-first organization.

Rick Smith has joined Mazzella as Executive Vice President of Service and a new member of the Leadership Team. A U.S. Navy veteran with decades of progressive leadership across the crane service and industrial after-market industries, Smith has a proven track record of building and scaling high-performing service organizations. In his new role, he will focus on systemizing Mazzella's service operation and establishing standard operating procedures, defining measurable KPIs, and positioning the team for consistent, scalable performance.

Mark Erny has also joined Mazzella as Executive Vice President of Cranes and a new member of the Leadership Team. Erny brings rare, end-to-end expertise across the overhead cranes category, spanning high-end process equipment, workstation cranes, and tooling centers. In addition to leading Mazzella's crane manufacturing and fabrication facilities, Erny will provide strategic oversight of the company's Below-the-Hook product line—bringing the expertise, collaborative approach, and execution-focused leadership the role demands.

Dan Carmichael has been named Executive Vice President of Sales & Mar-

keting. Carmichael brings 25+ years of overhead lifting and rigging experience to the role, with a career that spans sales, operations, and service leadership across the industry. Since joining Mazzella in 2019, he has built a reputation for customer focus and trusted relationship-building at every level. In his expanded role, Carmichael will lead Mazzella's commercial operations with a mandate that extends beyond traditional sales leadership—driving revenue growth, expanding market share, strengthening vendor partnerships, and ensuring Mazzella's teams are positioned as the go-to experts in every market they serve.

"Rick, Mark, and Dan each bring something exceptional to this leadership team, and together they reflect exactly the direction we're taking this company," said Matt Mazzella, President & CEO of Mazzella. "Everything we do comes back to the customer. From lifting centers and sales to service and cranes, our goal is that every customer gets the right solution, backed by the right expertise, from one unified team. Our leadership team is structured around that, and I'm confident that as we move forward together, our customers will see and feel the difference."

To learn more about Mazzella go to www.mazzellacompanies.com.

Kris Koberg Named to SC&RA Crane & Rigging Governing Committee

Kris Koberg, CEO of DICA, has been elected to the Specialized Carriers & Rigging Association's (SC&RA) Crane & Rigging Governing Committee. Com-



Kris Koberg

prised of elected industry members, SC&RA governing committees identify issues and recommend actions that benefit association members while providing leadership for their respective industry groups. Reporting to the Association Board of Directors, the Crane & Rigging Governing Committee is responsible for guiding initiatives that support professionals with an interest in crane and rigging-related subjects.

"One of the things that has always made SC&RA valuable is the willingness of its members to share knowledge and work together on issues that affect the entire industry. Those conversations help shape better guidance, stronger best practices, and ultimately safer jobsites. I'm looking forward to working alongside

continued on page 68



Mark Erny



Dan Carmichael



Rick Smith

Dennis J. O'Rourke

CSP, Historiographer, Crane Surveyor

Oct 18, 1939 — Aug 19, 2026

It is with deep sadness that I announce the passing of Dennis John O'Rourke. Dennis passed away on August 19th at his home in Mount Pleasant, South Carolina. What can I say about Dennis? He was a son, brother, husband, father, friend, grandfather, great-grandfather, mentor, and teacher. Dennis had many passions: his family, the outdoors, animals, and cranes, but I think his greatest passion was teaching. He just loved to do it.

Dennis is survived by his wife, Nancy; four sons, David (Kathy), Douglas (Donna), Jeffrey (La Donna), and Donald (Linda); three daughters, Kelly (Charles), Ashli (Savies), and Jennifer (Tim); 12 grandchildren; and three great-grandchildren.

Dennis entered the crane industry early in life at the family's seawall construction company in New Smyrna Beach, FL. From there, he joined Pan American World Airways at Cape Canaveral, working with port cranes, missile recovery, launch safety, and astronaut recovery during the Mercury and Gemini space programs. He later worked as a safety engineer for Aetna. He was there when the Crane Inspection Certification Bureau was established. He served as a trainer and crane inspector. He was a chief surveyor accredited by the Department



of Labor to inspect and test cranes in the maritime industry.

In 1981, Dennis founded National Crane Services, Inc. In the beginning, he focused on training programs. He worked with DOE, DOD, DuPont, the Navy, and other industry-leading companies. He loved to train and teach. He would say to me, "Give me two to three slides and the knowledge," and he could talk for hours. He was always teaching. He would sometimes show you; sometimes he would ask you how to do it, then talk you through the process.

