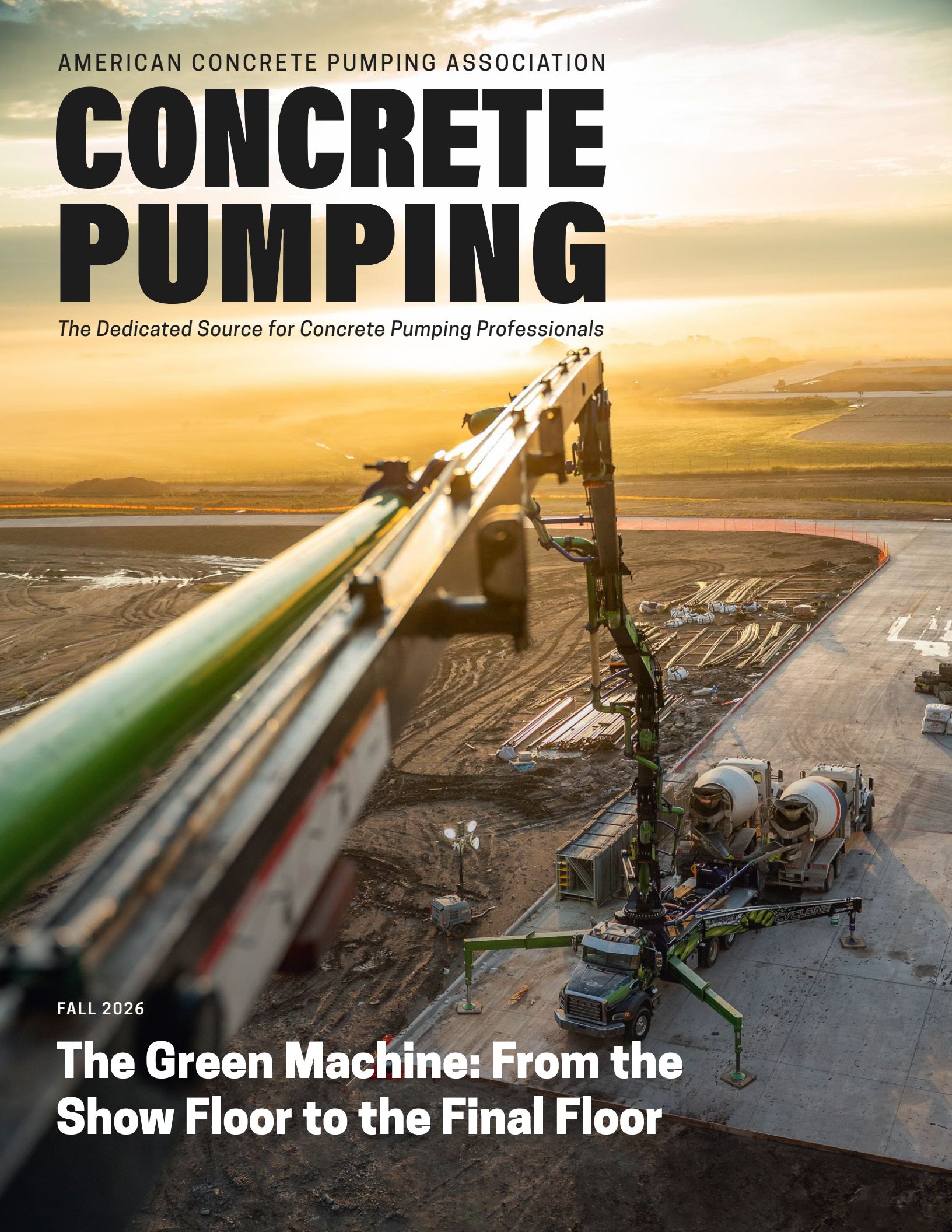
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The Green Machine: From the Show Floor to the Final Floor

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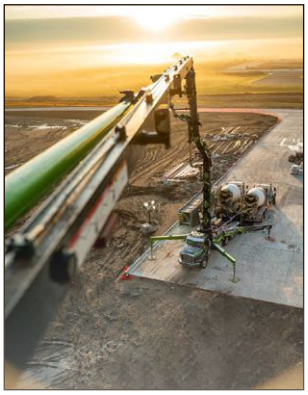
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IMPORTANT NOTICE:

ACPA Certification Testing Transitions to Online Format

The ACPA is pleased to announce an important change to how the ACPA Certification Test is administered. Beginning **January 25, 2027**, the ACPA Certification Test will be administered **exclusively online through ACPA-U**.

As part of this transition, the ACPA will discontinue the processing of paper versions of the certification test.

PAPER TEST SUBMISSION DEADLINE

Members who are currently administering the paper version of the ACPA Certification Test are encouraged to plan accordingly. **All completed paper tests must be received by the ACPA no later than January 10, 2027**, to allow sufficient time for processing under the current system.

Paper tests received after this deadline may not be eligible for processing through the existing paper-based system.

NO PAPER TESTS AS OF JANUARY 25TH, 2027!



CREDIT FOR UNUSED PAPER TESTS

To assist members with the transition to online testing, the ACPA will provide a $70 credit toward the online ACPA Certification Test for returned, unused copies of the current paper test.

Members who have unused paper tests are encouraged to return them to the ACPA and take advantage of this credit as they transition to the ACPA-U online testing platform.

IMPORTANT DATES:

January 10, 2027
Deadline for the ACPA to receive completed paper tests for processing.

January 25, 2027
ACPA Certification Testing becomes available exclusively online through ACPA-U. $70 Credit available toward the online certification test for returned, unused copies of the current paper test.

The ACPA appreciates the cooperation of its members during this transition. Moving certification testing to an online format will provide a more streamlined and efficient testing process while supporting the continued integrity and accessibility of the ACPA Certification Program.

Members are encouraged to plan ahead and complete the transition to ACPA-U prior to the January 25, 2027 implementation date.

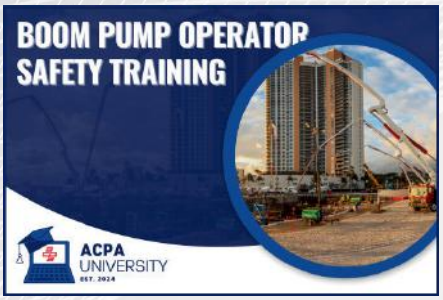
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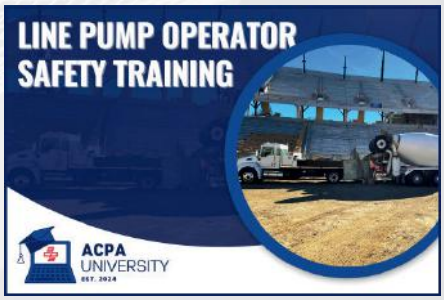
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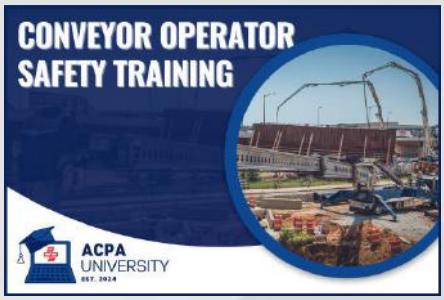
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- Line Pump Safety Manual **
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Please direct questions to Certification Specialist, Shawna Mitchell, at Shawna@concretepumpers.com or call the ACPA National Office at 614-431-5618.

**ATA safety seminars still meet the education requirement for ACPA Certification, but training through ClickSafety is no longer available.*

***These courses are priced per user.*

SAFETY PROCEDURES SAVE LIVES

By Christi Collins



Another hopper-related fatality. That makes three fatalities we are aware of in the past two years, not to mention the numerous serious injuries attributed to open-hopper-grate incidents.

Unlike accidents such as plug-and-release (sometimes referred to as hose whipping depending upon the circumstances) or tip overs, electrocution and hopper-grate-related incidents are hazards that can be prevented by following basic safety procedures. Always stay at least 20 feet away from power lines or 50 feet for lines above 350 kV. Never access the hopper with the grate open unless you put the truck transmission in neutral, or shut off the engine per your company's policies, and confirm that the accumulator pressure is at zero. Never, under any circumstance, stand on the hopper grate; this is commonly known as the "NO POINT" rule in concrete pumping.

These are basic precautions that can make the difference between going home safely at the end of the day and a preventable tragedy occurring. In over 25 years in this industry, I cannot recall an electrocution when proper clearance from power lines was maintained or a fatality from a person falling into the hopper when the hopper grate was properly secured.

The ACPA Safety Bulletin, "Prevention of Hopper and Back-End Injuries," is readily available both on the ACPA website and as a course through ACPA-U. I strongly urge every company to make sure its operators read and review it. While the bulletin may only contain basic information that experienced, properly trained operators have heard before, that is precisely why it is valuable. Safety information does not have to be new to be important. Sometimes the most important safety message is simply a reminder of the hazards we encounter every day—and the procedures that keep us safe.

In addition to following safety procedures, we must also report and share these accidents across the industry. Not all incidents reach social media, and not everyone uses platforms like Facebook, Instagram or TikTok. There is tremendous value in learning from others' experiences and using those lessons to strengthen safety in our own companies. By sharing and learning together, maybe we can help prevent another family from suffering the loss of a loved one.

