

ACT

The magazine for the crane, lifting and transport industry

A KHL Group
Publication
www.khl.com/act

MARKETPLACE

PRODUCTS, PARTS
& ACCESSORIES 55

EQUIPMENT FOR
SALE OR RENT 65

TRANSPORT &
HEAVY HAUL 73

Tower
power!
New feats in
specialized lifting



Official
domestic
magazine of
the SC&RA

■ Specialty U.S.-based lubricant company Lube-A-Boom has appointed Crane Services, Wingfield, South Australia as a dealer for its full range of lubrication products for the lifting industry in Australia.

■ Manitowoc has expanded its sales and distribution network to Sweden with its existing Denmark distributor UN Mobilkraner.

■ Heil Trailer International has announced that California-based Opperman & Son has joined the Heil distribution network as a dealer. Opperman & Son will provide sales, service and parts for the Heil Petroleum, Crude and Hot Products lines for a 10-county region covering Southern California. In conjunction with becoming a Heil dealer, Opperman & Son has added Jay Dombowski to its sales team as director of new tank sales. Dombowski brings over 35 years of experience in the truck and trailer industry. His career includes over 15 years in commercial trucking, six years in equipment sales with major Southern California dealerships and most recently as transportation services company owner.

■ Crane Inspection & Certification Bureau (CICB) has moved to a new location inside the Holt Crane & Equipment Link-Belt Complex at Loop 610 East and Homestead Road in Houston. The facility includes two modern classrooms that seat up to 40 participants. Cranes and rigging gear for hands-on training, practice sessions and written and practical examinations include small hydraulic fixed cab, large hydraulic swing cab, lattice boom and overhead cranes as well as a variety of rigging gear and loads to increase the learning experience.



New West Coast Trailer from XL

XL Specialized Trailers has introduced the 13-axle XL MG 170 West Coast trailer. The trailer boasts one of the lightest weight configurations – about 10,000 pounds – available in the industry, according to XL Energy Transportation Inc. out of Casper, Wyoming, purchased two of the new models for use in the mining, construction and wind transportation industries.

At 57,440 pounds, the new XL MG 170 West Coast trailer hauls loads up to 170,000 pounds distributed. The XL 170 MG can also be configured to weigh 55,000 pounds to accommodate weight-specific loads.

“We bought these trailers specifically to handle 170,000-pound loads,” said Jim Orr, Energy Transportation Inc.’s operations manager. “The lightweight trailers give us an edge over those using any other 13-axle. A 10,000-pound less weight in the trailer means we can haul 10,000 pounds more payload. The 10-foot wide axles make them especially stable. We have been impressed by the strength and stability of the trailers.”

As equipment continues to get bigger and heavier, transporting costs rise and logistics become more complex, according to Scott Wall, CEO at XL Specialized. “We work to provide solutions to haul the bigger and heavier equipment with as compact of a design as possible,” said Wall. “Our new trailer hauls loads which would require 19 axles on other trailers, on only 13 axles.”

Orr said that working with XL on the new trailer design created a strong partnership. “This trailer was a new product for XL as well as for us, and they were there when we test loaded it, when it took its first load and when we put the first nacelle on it,” said Orr. “We are very happy with the customer support, and XL’s continued investment in the product.”

Energy Transportation has used the new trailer for a variety of jobs, Orr said, including hauling 2.5 and 2.75 megawatt wind turbines, a P&H 4100 revolving frame, and a 854 CAT wheeled dozer, among other things.

The main trailer is engineered with a 118-inch

flip neck that extends a 14-foot 3-inch main deck. From the neck, the 30-foot main deck boasts a 15-foot t-deck design to accommodate wind turbine components. The t-deck can be switched out to other available deck configurations. The main deck has a 26-inch loaded deck height and a 6-inch ground clearance, allowing the trailer to traverse on low-maintenance surfaces to reach off-road destinations. The 21-foot rear deck has a 44-inch loaded deck height and disc brakes. A reinforced frame for a 3-axle booster, manual override height control, a raise and lower valve and shut offs on air bags are some of the options available for the main trailer.

The jeep is a skeleton frame with a hatbox used for weight savings. This addition has 2-speed Jost landing gear and a handle on road side, a 13-hp Honda unit mounted on the inside beams, the ability to raise the fifth wheel from 54 to 72 inches, a hydraulic hat box with 18 inches of travel, raise and lower valve, a two tail-light assembly and disc brakes. ■