Dennis was a member of the California Crane Certification Association, which later became the Crane Certification Association of America (CCAA). The CCAA is an association for crane inspectors. He told me that when he heard about this association for crane inspectors starting up in California in 1984, he needed to find out what they were all about. He is a lifetime member of the CCAA. He worked to improve the quality of crane inspectors. Through the CCAA, Dennis helped teach the next generation of crane inspectors, and I was one of them along with my sons. I have talked to members over the years, and one theme stands out. Members told me that during a presentation, they

wanted to ask a question about the subject but did not. Most said they thought their question was too basic and would make them appear weak in front of their peers, but if they waited, Dennis would ask the question most on their minds or something very close to it. I asked Dennis why he would ask the presenter that question, especially since I knew he already knew the answer. He told me he was worried that someone wanted to ask these questions but was afraid to, so he wanted them to learn so he could ask the questions for them. He did not care what people thought of him for asking these basic questions; his only goal was to help others become better inspectors.

Dennis was known in the crane industry, and his impact was significant. He was one of the pioneers in crane inspection and training.

Many inspectors and trainers do what they do because of Dennis's mentorship. After retirement, he started writing for *Wire Rope News & Sling Technology*, writing "Denny's Notes" and other feature articles and sharing a lifetime of technical knowledge and experience. He found this experience to be very rewarding. He cherished the friends he made doing this.

Dennis was known for many things. He loved his family. He spent a great deal of time with all of us. He loved his



The Certified Safety Professional on the job.



Dennis and Nancy on vacation in Seattle.



A proud father with his kids.

if you asked, or if he saw something, he would teach, not because he was better or knew everything. He just wanted to help you to be better. That is how we should be. I will leave with a quote that he told me many times. "It is never too late to be the person you were meant to be." Dad, we love you and will miss you.

— Donald O'Rourke

Note from the Editor:

The extended conversations that Dennis and I had began by going over the details of his article each issue, but then digressed into a myriad of subjects. Topics included his many experiences in the crane industry, world news, our mutual love for animals (including his dog Ike), the appreciation of a good cocktail at the end of a busy day (his was gin, mine bourbon) and much more. It was like two old friends sitting on a porch during a beautiful autumn day. I learned a lot from Dennis and can only hope I put that knowledge to good use moving forward in my capacity as editor of *Wire Rope News*. I will miss our monthly talks.

— Don J. Tywoniw

animals. He loved his quotes. He will be greatly missed. My time with him was too short. I will miss the times I could call him and talk about cranes or what was going on. Some do not know their fathers or had them pass away at a young age. I was blessed to have worked with him for many years and call him a friend and mentor. It was

hard to work with family, but I would not change it for the world.

For those of us in the crane industry, it is now our time to take up the mantle of teaching the next generation. Be a mentor. Dennis never talked down to us. He never berated us. He also wanted the best for us. He did not care if you worked for the competition;



Dennis standing on top of #14a, 3.2 MW Wind Turbine, part of a power utility park built in New Hampshire.



SC&RA's 2026 "4 Under 40" Honorees

continued from page 65

the committee to continue building on that foundation," said Koberg.

Koberg has been an active member of SC&RA for many years. In 2020, he was appointed to the association's Crane & Rigging Group Safety Education & Training Committee, where he served a three-year term. In 2022, he was named chairman of SC&RA's Outrigger Mat Resource Task Force, leading an industry group focused on advancing awareness of standards, regulations and best practices for selecting and using outrigger pads and mats.

As CEO of DICA, Koberg works closely with crane owners, operators and lifting professionals to develop engineered ground support solutions that improve jobsite safety and equipment stability. His industry experience and longstanding involvement with SC&RA provide valuable perspective as the committee addresses issues affecting the crane and rigging industry.

DICA has been an active member of SC&RA for more than a decade, with company leadership serving in multiple volunteer roles. Kelly Koberg currently serves on the Specialized Carriers & Rigging Foundation (SC&RF) Workforce Development Committee. In 2022, Kerry Koberg, DICA's Strategic Accounts Manager, was named chairman of the association's Allied Industries Group Governing Committee after serving on the committee since 2018.