Safe Pumping! **CP**



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Cyclone Concrete Pumping's "Green Machine," a DY 48X-5RZ, pumps concrete from ground level to the fifth and final floor of a new production plant spanning more than one million square feet in McKinney, Texas.

THE GREEN MACHINE
FROM THE SHOW FLOOR TO THE FINAL FLOOR

ACPA member Cyclone Trucking, Inc. is primarily a commercial concrete pumping contractor based in Lewisville, Texas. Established in 2016, Cyclone has earned a reputation for tackling some of the biggest jobs that the Dallas-Fort Worth metroplex has. With a fleet comprised primarily of big booms, they've got the horsepower to keep up with the ever-increasing urban sprawl in their home area of North Texas. The company's pumps often find themselves on the largest commercial projects in the area, but before they ever hit the job site, they can usually be found inside of a booth or two in the Central Hall of the Las Vegas Convention Center for World of Concrete.

Being showcased at World of Concrete is a great honor for a concrete pump. Every year, thousands of people see a show truck in the Central Hall, and every inch of the machine is scrutinized. Being a show truck means striving for perfection both on display and out on the job site. The expectation of perfection for a concrete pump matches that placed on its operators. Operators are expected to pursue perfection in all aspects of their job, from preparation to performance to protocol, and most importantly safety. Concrete pumps and their operators are held to this standard because there is no other option. One mistake by an operator or a pump can create problems beyond money. Despite these risks, operators and their pumps continually strive for perfection. It becomes art in motion. A symphony of men, machines and mud.

The art in motion in McKinney, Texas, on May 28th, 2026, was found during a project nearing completion, on the fifth floor of a one-million-plus-square-foot production facility. The operator is Antonio Maldonado, a veteran operator with 30-plus years in the industry. The machine is a CPMA-Certified DY 48X-5RZ, dubbed "The Green Machine" and a World of Concrete 2025 show truck. The two had been tasked with placing the concrete for the final floor of the main structure on this project. This last floor was relatively easy compared to most of the days these two typically have. At 4:00 a.m., Maldonado boomed the 48X-5RZ up to the fifth floor; his crew connected into a 250-foot four-inch line system, and

he established his base of operations. The operator's job that day was to direct the pour and wear out the remote's on-off switch. Cyclone had a full crew on deck to support the 48-meter and keep the mud flowing all morning. There was a team to move system, an oiler on the ground guiding mixers, a supervisor with another pump on standby and Maldonado orchestrating it all like a conductor. Each role played an equally important part in creating this art in motion.

The 350-yard pour started at 5:00 a.m. A batch plant located next door provided Cyclone and the finishing crew with the consistent service they needed to maintain a quick pace. A rotating group of mixers kept a steady supply at the pump's hopper. Crews up top never missed a beat. For hours, each of the crews executed flawlessly because they knew what was at stake.

No matter the day, scale or the cost, the expectation is the same—the entire site must meet the standard. It doesn't matter whether Maldonado is keeping the boom still or whether the 48X-5RZ is on the show floor at World of Concrete; the standards don't change. The standard isn't set by the operator or the machine but by the nature of a perishable, foundational product and the promise made that everyone and every machine leaves the site the same as they arrived.

The pursuit of exemplary service and the promises we make create the art in our industry. Perfection, in any form, remains fleeting and almost impossible to achieve. Every link in this chain recognizes the daily risks and the probability of delivering 100-percent perfection. Still, we show up each day and strive for it. Manufacturers build and support machines with care, operators aim for perfect pours and finishers seek flat floors. From Vegas show lights to countryside moonlight, perfection is always the goal. **CP**



Members of the finishing crew use ropes to pull a section of the 250-foot delivery line system into position during concrete placement at the new production plant in McKinney, Texas.



A close-up of the Cyclone Concrete Pumping and DY logos on the boom as concrete is pumped to the fifth floor of the new production plant in McKinney, Texas.



BORROWING FROM THE PLAINTIFF ATTORNEY PLAYBOOK

How Concrete Pumping Companies Can Reduce Litigation Risk by Improving Hiring Practices

By Joe Sostaric and James Stovall

My son, like me, loves golf. Recently, while taking a divot, he struck a tree root and damaged a tendon in his wrist, ultimately requiring surgery. Afterward, he developed two infections related to the injury, which led to two additional surgeries. When he told people what happened, he was surprised by how many asked, "Are you going to sue the doctor?"

That question says a lot about today's claims environment. Lawsuits are becoming more common, and so-called nuclear verdicts—awards of $10 million or more—and thermonuclear verdicts—awards of $100 million or more—are growing faster than minor or moderate injury claims. Drive down almost any highway and you will see attorney billboards promoting large settlements. Many of these firms focus heavily on crashes involving large trucks, a category that includes concrete pumps, and some attorneys have gone so far as to describe heavy vehicles as "killing machines." The largest personal injury firm in the United States spends more than $200 million annually on marketing and advertising because that investment produces results. Their message is simple: your accident was caused by someone else's negligence, and someone should pay. Is it any wonder that lawsuits are becoming more prevalent in concrete pumping?

For concrete pumping companies, reducing litigation exposure starts with disciplined hiring, training and documentation practices. You must be able to show that employees are properly vetted, trained and monitored before they operate equipment on public roads. Without that proof, a plaintiff's attorney can argue that the company knowingly placed the public at risk. This article, co-written with James Stovall of Alliant Insurance Services, offers practical guidance from both an insurance and operations perspective on how pump companies can strengthen those defenses before an accident occurs.

THE PLAYBOOK

Plaintiff attorneys often follow a playbook designed to secure large settlements against companies. One common strategy is the "Reptile Theory," which seeks to move jurors away

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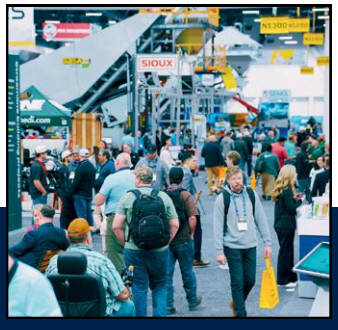
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from logic and the specific facts of the case by appealing to fear and self-preservation. The attorney frames the story so jurors believe the pump company's actions did not just injure the plaintiff but also could have endangered members of the public—including the jurors themselves. Their goal is to paint your company as an unsafe company before the accident occurred, and they will build their case by using your own documentation (or lack thereof) and practices against you.

Here is how the strategy is deployed:

1. ***Establishing safety rules*:** When questioning witnesses (who might be your own employees), certain leading broad-based safety questions are asked by the trial attorney. For example, they may ask your safety manager a question like, "Isn't it a good safety practice to review a driver's safety record before allowing them to drive a 120,000-pound pump on public streets?" Framed as such, there is only one logical answer that would be acceptable for the safety manager to give.
2. ***Demonstrating a violation*:** The plaintiff attorney will then look for a clear violation of that safety rule. During discovery, if the attorney gains access to confidential employee files and finds no documentation showing that the company reviewed the employee's driving record before putting them behind the wheel, the follow-up question may be pointed: "Your own personnel files contain no documentation showing that anyone checked this employee's driving record before allowing them to drive a massive concrete pump on public roads. Can you explain why there is no evidence that the employee was properly vetted, especially after you testified that reviewing an applicant's driving record is a critical safety step?" At that point, the safety manager has little room to respond. Without documentation, the court may view the company as having failed to perform proper hiring due diligence.
3. ***Triggering the "reptile brain"*:** In closing arguments, the plaintiff attorney will frame the verdict as a necessary action to protect the community—and the jurors themselves—from future harm. If jurors believe the pump company's actions put them, their families or their friends at risk, they may be more willing to award punitive damages to punish the defendant. The case then shifts from the facts of the accident to the company's broader conduct, creating the conditions for a nuclear verdict.

What can a business owner do to reduce the risk of lawsuits? The answer is to run a safer operation. A best-in-class pump company embeds safety into daily practice. Safety is not an afterthought, and it is not something done merely out of obligation. Successful companies recognize the importance of safe operations and invest in creating an environment that prioritizes safety and well-being. Part of proving that commitment is the documentation and recordkeeping the company maintains. Those records can validate your safety culture—or, if handled poorly, suggest a disregard for safe operations.

Driving on public roads is the activity most likely to generate lawsuits for a typical pump company. Incurred insurance losses from over the road accidents generate roughly 90 percent of insurance claims faced by concrete pumping companies. Once litigation begins, your documentation will be subpoenaed by the plaintiff's attorney. That is one of the first steps in the plaintiff's game plan: gather the records, look for gaps and use those gaps to build a case against your business. Here are some practical steps pump companies can take to reduce risk and exposure from over-the-road incidents—starting with the documents most likely to be subpoenaed and what plaintiff attorneys are looking for.