For more information about DICA visit www.dicausa.com.

SC&RA Names 2026 "4 Under 40" Honorees

From workforce and technology to safety and growth, four emerging leaders are helping to move the industry forward.

Each year, SC&RA's 4 Under 40 recognition highlights four young professionals who are already making their mark across the crane, rigging and specialized transportation industries.

The 2026 honorees are: Kelan Bragg,

assistant vice president, Bragg Companies; Josh Chafin, CFO, Mountain Crane Service; Ken Mueller, rental specialist, Doral Equipment Rental; and Chase Richter, Americas sales director for lifting, WireCo WorldGroup.

SC&RA selected the honorees for their professional achievements, involvement with SC&RA and contributions to their companies and the industry. They represent a new generation stepping into increasingly influential roles, and their experiences offer a glimpse at how that generation is approaching both the opportunities and challenges ahead.

Fresh perspective

Kelan Bragg has spent much of the past year focused on two areas central to his company's operations: efficiency and safety.

Among his most significant contributions, he helped Bragg's Crawler Division develop a centralized "cradle-to-grave" process covering everything from quoting and asset assignment to crew coordination, transportation and equipment condition. He's also been closely involved in revamping the company's safety program over the past year.

An emphasis on learning from others extends to Bragg's longstanding involvement with SC&RA. He grew up attending Association events with his father, Scott Bragg, and grandfather, George Bragg, both past presidents, before beginning to attend the Annual Conference and Crane & Rigging Workshop annually after joining Bragg full-time in 2012.

"SC&RA continuously provides us with the opportunity to help improve the industry, strengthen relationships and create a safer working environment for our employees, partners and peers," he said.

Well positioned

Managing growth has defined much of Josh Chafin's impact at Mountain Crane Service. Since 2018, the company has grown roughly fivefold in revenue while expanding from approximately

250 employees to more than 500, which required the organization behind the fleet to scale just as quickly.

"Growth at that pace can break a company if the foundation can't keep up," he said. "For a capital-intensive crane business, that meant securing financing, strengthening banking relationships and ensuring the balance sheet could support continued fleet investment."

Lessons learned

Ken Mueller has seen his role evolve as Doral Equipment Rental expands its approach to serving customers. One initiative he pointed to was helping integrate Doral as an authorized dealer and partner with Enerpac, including a focus on the electric motorized dolly market through the Enerpac E-Mover.

"It really taught me that I'm not just in the business of renting equipment," he said. "I'm in the business of helping customers find solutions to move, lift and rig heavy equipment safely and efficiently."

His relationship with SC&RA began well before his sales career. Mueller was introduced to the Association while working in Doral's shop and, in 2021, received an SC&RF Collegiate Scholarship while attending college. Today, he serves on the SC&RF Board of Directors as Vice Chair of the Educational Assistance Committee, helping review applications from students much like himself just a few years earlier.

"SC&RA has helped teach me that relationships and trust are what drive this industry," he said. "The business side matters, but it usually comes after the relationship is already there."

Continued influence

Despite recent periods of volatility, Chase Richter has helped WireCo achieve double-digit growth and expand its market position over the past year.

Richter credited that performance to communication, strategic planning and collaboration across WireCo's commercial, operations and supply chain organizations. All the while, his role has extended into product strategy and innovation.

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Legend: IFC = BC = Back Cover; Inside Front Cover; IBC = Inside Back Cover; CS = Center Spread

WORD SEARCH

by Jay Stringham

Bonus Words:
WIRE, ROPE, NEWS, FORTY, SEVENTH, ANNIVERSARY

Find the words hidden vertically, horizontally, diagonally & backwards throughout the puzzle grid

C S B Q Q G A Q T R D X S I N I D
D L K I E P X K R O W M A E T I L
S Y A W N A C I L E P E W V R A L
F O H M O D T O H F S S L O I A A
T D R U P N U A X T E Y N R K U I
C E T S E I N S R B D W E A R L C
H Y B C B D N U T N O T B V K R Y
T P S H L A C G O R A X H I R E R
N A K I H T N I K M I H I E A P A
E S N E U S S E G T R A M B C U S
V G L R L N R Y B E P O L T U R R
E S A O A I T H D U V G O R O P E
S L D P P R S A Z A P B T I H O V
I O X R O Z E N L M O R M A O S I
W E I F F R Q J E N D R B V H E N
W L J Z P D X G Y T W I R E V C N
H B S S F D S D E D R A C S I D A

Word List:

ASCENT
CHATGPT
CLAMPING
DISCARDED
DYNABOT
EXPANSION
HANDLING
INDUSTRIAL
IRONWORKER
MATERIAL
PELICAN
REMOVAL
REPURPOSE
SPREADER
STRUCTURAL
TEAMWORK
TENSILE

PEOPLE IN THE NEWS

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“Working across engineering, product management, manufacturing and operations, I helped develop and launch a new crane rope designed specifically for steel mill crane applications,” he said. “I was also able to help lead the North American commercialization of two high-performance crane ropes now manufactured domestically.”

“SC&RA has played an important role in my professional development by broadening my perspective beyond my own company and reinforcing the value of collaboration among manufacturers, distributors, contractors and crane owners,” he said. “The relationships and industry knowledge developed through that involvement continue to influence both my leadership approach and strategic decision making.” ■

Reprinted from *Specialized Carriers & Rigging Association*, www.scranet.org

CROSSWORD

by Myles Mellor

Answers on our website: wireropenews.com/crossword-puzzle/

Hints are often found in recent issues of *Wire Rope News*!

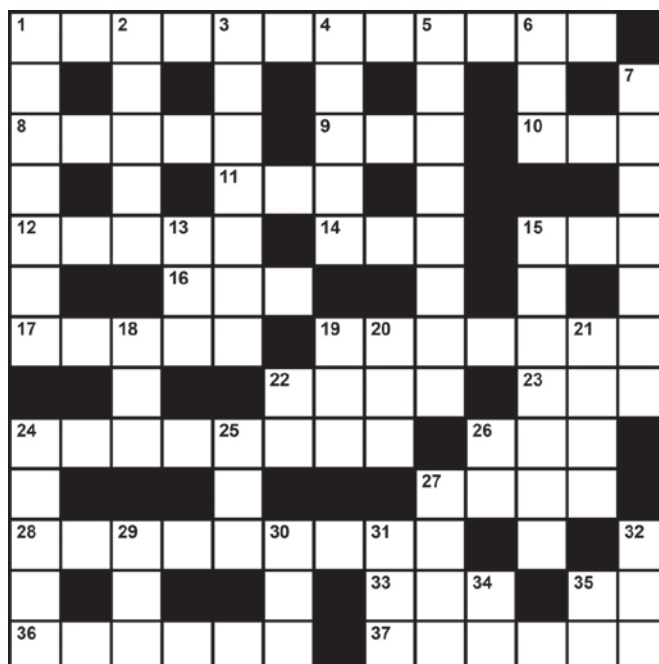
Across

- 1 Heats and slowly cools an iron-base alloy
- 8 Visual display of information (a crane's working range diagram is one)
- 9 Edge
- 10 Expert
- 11 Life duration
- 12 Restore to factory settings
- 14 Brazilian city
- 15 Star at the center of our solar system
- 16 Permit
- 17 Cylindrical flanged barrels on which rope is wound
- 19 Distortion of outside wire in a rope caused by pounding
- 22 Take charge
- 23 Tappan ___ Bridge
- 24 Scale measuring wind
- 26 By way of
- 27 Tilt, slope, or off-level angle that deviates from a perfectly flat, horizontal plane
- 28 It's used to stabilize a crane
- 33 It takes the concentrated force from the crane's outrigger feet and spreads it over a much larger surface area
- 35 Trending
- 36 Wheel with a groove for a wire rope to run on
- 37 Wear away

Down

- 1 Tied down rigidly
- 2 Raises the temperature
- 3 Revolves
- 4 Sheave or roller used to guide or support a rope
- 5 ___ plow steel rope
- 6 High strength steel grade, abbr.
- 7 Ship's cargo capacity
- 13 Shade tree
- 15 Type of soft and annealed iron wire
- 18 Red-white-and-blue nation
- 19 Pricing word
- 20 Corrode, with away