EMPLOYMENT APPLICATION AND HIRING STANDARDS

Hiring a qualified commercial driver is not easy. Employers must take several steps to properly vet a prospective employee, and some of those steps are required by law. For positions that require a Commercial Driver's License (CDL), start with a DOT-compliant employment application. This will help ensure that you are gathering information on employees required by law. Your documentation should show that you completed due diligence before hiring. Requirements vary by state, so make sure you understand what is required in every state where you operate. At a minimum, an application and hiring file for a position requiring a commercial driver's license should address the following:

- Current Driving Record (MVR) and Medical Certification
- Previous Employer Safety Record
- Drug and Alcohol Testing Record
- Previous Employment Application Review (including gaps in employment)

Any employment application on file should include notes and supporting documentation showing that you performed due diligence and addressed any anomalies. For example, if



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your state requires 10 years of employment history and the prospective employee worked for a company that is now out of business, the file should show that you attempted to verify employment but could not because the company no longer exists. You may also encounter former employers that will not release employment information. Even if you do not receive a response, document that you tried by keeping copies of requests or noting who you contacted, when you contacted them and whether messages were left or information was declined. Multiple documented attempts show a conscious effort to do the right thing.

One area that must be checked carefully is the Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse. Federal law requires CDL holders to be enrolled in this program, and employers must check a prospective employee's status before hiring. A plaintiff's attorney cannot access the database directly, but they can attempt to subpoena your hiring records. Two issues are especially likely to be used against you:

1. A missing query when hiring an employee. If there is no documentation that you check an individual's status before hiring, this will play into a plaintiff's attorney's hands that you are negligent.
2. Failure to address a violation. If a prospective employee had a violation and you did not address it, it will be easy for the plaintiff's attorney to argue that you knowingly hired a high-risk driver, putting the public at risk.

The safety-sensitive nature of commercial driving makes it illegal to hire an individual with unresolved violations. That is a line that must not be crossed. If the person has a resolved violation, such as enrolling in and completing a substance abuse program, hiring that person still carries risk. If you decide to proceed, tread carefully and make the employment offer probationary, with more frequent internal testing and increased supervisor oversight.

Finding excellent, qualified pump operators is difficult in today's labor market. Many owners occasionally run pumps themselves because they are short of operators, and the work of researching and documenting new hires can be tedious. Even so, weak or missing documentation showing that an employee was properly vetted can be highly damaging, especially if the employee later turns out to have omitted or misrepresented a serious infraction that reasonable screening could have uncovered.

If your company does not have the internal resources to perform this work effectively, consider outsourcing some of the verification process. Employee verification firms often use structured forms that help ensure important steps are not overlooked. It is also important to use services that maintain updated MVRs on employees, because not every employee will voluntarily report a DUI, license suspension or other disqualifying event. You cannot afford to learn after an accident that an operator was driving with a suspended license.

Prospective employees do not always have clean records, and a difficult hiring market may require you to evaluate candidates with past infractions. When reviewing employment and driving history, address any shortcomings directly. A recent DUI while driving on a suspended license is impossible to justify, while older speeding tickets followed by a clean record may warrant further consideration. In either case, document the discussion with the applicant and explain the basis for your hiring decision.

A conditional (probationary) employment offer letter is one effective way to document these issues. For example, the offer can state that continued employment depends on maintaining a clean driving record for a defined period. Once the candidate signs and returns the letter, the file shows that the concern was addressed, the condition was communicated, and the employee understood the consequences of noncompliance. Building reusable templates for these situations makes consistent documentation much easier.

As you build hiring and employee files, separate sensitive compliance records from general employment records. General employment files typically include non-DOT applications, resumes, emergency contact information, non-DOT disciplinary records and general training materials such as harassment or social media policies. Safety-sensitive files should contain DOT-related documents, including DOT-compliant applications, equipment training records, copies of CDLs and medical cards, drug-test results and MVRs. These examples are not exhaustive, so consult an expert if you are unsure where a document belongs. Separating records helps restrict access to confidential employee information, gives DOT inspectors clean and organized files during audits, and may limit a plaintiff attorney's access to sensitive material. The less unnecessary information a plaintiff attorney can review, the fewer opportunities they have to use that information against your company.

AMERICAN CONCRETE PUMPING ASSOCIATION

Information *Every* **CONCRETE PUMPING COMPANY** Should Know



We are reaching out to non-members of the American Concrete Pumping Association to share valuable information about safety, certification, industry trends, and advantages of membership. Explore the topics below by scanning each QR code to learn more.

OSHA Accident Reports

We reviewed 20 years of OSHA accident reports involving concrete pumping operations to identify recurring hazards and safety trends. Our review found that approximately 3 out of 4 reported accidents involved an operator who was not ACPA Certified. Explore the findings and learn how operator training and certification can help strengthen safety across your organization.

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ACPA Member Survey Results

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SOCIAL MEDIA

Social media can provide plaintiff attorneys with significant information about a company's safety culture, equipment condition and employee attitudes. Online posts can be damaging when they suggest known maintenance problems, fatigue, unsafe practices or hostility toward a former employer. Examples of posts that could harm a company during litigation include:

- An operator that posts, "I've been writing up the brakes on my pump, but the company doesn't seem to have the time to fix them. If I get in an accident, it's on them."
- An operator that posts, "Just finishing up a 20-hour pump job. I'm tired as hell and it is time for a cold beer. We get it done no matter what it takes."
- A prospective employee that posts about his previous employer saying, "If you are thinking about working for XYZ Pumping, don't do it. Their equipment is crap and they treat their employees like garbage."

You cannot ignore social media because plaintiff attorneys will not. It is also important to know whether a prospective employee has posted negative comments about past employers, because that conduct may create future risk for your company. Social media monitoring tools can help identify what is being said about your business, and companies should understand that this information is accessible to the public.

EMPLOYEE HANDBOOK, SAFETY HANDBOOK AND COMPANY POLICIES

An employee handbook and/or safety handbook are often required by law. When they are, you should maintain documentation showing that each employee received and acknowledged the handbook(s). While a handbook typically includes routine information such as paid holidays and paydays, effective handbooks also include critical company policies. For pump companies, policies should address infractions that can have serious safety and legal consequences, including:

- Drug and alcohol policy
- Cell phone and other electronic device usage while driving
- Seat belt policy
- Accident investigation
- Driving infractions and points (even while driving a personal vehicle)
- Harassment
- Social media

A plaintiff's attorney will review the handbooks closely. They will look for whether the company lacks a policy for risks that are foreseeable based on employees' job duties, has policies with consequences that are not aligned with the seriousness of the infraction or has a history of disciplinary actions that do not follow the company's stated policies.

Consider a common example: your policy states that an employee caught using a handheld cellphone while driving a company vehicle will be terminated. However, a 30-year, highly skilled boom operator uses a cellphone while driving, rear-ends another vehicle, and receives only a one-day suspension before returning to work.

At that point, you have undermined your own policy. A plaintiff's attorney will argue that the policy was not real because the company did not enforce it. They may also argue that inconsistent enforcement reflects an unsafe operation that puts the public at risk. Internally, the damage can be just as significant. Employees learn quickly what others were allowed to get away with, and they may expect the same treatment. Before putting policies into practice, make sure you are willing to apply them to all employees—even your best employees. Losing a strong operator is painful, especially when good operators are hard to find, but the consequences of inconsistent enforcement can be far worse.

DRIVER QUALIFICATION FILES

A key page in the plaintiff attorney's playbook is the review of driver qualifications. Attorneys often begin by arguing that the driver or operator should not have been behind the wheel in the first place. Driving on public roads is a public safety issue, and companies must take appropriate steps to confirm that employees are qualified and capable of driving safely. Your records should prove that a commercial driver was properly vetted before taking the seat. Important areas to document include:

- Review of the driving record, including whether accidents and points are within company guidelines.
- Review and acknowledgement of applicable company safety policies.
- Review and understanding of DOT requirements, including hours-of-service rules.
- Ability to properly complete a daily vehicle inspection report.
- Ability to pass a road test performed by a qualified individual.
- Knowledge and understanding of specialty equipment.

It is important to prove through your paperwork that an operator was trained on the specific type of equipment they were operating. There are significant differences between operating a trailer pump, a 20-meter boom pump, a telebelt, and a 61-meter boom pump. A company should be able to show that the operator was properly trained on the equipment involved. If an operator runs multiple pieces of equipment in your fleet, documentation for each type of equipment should be included in the employee file.

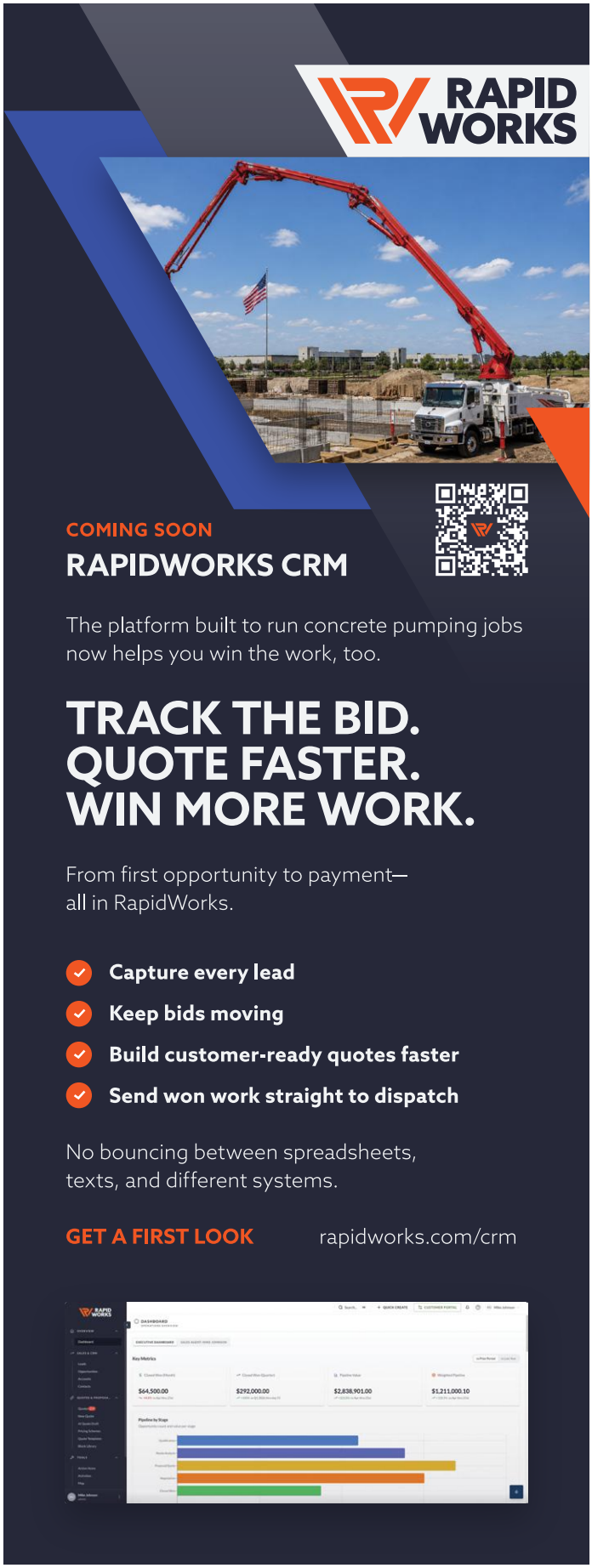
The best documentation goes beyond checked boxes. Specific comments tied to training items show that screening operators is more than a cursory "pencil-whipping" exercise. Documentation should also be updated consistently. Drivers may accumulate points or accidents on their driving records, and operators may begin running different pieces of equipment over time. You must be able to prove that you continually monitor performance, update training, and have ongoing conversations with drivers. Safety is not a one-time event; it is a continuing commitment, and your documentation should reflect that commitment.

DEVELOPING A PLAN

Strong documentation of safe work practices and procedures is a pump company's best defense. After an accident, the plaintiff's attorney will try to show that the incident resulted from systemic negligence within the company. For example, they are unlikely to base the case solely on the operator's speeding; instead, to pursue punitive damages, they will argue that the company ignored or condoned a pattern of these unsafe behaviors that consistently put the public at risk. This is what generates the huge verdicts and settlements.

To reduce exposure, companies should periodically audit their hiring and documentation practices. Many businesses assign these responsibilities internally, only to discover during litigation that the work was incomplete, inconsistent or missing key training topics. Discovery is the wrong time to learn that your safety documentation has gaps. During slower periods, review your records with the same level of scrutiny a plaintiff attorney would bring.

When you find deficiencies during an audit, address them. Talk to your insurance carriers and ask them what topics need to be part of a well-rounded training program. Also look at your history of accidents and industry trends. Some examples of topics include:

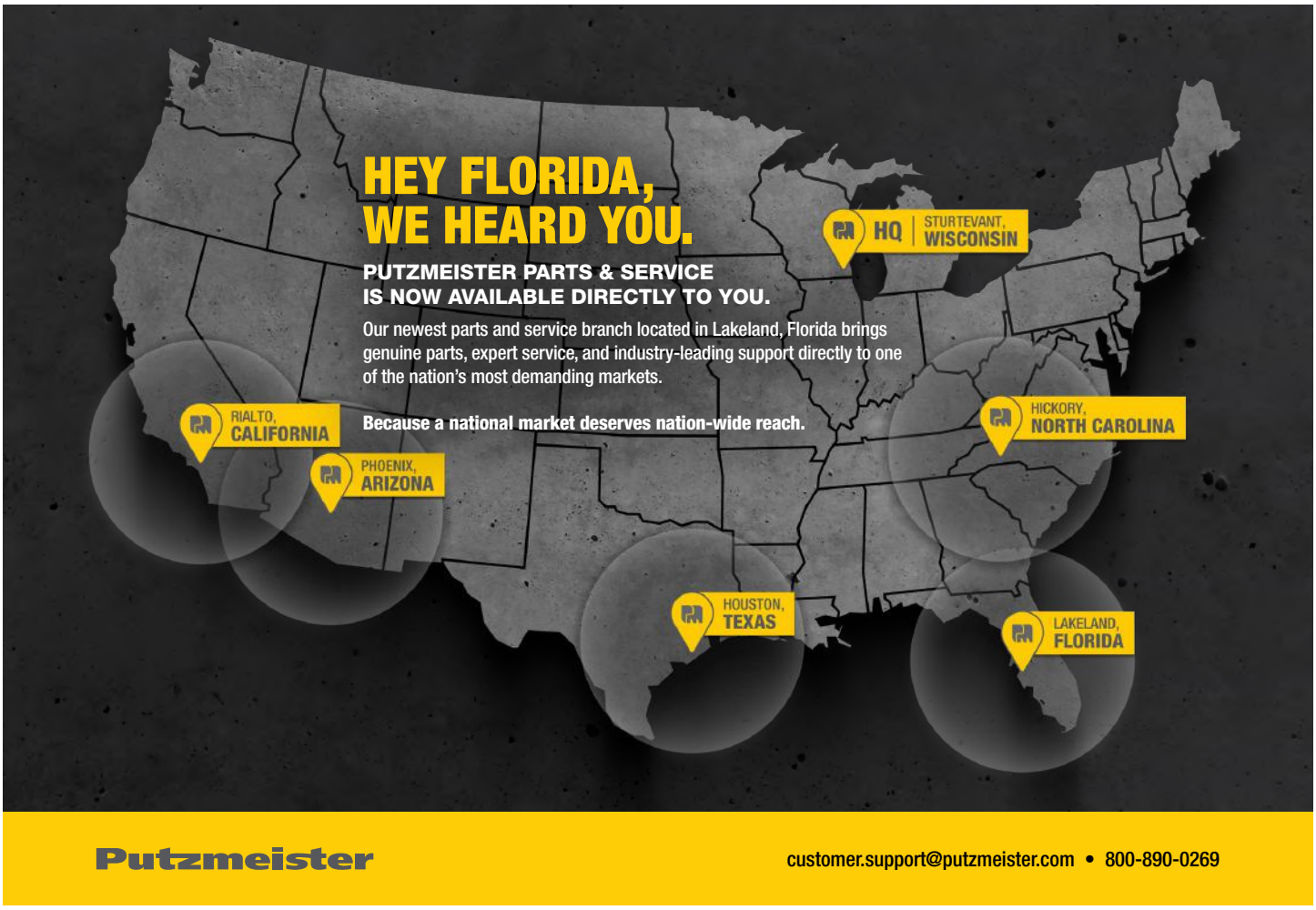


- Cell phone policy
- Seat belt policy
- Defensive driving
- Speeding
- Distracted driving
- Power lines
- Proper outrigger setup
- Hose whipping avoidance

Training should cover each of these topics, but higher risk topics require greater emphasis and repetition. For example, if operators have been trained on proper pump priming procedures to prevent hose-whipping injuries, and an operator later fails to keep the crew at least 20 feet from the discharge point until concrete flows steadily, that incident should trigger additional training on the same topic.

Proper vetting and documentation may feel cumbersome, but failing to perform due diligence can put the entire company at risk. Many owners have rejected applicants because of red flags, only to see those individuals hired elsewhere and later involved in serious accidents. If developing and maintaining a strong hiring and training program seems expensive or time-consuming, consider that the cost and disruption of defending the company after an accident can be far greater. **CP**

Joe Sosteric is a regular contributor to Concrete Pumping Magazine, bringing over years of hands-on experience in both the ready mixed concrete and pumping industries. His in-depth knowledge and practical expertise help readers stay informed about the latest trends, best practices and innovations in the field. Joe welcomes questions, comments, and story ideas from readers—he can be reached at joe.sostaric1@gmail.com. James Stovall can be reached at james.stovall@alliant.com.





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Laydown system secured with wall brackets. *Photo credit: Western Concrete Pumping*

THE SILENT THREAT ON EVERY LAYDOWN LINE

By Michael Cetnar, Regional Manager and Safety Specialist, Con Forms

A laydown line looks like a simple piece of equipment. It is pipe resting on the ground and running from the pump to the placement point. Nothing about it looks dangerous.

However, if you watch it closely while the pump is running, the complexity becomes clear. Every stroke sends a surge through a filled section of pipe, moving the pipe, sometimes by a great amount. This happens with every single stroke, for the entire length of the pour. That repeated movement, more than anything else, is the number one reason laydown pipelines fail in the field. It is called improper mechanical loading, and it deserves a lot more attention than it usually gets.

WHY MOVEMENT IS THE ENEMY

Concrete is heavy, and pump pressure is significant. When concrete travels, it likes to go in a straight line. When it hits a bend, it thrusts the bend forward. This thrusting force is what causes the line to move. A bigger CLR in your bends can help to reduce this problem, but it will not eliminate it. As the pipeline moves, it does not surge or follow a straight line but moves at the least-stabilized points. Snap clamps do not fit as tightly as bolt-on ones and as such, they are not designed for side loading and can allow the pipe to pivot, which loads the clamp's engagement area and may cause the clamp to fracture. Two-bolt couplings are recommended whenever the system will be in place for an extended period of usage.