- 21 Tidy
- 22 ___ and behold
- 24 Crane extensions
- 25 Day before the weekend, for short
- 26 Blue Ridge Mountains locale, abbr.
- 27 Mobile wheeled unit that houses the hoisting machinery and travels horizontally along the crane's bridge girders
- 29 Secure
- 30 Expression of mild surprise
- 31 US agency overseeing environmental regulation, for short
- 32 Lunch hour for some
- 34 Medical professional, for short
- 35 Customer recognition code



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- ◆ Clean chemistry: no carcinogens or styrene
- ◆ Fully DNV type-approved
- ◆ Long shelf life, 30 months at $\leq 86^{\circ}\text{F}$ (30°C)
- ◆ Transport easily (express, courier & by-air*)

* Subject to Airline Approval

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POSITION AVAILABLE

ASSEMBLY PRODUCTION MANAGER – Chain & Wire Rope / Rigging Department
St. Pierre Manufacturing, a family-owned manufacturing company, established in 1920, is seeking an experienced Assembly Production Manager to lead daily operations.

This is a hands-on "working manager" role responsible for overseeing the fabrication, assembly, and inspection of wire rope and chain slings, lifting assemblies, and related rigging products. The position supervises a 5-person shop crew and serves as a key liaison between management, sales, order entry, purchasing, vendors, customers, and shipping.

The ideal candidate should have a practical knowledge of wire rope and Flemish eye lifting slings, chain, rigging hardware, working load limits, and safe material-handling practices. Responsibilities include coordinating production schedules, reviewing orders for completeness and feasibility, supporting walk-in and phone-in customers, maintaining safety and quality standards, training shop employees, and helping improve workflow, lead times, and overall department performance.

Qualified candidates should have proven leadership experience in a production, excellent communication skills, and direct experience with wire rope sling fabrication and swaging.

This is a full-time position, Monday through Friday, 7:00 a.m. to 4:00 p.m.

To apply, please send an email to:

St. Pierre Manufacturing
317 East Mountain Street
Worcester, MA 01606

Email: info@stpierreusa.com

Website: www.stpierreusa.com

Inside/Outside Sales Position: Kulkoni Inc., a wholesale supplier of import and domestic wire rope and rigging supplies, has an open full time sales position. Preferred applicants should have a min. of 3-5 years of rigging/industrial

sales experience. Bachelors degree is preferred with strong verbal and written communication skills. Location is in Houston, TX. Some travel required. Be part of a growing industry-leading company. Work in a collaborative and supportive team environment. We offer full benefits including medical dental, FSA/HSA and 401k savings plans.

For further details or submitting resumes send communications to HR@Kulkoni.com.

Remote/outside sales management position available for an experienced wire rope sales person. Landmann Wire Rope is WHOLE-SALE only, but will consider all applicants from the rigging/industrial/crane sectors of the wire rope industry. Salary plus commission, 100% paid health insurance, 401k after 1 year of employment. Please email a resume' to chris@landmannwire.com and we can schedule a phone call to discuss further.

OUTSIDE SALES: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced sales person of rigging products. Prior knowledge of hoist and material handling products along with alloy chain rigging is preferred. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance.

If you are interested in making a difference as a member of a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community, please send your resume to hr@allmaterialhandling.com.

INSIDE SALES: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced sales person of rigging products. Prior knowledge of hoist and material handling products along with alloy chain rigging is preferred. This position will be a mixture of inbound and outbound phone sales & customer service. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance.

If you are interested in making a difference as a member of a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community, please send your resume to hr@allmaterialhandling.com.

HOIST PRODUCT MANAGER: We here at ALL MATERIAL HANDLING INC, Chicago, IL are growing rapidly and have therefore an opening for an experienced engineer / product manager with focus on chain hoists. The position can be full time or part time.

If you are interested in making a difference as an employee or sub-contractor at a dynamic and highly motivated team of a privately held company that supplies to and services the rigging community please send your resume to hr@allmaterialhandling.com.

We are searching for a strong, reliable distribution center manager for our warehouse in Tampa, FL. A minimum of five years of management of a warehouse/distribution center experience is required. Please send your resumes to veronica@elitesalesinc.com.

Branch Manager – West Palm Beach
Certified Slings & Supply has a warm winter waiting for you. We offer great benefits, growth opportunities, and we are always looking for great team members. Apply at www.certifiedslings.com/careers or send resume to HR@certifiedslings.com. Equal Opportunity Employer/VET/Disability.

GREATER RICHMOND AREA
Rigging Shop Assistant Manager; Required Rigging Fabrication/Sales Experience. We also provide rigging and safety training and inspec-

tions. Benefits include paid health insurance and the possibility to take over the business. Send inquiries to trshiring@gmail.com.

Company: Southern Wire, a leading wholesaler/distributor of wire rope, slings, chain, and fittings is expanding its sales force.

We are seeking Inside Sales Representatives for the Memphis, TN area. We offer a competitive base salary and commission program. Our excellent benefits package includes medical, dental, life, disability, paid vacation, & 401K. Please visit company website: www.houwire.com.

College degree preferred – Industry knowledge a must. Send resume in confidence to: marketing@southernwire.com or Fax# 662-893-4732. *No calls please*.

Heco Slings Corp. located in Norfolk VA.
Looking for Experienced Wire Rope Fabricator/Rigger. Fabrication of wire rope slings and chain assemblies. General knowledge of rigging applications.

We offer competitive pay, company paid profit sharing. Benefits include: Paid Vacation, Health Dental and Vision, Company paid Life insurance.

Please send resumé to:

Heco Slings Corp
4570 Progress Rd
Norfolk VA. 23502

Marine industrial rigging shop looking for CDL driver and rigger experienced only must be willing to work in labor intense environment. Mechanically inclined. Contact John at 508-993-0070.

OUTSIDE SALES REP – BAY AREA
West Coast Wire Rope And Rigging, Inc.

Position Description: Performs sales function for new and existing accounts aimed at Industrial applications, including crane services and/or construction for wire rope and hardware. Also, delivers high quality and efficient customer service by utilizing knowledge of company products and programs.

Job Functions:

- Pioneers and develops all potential accounts within assigned territory.
- Develops call schedules and itinerary for efficient time management of sales calls.
- Makes customer sales calls obtaining; orders, specifications for products and marketing information.
- Maintains accurate records for all assigned accounts as to contacts, competitors, products, pricing, potential sales, and marketing information.
- Provide timely and accurate information to new and existing customers when requested, using product and application knowledge.
- Coordinates sales requirements with Inside Sales Manager and Shop Foreman to meet customer needs and maintain acceptable customer service level.
- Explores new business opportunities and relationships for the company.
- Provides a positive image of WCWR with customers and co-workers.
- Prepares reports as required, and submits them in a timely manner.
- Attend and participate in designated sales meetings.
- Special projects as needed by Sales Dept.
- Hiring Requirements:
- Minimum 2 year of either Inside or Outside Sales experience.
- A motivated self-starter, with excellent interpersonal skills.
- Wire Rope & Hardware Industry Knowledge a plus.
- Computer skills, including Microsoft Products.
- Must be detail oriented and organized.
- Must Possess a Valid Driver's License.

Please submit your resume to the HR Manager: brianc@wcwr.com.

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POSITION WANTED

Outside sales professional with 20+ years experience seeking full time position. Willing to relocate. Reply to mrrigging@gmail.com.

Our client requires a part-time Bookkeeper (1-2 days/week) to assist them with an ongoing temporary assignment. This position could become permanent for the right candidate. You will be responsible for Bookkeeping, Accounts Payable entering, setting up inventory, filing, organizing and some administrative duties. You must be able to thrive in a team environment and also work well alone.

The successful candidate for this role will have excellent knowledge of Simply Accounting. Strong written and oral communication is a must. To be considered for this great opportunity please e-mail us at employmentjoboffer9@gmail.com.

Loos & Co., Inc. manufactures stainless steel and nickel alloy wire and cable products. We are seeking an Engineer with experience in metallurgy, preferably with a wire drawing background. Must have a BS in metallurgy, or substantial industry experience in wire or specialty metals industries. Medical grade alloys knowledge is a definite plus. We offer competitive wages with a comprehensive benefit program. An EEO/AA Company.

Visit our website at www.loosco.com
Forward resumes to careers@loosco.com

Experienced Wire Rope Sling (Flemish) fabricator needed. CWR Hawaii is seeking a worker with knowledge and hands-on ability to fabricate wire rope and chain assemblies. Full-time, 401k, vacation, insurance, and other benefits. Relocation cost can be negotiated.

If you are interested in working for our company, please e-mail me at allen@cwrhawaii.com or call me at 808-843-2020.