Every stroke pushes a wave of force down the line, and if the pipe is free to shift, that force must go somewhere. Normal pressure cycling is inherent in the system, and CPMA-certified clamps are designed and tested to withstand cyclic loading. The goal is to prevent unnecessary mechanical loading.

Over the course of a long pour, thousands of pressure cycles accumulate. Over the service life of a system, those cycles can increase to hundreds of thousands. Uncontrolled pipeline movement can add mechanical loading on top of these normal pressure-cycle stresses, increasing the potential for component fatigue and system failure. A broken clamp under pressure isn't a minor inconvenience; it is a safety event.

The way to fix this is to reduce the movement and thereby reduce the stress. Brackets that secure the pipeline to the ground or to a fixed structure keep the line from shifting

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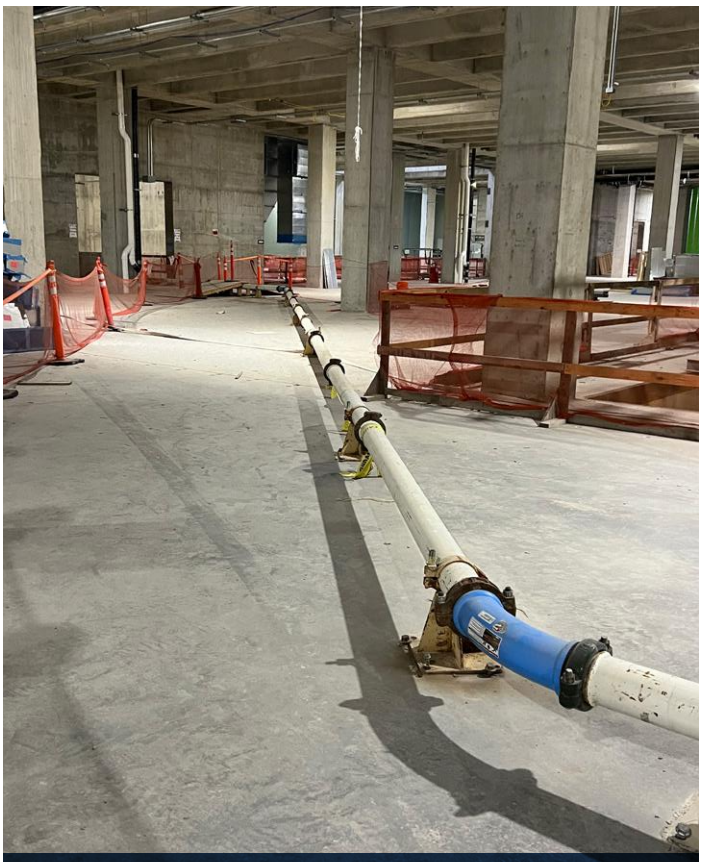
with every surge. They are easy to skip when a job is moving fast, but on any line that will be in place for more than a day or two, they are worth the extra time to install.

The connection type on a clamp matters more on a laydown line than most crews realize. For any line that will remain in place for an extended period, two-bolt clamps are the preferred choice. This is because they hold tighter under repeated mechanical loading and are far less likely to work loose or fail than lighter-duty options.

Snap clamps still have a place on laydown systems, however, particularly for shorter-duration setups, but they must be used correctly. Every snap clamp should be inspected for wear and cracks, the connection should be fully seated, and safety pins must be in place. An unpinned snap clamp is one surge away from becoming a serious problem for your crew.

WHY PIPE BEATS HOSE FOR LAYDOWN

When crews are deciding how to run a laydown line, pipe should be the default, not the exception. As a practical field comparison, one foot of concrete placement hose creates approximately the same pumping resistance as two feet of steel pipe (and in some applications, even more). Minimizing unnecessary hose, therefore, reduces pumping resistance and the pressure required to move concrete through the line. A pipe is almost always rated for higher working pressure than a hose, which gives you a larger safety margin as line pressure builds. Laydown pipe is always single wall, so it is also easier to clean, test for wall thickness and inspect for damage. When you are laying out a run, remember that the bigger the bend radius, the better. A generous centerline radius on every bend reduces turbulence and wear at the exact points where pipe is most likely to fail first.



Laydown system with heavier-walled pipe at the bend.
Photo credit: Western Concrete Pumping

Before you pump, make sure to walk the line. This is the step that gets skipped when a crew is behind schedule, but it is the step that matters most. Before concrete moves through a laydown line, someone should physically walk it end to end. That walk should confirm that clamp bolts are tight and every connection is fully seated; snap clamps are properly pinned, not just resting closed; no components are damaged, cracked or missing anywhere along the run; and brackets are intact and doing their job of limiting pipe movement. Five minutes of walking the line is easy insurance against a failure that can shut down a pour, damage equipment or hurt someone.

TESTING WALL THICKNESS WITHOUT TAKING THE LINE APART

One of the most useful tools available to a crew running a laydown line is the ultrasonic thickness tester. It lets you check the wall thickness of single-wall pipe without disassembling any joint, so there is no reason not to make ultrasonic testing a required part of your system inspection.

For any line in use over a prolonged period, testing should occur at planned intervals, with the results recorded each time. That log is what turns “the pipe looked fine last week” into a trend you can act on before a wall thins out to the point of failure. Pay particular attention to the bottom of the pipe. Abrasion concentrates on a line that has been sitting in place for a while, and it is the area that a quick visual check from above will never catch.

Laydown lines are treated as the simple part of the system. In many ways they are, but simple doesn't mean harmless. The pipe that looks like it's just sitting there is absorbing real force with every stroke of the pump. Secure it with the right brackets, connect it with the right clamps, walk it before you pump and test it on a schedule. These habits will keep a laydown line doing its job quietly, pour after pour. **CP**



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HOW FOCUSING ON EMPLOYEE WELLBEING CAN REDUCE INCIDENTS

By JT Galloway, President of CoCulture (Partner of Brown & Brown)

When we talk about job site safety in the concrete pumping industry, the conversation usually turns to mechanics and physical hazards: inspecting outriggers, monitoring pipeline wear, wearing proper PPE or keeping clear of overhead power lines. These controls are critical, but they only address half of the equation. The other half is the human behind the remote control or steering wheel.

A concrete pump operator handles multimillion-dollar equipment, manages intense pressure on tight pour schedules and drives heavy commercial vehicles through crowded job sites and traffic. In an industry where split-second decisions carry life-or-death consequences, employee engagement and wellbeing are not just HR buzzwords, they are operational safeguard necessities.

THE POWER OF THE ENGAGED CONCRETE PUMPER

Disengaged workers don't just drag down morale; they represent major safety and financial liability. A disengaged operator is merely "going through the motions," and on a busy pour, that detachment translates into missed pre-trip inspections, overlooked pipe fatigue or rushed setup procedures.

Conversely, engaged employees provide an incredible payoff: higher productivity, better output and a safer job site. When pump operators feel supported, respected and energized they:

- **Do more and produce more:** Engaged pump operators take pride in setup efficiency, actively communicate with ready mixed concrete drivers and placement crews and minimize unnecessary downtime or pour delays. Engaged crews aren't just safer; they generate 23 percent higher profitability and 14 percent higher operational productivity by keeping equipment moving and minimizing unscheduled pour delays.
- **Stay sharper for longer:** Highly engaged operators maintain active situational awareness—continuously checking hose movement, monitoring system pressure and watching ground stability under the outriggers.

  According to Gallup's global meta-analysis, business units with highly engaged employees experience 63 percent fewer safety incidents and 78 percent lower absenteeism compared to disengaged teams.

In short, when pump operators feel valued in their workplace, they take pride in their work.

LESSONS FROM HIGH-STAKES HISTORY

Research by the National Safety Council (NSC) shows that 13 percent of all workplace injuries are directly attributable to sleep deprivation and physical exhaustion. Over 90 percent of employers report being negatively impacted by fatigued workers, and 32 percent have experienced job site injuries or near-misses linked directly to employee fatigue. The NSC estimates that a company with 1,000 employees loses over $1 million annually in lost productivity, missed workdays and healthcare expenses tied to worker fatigue.

Fatigue is one of the quickest ways to turn an engaged operator into a compromised one. Physical exhaustion and sleep deprivation cripple cognitive processing, delay reaction times and erode judgment ultimately making a tired operator function much like an impaired one.

If you think fatigue only leads to minor mistakes, consider some of history's most catastrophic industrial disasters: the Chernobyl and Three-Mile Island nuclear meltdowns.

Official investigations into both the Chernobyl (1986) and Three-Mile Island (1979) nuclear meltdowns revealed that critical operational mistakes occurred in the early morning hours, heavily driven by operator fatigue, shift work exhaustion and sleep deprivation. Tired operators misread control panels, ignored key warning indicators and made flawed split-second decisions that triggered these historic disasters.

In concrete pumping, a fatigued operator driving a 40-ton boom pump down the highway after a 14-hour shift or operating a boom under power lines at 4:00 a.m. faces those exact same cognitive risks. A single lapse in judgment can lead to a tip over, power line contact or severe whip injury.

ACTIONABLE STEPS: BUILDING A HOLISTIC WELLBEING PLAN

To combat fatigue and reverse disengagement, concrete pumping businesses need more than basic wellness reminders. You need a holistic wellbeing plan that addresses the multifaceted root causes of employee burnout and detachment:

1. **Address physical and environmental stressors**
   - **Fatigue management:** Design realistic dispatching schedules that respect rest cycles and DOT hours of service, minimizing back-to-back 16-hour shifts.

- **Ergonomics and health:** Provide guidance on proper lifting techniques for heavy slickline, encourage hydration and support joint and back health for operators spending hours on their feet.

2. Build psychological safety and open communication

- **Empower the stop-work authority:** Ensure operators feel 100 percent confident saying, "*The ground condition isn't safe for my outriggers*," or "*I am too fatigued to safely complete this night pour*," without fear of punishment or pressure from dispatch.
- **Active manager check-ins:** Instruct dispatchers and field managers to conduct brief "fit-for-duty" conversations during morning rollouts to gauge operator fatigue and mindset before they hit the road.

3. Foster purpose and recognition

- **Recognize safe productivity:** Reward operators who balance high pour rates with flawless safety checks. Celebrate team members who exemplify safe work habits.
- **Career pathways:** Keep operators engaged by offering clear advancement paths such as from small-line pumps to large boom pumps or transitioning experienced operators into safety and training roles.

4. Offer total health and personal support systems

- **EAP and mental health resources:** Pumping is a high-stress activity. Provide accessible Employee Assistance Programs (EAPs) for financial stress, mental health or family challenges that operators might otherwise carry onto the job site.
- **Mobile-first wellbeing platforms:** Pump operators are rarely sitting in an office. They are out on job sites, in concrete plants or on the road. Implementing a dedicated mobile wellbeing platform gives remote workers instant, 24/7 access to physical health tools, mental health check-ins, fatigue management tips and company benefits right from their smartphones, wherever the job takes them.

You can buy the newest pump on the market, but its safety and profitability still depend on the person sitting in the cab. When concrete pumping companies invest in a culture of holistic wellbeing, they get more than just a reduction in insurance claims and job site incidents. They build a loyal, highly productive crew that gets the job done right every single pour. **CP**

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WASHINGTON REPORT: ACPA TAKES ITS CASE TO CAPITOL HILL

By Austin Hall, ACPA Washington Advocate



A couple weeks ago, ACPA members traveled to Washington, D.C. for our 2026 Capitol Hill Fly-In, meeting face-to-face with lawmakers and staff to advocate for the issues that matter most to the concrete pumping industry. These meetings do not require a policy background—they just require a business owner willing to explain, in plain terms, how a bill, tariff or regulation affects their operation. That is exactly what our members did, across dozens of meetings on both sides of the Capitol.

COSPONSORING AND SUPPORTING THE CONCRETE PUMP TAX FAIRNESS ACT

The centerpiece of this year's Fly-In was H.R. 9258, the Concrete Pump Tax Fairness Act, sponsored by Reps. Rudy Yakym (R-IN) and Bradley Schneider (D-IL). Members walked staff through the tax treatment issue at the heart of the bill, explained why it matters to a small pumping business' bottom line and made it clear that this fix belongs in the conversation as Congress works on the broader highway bill reauthorization. Putting a real face and company behind the ask is often what turns a bill from an abstraction into something a staffer remembers.

In the press releases highlighting the legislation, Reps. Yakym and Schneider included quotes from Christi Collins, Jordan Hanson and Gary Brown on what the bill means for the industry: a great shoutout to ACPA's leadership on this issue.

SUSTAINED INFRASTRUCTURE FUNDING AND SURFACE TRANSPORTATION REAUTHORIZATION

Members also urged Congress to preserve funding levels for federal infrastructure programs and to complete a long-term reauthorization of the surface transportation bill. ACPA continued to align with the North American Concrete Alliance (NACA) on this priority, echoing the case NACA has made directly to congressional leadership: that predictable, sustained federal investment lets contractors plan and staff projects with confidence; that a lapse or funding cut sends immediate shockwaves through project pipelines that pumping companies depend on for work; and that bridge and road investment specifically sustains demand for concrete placement—the core of what our members do every day.

WORKER SAFETY AND WORKFORCE DEVELOPMENT

On safety, members underscored the importance of training and certification, and urged Congress to keep OSHA resourced to work as an industry partner in promoting best practices and the ASME B30.27 standard for concrete pump equipment. Many members also spoke candidly about workforce shortages on the ground, pressing for workforce

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development programs that are genuinely accessible to small businesses trying to recruit and retain qualified operators and technicians without bureaucratic red tape.

The week after the Fly-In, ACPA leadership was also invited to participate in the 2026 OSHA Alliance Program Forum. The forum provided a valuable opportunity to connect with other industry associations working on job site safety, helped increase awareness of ACPA's "We Are Safer Together" initiative and opened the door to more comprehensive collaboration across the industry on building safer job sites for everyone. This was a great opportunity for ACPA to further the relationship with OSHA and construction industry associations.

COST PRESSURES FROM TARIFFS

Tariffs rounded out the ask list. Members explained how Section 232, Section 301 and Section 338 duties are landing on pump equipment, chassis and components—costs that move down the chain from manufacturer to dealer to the small businesses that own and operate this equipment. It is a fast-moving area of policy, and ACPA will keep pressing for the industry's cost exposure to be part of that conversation as it develops.

MIDTERMS

Next month's midterm elections are on everyone's mind in Washington, D.C., and while I've personally stayed far away from the prediction business, most major polling and prediction markets currently suggest that we could see a divided Congress come January, with one of the chambers flipping to Democratic control. A split Congress changes the dynamics of how legislation moves, but it does not stop it. Bills will still get written, hearings will still be held, and oversight over issues like tariffs and EPA rules will be on the agenda. ACPA will keep showing up and advocating for our priorities no matter which party holds the gavel.

Thank you to every member who took time away from your business to make the trip to Washington, D.C. These visits work because they come from you, not from a lobbyist alone in a room. Looking ahead, ACPA will keep tracking H.R. 9258, the highway bill and tariff developments closely, and we will let members know as soon as there are new opportunities to engage. As always, reach out to me at ahall@bosepublicaffairs.com with any questions. **CP**

GET TO KNOW OUR WASHINGTON ADVOCATE
AUSTIN HALL

Hello, ACPA members—I wanted to take a moment to introduce myself as your new Washington advocate.

I'm Austin Hall, and I work with Bose Public Affairs Group, bringing 11 years of government relations experience to this role. I'm a proud Texan—I grew up in Fort Worth and still call it home, Dallas Cowboys fandom and all (I know, I know).

I'm not entirely new to the ACPA world. I worked closely with Patty Power, ACPA's longtime lobbyist who retired earlier this year, and she taught me a great deal, both about effective advocacy and about the concrete pumping industry. I also built a strong working relationship with Craig Piercy, who represented ACPA before Patty. I stay in touch with both of them, and I'm grateful for the mentorship and institutional knowledge they've shared as I step into this new chapter.

My professional focus areas line up well with ACPA's issues: transportation and infrastructure policy; technology and manufacturing; and workforce development. I have a lot of passion as well as expertise when it comes to conversations about funding for roads and bridges, regulations affecting equipment and innovation, or the ongoing challenge of building a skilled workforce.

That enthusiasm isn't just professional—it's personal. My family has deep roots in what I call the "building things" industry, and that background gives me an appreciation for the role concrete pumping plays in constructing some of the country's most critical infrastructure.

We just wrapped up a great fall board meeting in Washington D.C. that had a heavy focus on advocacy, and it was a pleasure to help organize our Hill Day meetings as part of it. I look forward to building on that effort in the months ahead.

As I settle into this role, I'm looking forward to getting to know ACPA's members, learning about the challenges you face on the ground and making sure your voice is heard in Washington. I'm honored to carry forward the work Patty and Craig started, and I'm excited about what's ahead for the association.