Former Division-Product Manager, Regional Outside Sales Manager desires southeast territory to manage and solicit accounts in the wire rope, chain, fittings, and related industries. Over 25 years experience including District Manager, Bethlehem Wire Rope, Regional Manager, Wire Rope Ind Product Manager, Rud Chain, Inc. Interested parties reply to M.E. (Mike) Givens mike90309@aol.com, ph 256-476-7700.

HELP WANTED

Fast growing Billings Montana industrial supply and rigging shop seeks experienced rigger and wire rope assembler. Must be familiar with all aspects of rigging shop operations. E-mail resume to bjones@gotbolts.com.

REPS WANTED

Manufacturer Representatives for Lifting Equipment & Accessories wanted by KWS Inc., a member of the THIELE-Group.

Representative shall call on sling makers and rigging companies and should be familiar in the business.

Territories are now available in NE, KS, MO and TN. Also territories for Western Canada are available.

Please visit our website www.kwschain.com and contact us at h.kurz@thiele.de.

ELT Lift has openings for independent sales reps and resellers to cover a variety of sales channels across the US and other markets. Fill out the form and we will be in touch to discuss specifics. Thank you for your interest. www.elt-lift.com/about/resellers.

Sales rep wanted for an established manufacturer of labels and sling tags. We are looking for a sales rep that currently calls on sling makers and rigging companies and is familiar with the business. Etiflex is a registered trademark and manufactures custom sling tags for synthetic

and wire rope slings and has an excellent reputation in the field. We advertise in trade journals and exhibit at industry shows to generate brand awareness. Please contact us at info@etiflex.com or call 866-ETIFLEX for information.

PRODUCT LINES WANTED

Merit Sales, Inc. (Manufacturer Representatives) is looking for rigging related lines to compliment the manufacturers we currently represent. If you need sales people in any of our states (AL, AR, FL, GA, LA, MS, NC, OK, SC, TN, TX, VA) please contact. We also have 2 regional warehouses available in the Atlanta area & Houston. e-mail: johnhg@meritsalesinc.com or call Johnny at 713-664-7723.

HARDWARE FOR SALE**CROSBY BLOCKS FOR SALE:**

• 6" 2 Ton, C-700 single sheave snatch block, for 3/8" WR, 42 pieces.

• 6" 4 ton, 642B Western double sheave block for 3/8" WR, 53 pieces. Contact DD Sling at ddsling.com.

For Sale: 15 reels of 1" dia. 6 x 36 BRIGHT EIPS IWRC DOMESTIC WIRE ROPE, WASHINGTON WIRE ROPE, plus freight. Total amount of wire is 15,000 feet. Call Drew 504 259 3978.

HARDWARE WANTED

Williamsburg Bridge Suspender Rope.

I am a very avid collector of bridge paraphernalia and 'Bridge Parts'. I am looking for a section of genuine Williamsburg Bridge suspender rope. It's 1.5" diameter and the wires in the outer sections of the Core and Strands have a varied diameter. VERY similar to Manhattan bridge suspender rope but Manhattan bridge rope has all wires at same size. Will pay a fair price and I'll be willing to include a copy or two of my well-known book, The Magnificent Bridges of New York City. My E-Mail is drfrieder@aol.com.

EQUIPMENT FOR SALE

Esco Swager 500 Ton, completely restored with power unit, located on the East Coast and ready to ship. Email: selina@theriggingbox.com.

ESCO Mark 75 Swager Press - Like New, Excellent condition. 573 hours on Press and Power Pack Unit.

ESCO Mark 150 Swager Press with Power Pack Unit. Press Completely Refurbished.

ESCO Mark 150 Swager Press - Completely

Refurbished; Die Plates Moved Back to Press 1 1/2". Email lee@pacificindustrial.com.

• 500 ton National Swager with tooling; • Tinius Olsen 20K vertical proof tester; • Tinius Olsen 44K horizontal proof tester w/30 foot bed. Located in Scranton, PA, in use & calibrated. Email: mlawrence@spencerindinc.com.

BUILDING FOR SALE

RIGGING WAREHOUSE FOR SALE: 20,000 sq ft Steel building, 22 ft ceiling, 1700 sq ft offices, 3 phase electric, 2 dock high loading docks, 1.75 ac; Large yard space. Location: NE GA, near Atlanta, I-85, SC, NC. Reply: Gabldg2020@gmail.com or tel: Ed or Paul, 305.238.2375.