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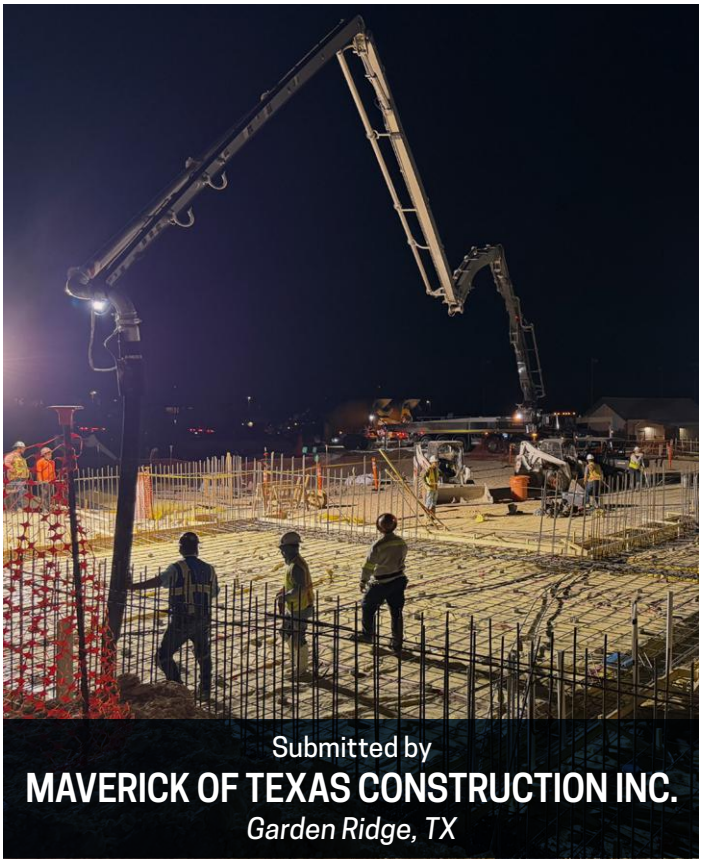
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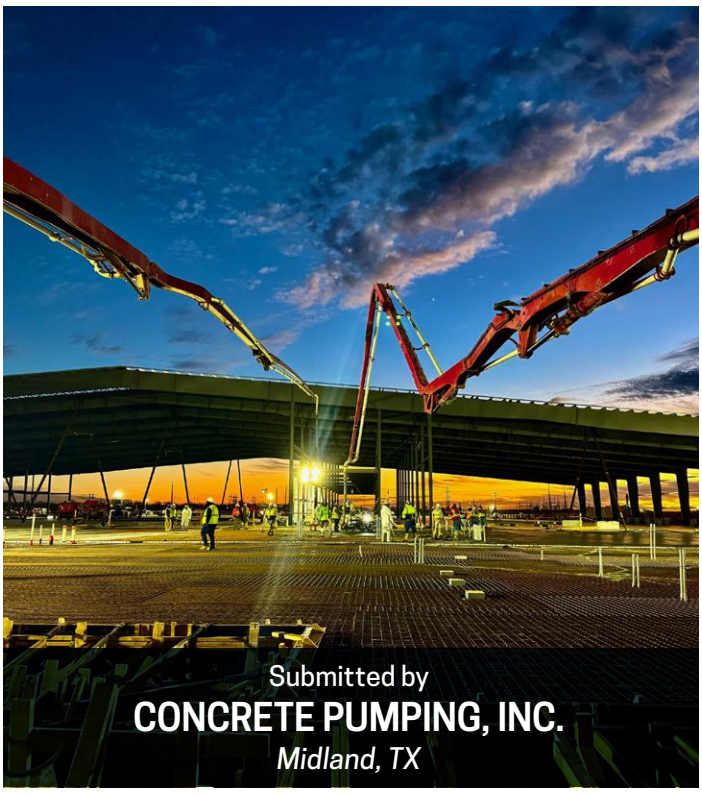
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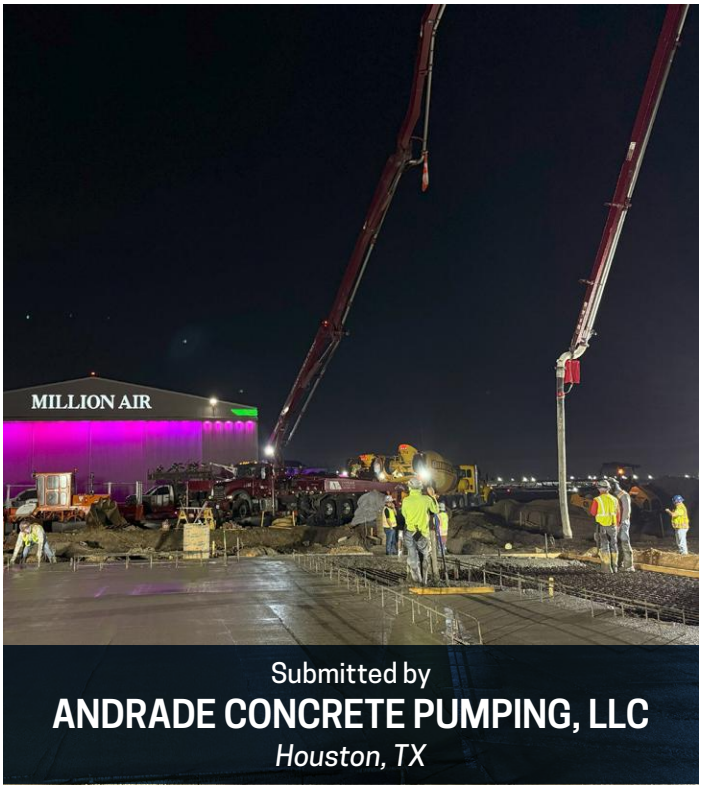
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SCHWING EXPANDS CANADIAN OPERATIONS WITH NEW FACILITY AND STRATEGIC PARTNERSHIP

SCHWING America has opened a dedicated production facility in New Brunswick, Canada, through a new partnership with BWS Manufacturing, a move to strengthen its footprint in Eastern Canada and shorten the supply chain for customers across the region.

For professionals working under tight deadlines, that proximity matters. Faster access to mounted, tested and painted boom trucks can mean the difference between a project that stays on schedule and one that stalls waiting on equipment.

The BWS Manufacturing partnership

At the center of the Canadian expansion is the collaboration with BWS Manufacturing in New Brunswick. SCHWING has established a dedicated facility at the site to handle three core functions:

- **Mounting** boom trucks onto their chassis
- **Testing** each unit to confirm performance and reliability
- **Painting** and final finishing before delivery

Locating these steps in Eastern Canada gives SCHWING a regional production hub that reduces transit distances and improves turnaround for Canadian customers. Rather than routing every unit through a single point of origin, the company can now build and prepare equipment closer to where it will be put to work.

To anchor the operation, SCHWING has appointed Joey Piunno, based in Quebec, as a sales and service technician. His role is central to the partnership, keeping service standards consistent at the new site while giving customers in the region a direct point of contact for support.

Operations and quality control

Starting up a new facility takes experienced hands. SCHWING has deployed a team of experienced employees to New Brunswick to lead training and operational setup, working side by side with the BWS crew. The team includes:

- **Mario Hernandez**—Service Technician
- **Tom Johnson**—Tech Team
- **Seba Molina**—Lead Final Prepper, Paint
- **Will Ayers**—Boom Inspection, CPR

Each brings a specialized skill set that maps directly to the facility's mounting, testing and painting functions.


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Beyond the on-site team, SCHWING's internal staff is collaborating closely with BWS to make sure both the products and the facility meet the company's quality standards. That focus on quality is a long-standing part of the SCHWING approach, built on high-grade steel, careful assembly and rigorous testing and safety protocols.

The training investment also reflects a practical reality in the industry: knowledge transfer takes time and hands-on guidance. By embedding experienced employees at the site, SCHWING is working to build lasting capability at BWS rather than a one-time handoff.

The BWS Manufacturing partnership points toward a clear long-term strategy: sustained growth across both the Canadian and U.S. markets. By building production capacity in Eastern Canada and adding dedicated service coverage, SCHWING is positioning itself to support customers more directly and more reliably. **CP**





The machine pays tribute to Janet Marie Broadwell, the mother of Harris Concrete Pump's owner, while promoting breast cancer awareness. ***Left to right:*** *Trevor Gould, Scott Gould, Ruth Gould, James Everson, Thomas J. Gould, Ben Gould*

A TRIBUTE ON WHEELS: HARRIS CONCRETE PUMPS RECEIVES A CUSTOM LIEBHERR 42 XXT

Harris Concrete Pumps, a family-owned concrete pumping company, has taken delivery of a custom Liebherr 42 XXT truck-mounted concrete pump. Finished in a vibrant pink livery and featuring breast cancer awareness ribbon graphics, the new machine serves as a tribute to Janet Marie Broadwell, the mother of Ruth Gould, owner of Harris Concrete Pumps, whose legacy continues to inspire the Gould family and those around them.

"This truck was designed in her honor. The vibrant pink paint and breast cancer ribbon graphics serve as a daily reminder of her compassion, strength and selflessness," said Ruth Gould. "We hope that every job site the truck visits carries her story, while also helping to raise awareness for a disease that has affected so many families."

PERFORMANCE THAT SUPPORTS CONTRACTORS

The Liebherr 42 XXT truck-mounted concrete pump combines flexibility, reach and reliability for a wide range of concrete placing applications. Equipped with a five-part multi-fold boom, the machine provides a vertical reach of 135 feet (41.2 meters) and incorporates Liebherr's XXT support system, allowing operators to work effectively even on job sites with limited setup space.

The machine also features Liebherr's innovative Powerbloc drive unit, which integrates hydraulic switching and measuring elements into a single system to provide smooth operation, robust performance and simplified maintenance.

Purchased with Liebherr's innovative Profit Maker Program, which provides a four-year warranty on new Liebherr truck-mounted concrete boom pumps, structural guarantee and more.

For Harris Concrete Pumps, the machine represents far more than its technical capabilities. As it travels across job sites supporting customers and construction projects, it will also carry a message of perseverance and hope. **CP**

INDUSTRY NEWS

LOSS OF AN INDUSTRY ICON: ROGER JAMES PHARES

(1938–2026)



The ACPA is saddened to announce that concrete pumping industry icon, Roger James Phares, passed away on August 8.

Roger began his concrete pumping career in the early 1970s with Thompson Machinery before moving on to work alongside another industry legend, Bob "Big Bob" Weatherton, as western regional sales manager for Challenge Cook Brothers. He later joined Richard O'Brien's team, where his dedication and leadership propelled him to vice president of sales and marketing at Schwing America.