COMPANIES: BUYING & SELLING

Are you thinking about your company's succession plan and the thought of selling to Private Equity or the three major players in the U.S. doesn't sound appealing? We should talk. I am an experienced rigging professional who has spent the past few years pursuing acquisition entrepreneurship. I have the means and relationship with a commercial lender to get a deal done. My goal is to preserve your brand and your company culture for your employees, while scaling the business. I will gladly sign a mutual NDA/CA. Please email riggingshopbuyer@yahoo.com to start a dialog.

SEEKING ACQUISITION - A leading U.S. distributor and fabricator of wire rope & synthetic slings, rigging hardware, overhead cranes, and custom engineered lifting devices is seeking to expand its existing business through the acquisition of similarly focused companies. With a proven and successful history of driving growth through strategic and mutually beneficial acquisitions, we are ideally positioned to pursue additional acquisition prospects. Interested parties should respond using this confidential email address acquisition@slingsbuyer.com.

SEEKING MERGER

Rigging products company seeks merger: A nationally-prominent rigging equipment manufacturer seeks to grow through merger with similar company. Strong brand recognition and extensive cargo control, wire rope, chain and synthetic sling production capabilities have fueled our growth. We now seek a merger partner so that we may take advantage of economies of scale and get to the "next level". The business is not for sale; merger inquiries only. Principals only please, no brokers. Respond in confidence to rigmerger@gmail.com. ■



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Wire Rope News & Sling Technology

NEWS IN OUR INDUSTRY

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and lifting accessories, providing a controlled setup from start to finish.

This combination gave Safe Lifting Europe both the structural lifting capability and the load measurement accuracy needed for a proof load test of this scale. The project demonstrates how Modulift and LMS products work in unison, combining proven below-the-hook lifting equipment with accurate load monitoring technology.

Supporting Offshore Wind Operations

The MPI Resolution is the world's first purpose-built, self-elevating jack-up vessel designed specifically for installing offshore wind turbines, foundations and transition pieces. Built in 2003 and operated by Van Oord, the 130-metre-long vessel is used heavily for operations, maintenance and heavy component replacement across European wind farms.

The vessel's crane, with a rated lifting capacity of 600 tonnes, was tested at 110% proof load, resulting in a total test load of 660 tonnes. The project required a carefully planned lifting arrangement, combining high-capacity below-the-hook equipment, accurate load monitoring and a complete rigging package to ensure the test was carried out safely and efficiently.



Modulift and LMS support offshore wind industry with 660t load test.

High-Capacity Load Testing

Load testing is a critical process used to verify crane performance, confirm lifting capacity and support safe operation in demanding heavy lifting environments.

To support the MPI Resolution test, high-capacity 475 m³/h water pumps were used to efficiently fill and empty the test barge. This helped ensure the operation was carried out smoothly and within schedule.

A Complete Load Testing Solution

Safe Lifting Europe provided the full

load testing package for the project. By supplying the spreader beam, load cells, rigging equipment and pumping system, the team was able to manage the complete process and allow the client to continue operations with confidence.

"Completing a 660-tonne proof load test on a vessel like the MPI Resolution requires the right equipment, careful planning and full control throughout the operation," said Giovanni Vroegop, General Manager at Safe Lifting Europe B.V. "By combining the MOD600/800 spreader beam with LMS load cells and our complete rigging package, we were able to deliver a safe, efficient and controlled test from start to finish."

"When our products are used together like this, the benefit is clear. Modulift provides the engineered lifting capability, LMS provides the load monitoring confidence, and the customer gets a complete solution that performs on site. That's the real value of having complementary technologies within the group" said Andy Charlesworth, pewag UK Group Sales Director

The successful project highlights the value of combining specialist lifting and monitoring equipment for complex load testing applications, while demonstrating the wider capability available across the pewag UK Group product ranges.

Learn more at www.modulift.com or loadmonitoringsystems.com. ■

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A hand holding a smartphone. The screen shows a message from 'Tom' asking for help with writing a press release. The message text is: 'Meet Tom', 'Tom needs help writing specialised content for a press release.', 'He asked', 'Bridger Howes to help'.

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