In 1997, Roger was honored with the ACPA's highest distinction, the Lifetime Achievement Award, which recognizes outstanding contributions and commitment to advancing the concrete pumping industry. Throughout his career, he was widely renowned for his generosity of spirit, mentoring countless young salespeople and concrete pumpers along the way. Colleagues and friends alike will remember Roger's unwavering positivity and his genuine appreciation for everyone in the industry.

Roger is preceded in death by his parents, two brothers, two sisters, his wife, Charlotte, and his son, Michael.

The families of his children survive him: Pat and Angel Phares, Kyle and Cindy Schafer, and Debbie Phares; his sister, Helen Stewart and family; as well as many grandchildren, great-grandchildren, and admiring friends and family.

Roger's influence leaves a lasting legacy within the concrete pumping community, and his remarkable impact will be cherished for generations to come. A close friend summed him up best: "He was truly one of a kind."

Those wishing to honor Roger's dedication and love for the industry may donate to the ACPA/Bob Weatherton Scholarship Fund in his memory.

Scan to donate



Founding Members of American Concrete Pumping Association. ***Left to right:*** *Harvey Hoyer, Pete Horner, Gunther Merli (Steve Merli); Tom Hollarbach Bob Weatherton; Dale Bone, Sr.; Richard O'Brien; Duane Perrin; Roger Phares; Don Taylor.* ***Not pictured:*** *Ron Bailey, Bill Cross, Arthur DiNatale, Bill Drake, Frank Samball, Dick Stone, Dick Henry, Bruce MacLellan, La Forest Twitchel*

NEW PRODUCTS

REED INTRODUCES B50G MODEL CONCRETE AND SHOTCRETE PUMP



REED has introduced the B50G Concrete and Shotcrete Pump, a high-performance pump.

The REED B50G pump offers the same concrete pressure, hopper and cylinders as the proven B50HP diesel (1361 psi) pump but is much more economical.

The Ford 7.3L V8 Super Duty crate engine powering the B50G is reliable, quiet and fuel efficient. As a gasoline powered pump, the torque curves for the B50G are equivalent to the previous 110hp Cummins Powered B50HP.

The B50G uses a single 7000-pound axle because the frame is not as wide or heavy as the diesel B50HP, which requires dual 7000-pound axles. The B50G (and the B20HPG and B70G) do not require expensive, complicated Tier 5 Diesel requirements such as a DEF tank, expensive sensors or hoses. The B50G is similar to the Tier 3 Cummins B50HP.

The single 7000-pound axle is the most robust in its class, and the frame and heavily reinforced hopper are the most heavy-duty in its class. In addition, the B50G has the lowest hopper height in its class, which allows for the fastest hopper cleanup possible.

There are currently approximately 60 B50G pumps that are now reliably working in the field.

For more information on the new B50G, visit REEDpumps.com, or email mike.newcomb@reedmfg.com or call 909-287-2100.

alliance

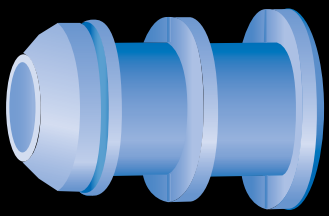
INTRODUCING THE NEW LINEUP OF 33M Z-BOOM AND R-FOLD ALLIANCE BOOM PUMPS: TRADITION MEETS INNOVATION

Alliance Concrete Pumps is proud to unveil the new JXLZ 33 and JXLRZ 33-meter boom pumps. These exceptional machines blend trusted engineering with some innovative changes to enhance performance and efficiency on the job site.

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Alliance offers four advancements with the release of these two new boom pumps.

- **Advanced Rotec-style turret.** The innovative Rotec-style turret offers improved maneuverability and accuracy, making it easier to position the boom precisely where it is needed.
- **High-capacity composite water tank.** The new design features a composite water tank with a 185-gallon (700-liter) capacity.
- **Single hydraulic tank.** Simplifying their hydraulic system, the single hydraulic tank simplifies maintenance while optimizing performance.

ACPA OPERATOR CERTIFICATION PROGRAM PARTICIPANTS

The following member companies have ACPA safety trained and certified their operators between June 11 - August 26, 2026. ACPA Certification raises an operator's level of professionalism and their competence in safely operating a concrete pump. When safety is a priority, always insist on using ACPA Certified Operators!

American Standard Concrete Pumping
Associated Concrete Pumping-CA
Baker Equipment and Materials
Beach Redimix
Blake Hershberger Enterprises, LLC
Blanchet Concrete Pumping
Brundage-Bone Concrete Pumping-AL
Brundage-Bone Concrete Pumping-TX
Buckeye Concrete Pumping, LLC
C & C Concrete Pumping-TX
Capital Pumping, LP
Castle Concrete Pumping, Inc.
Cemstone Products
Champion Concrete Pumping
CJT Concrete Pumping, LLC
Concrete & Materials Placement, LLC
Concrete Holdings & Services, LLC
Concrete Placement, Inc.
Concrete Pumping, Inc.-TX
Concrete Strategies, LLC
Concrete Systems Pumping
Core Pumping Solutions
Cretor Construction
Desert Concrete Pumping
Fleming & Sons Concrete Pumping, Inc.
Heartland Concrete Placement
Interstate Concrete Pumping, Inc.
Jensen's Concrete Pumping, Inc.
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Kustom Concrete Pumping
Largo Concrete, Inc.
Long Pipe Concrete Pumping
Mid Valley Concrete Pumping, LLC
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R. L. McCoy
Ram Concrete Pumping
SiteMix of Alabama
Solid Rock, Inc.
Structural Technologies
Tri-Way Concrete Pumping, Inc.
Vista Ridge Concrete Pumping, Inc.
Western Concrete Pumping-CA
Whaley Concrete Pumping
Yard 1, LLC

To learn more about the ACPA Certification Program or to obtain a complete listing of all members who certify, visit www.concretepumpers.com or call 614.431.5618.

- **Weight reduction.** The balanced new design contributes to an overall weight savings of 4,400 pounds (2,000 kilograms), providing excellent stability while maintaining strength.

In addition to these new changes, Alliance continues to provide what remains trusted and proven.

- Reliable electrical system powers Alliance pumps, ensuring consistent performance in every pumping application.
- Compact outrigger spread: The compact T-style rear outriggers provide stability without sacrificing space along with a single stage front outrigger, making the 33M perfect for tight job sites.
- Big mouth 9x7 S-tube: Experience enhanced pumping efficiency with Alliance's signature big mouth S-tube, designed to handle harsh mixes with ease and optimize flow.
- Proven hydraulic system: The hydraulic system remains a cornerstone of reliability, ensuring smooth operation under demanding conditions.

Alliance's technology, quality and support are what makes them one of North America's most trusted names in concrete pumping. **CP**





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ACPA UPCOMING EVENTS

For a complete list of events, go to concretepumpers.com/calendar-field-event-date/upcoming or scan the QR code on the right.

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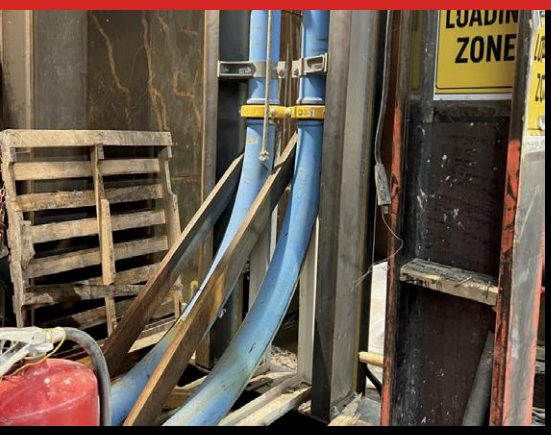
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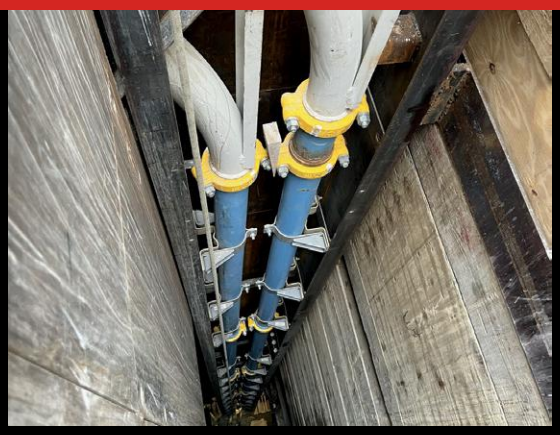
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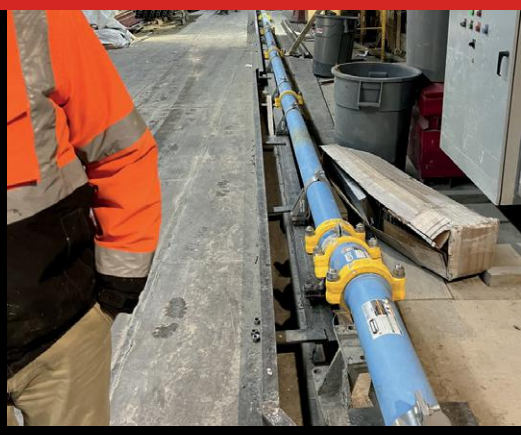
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