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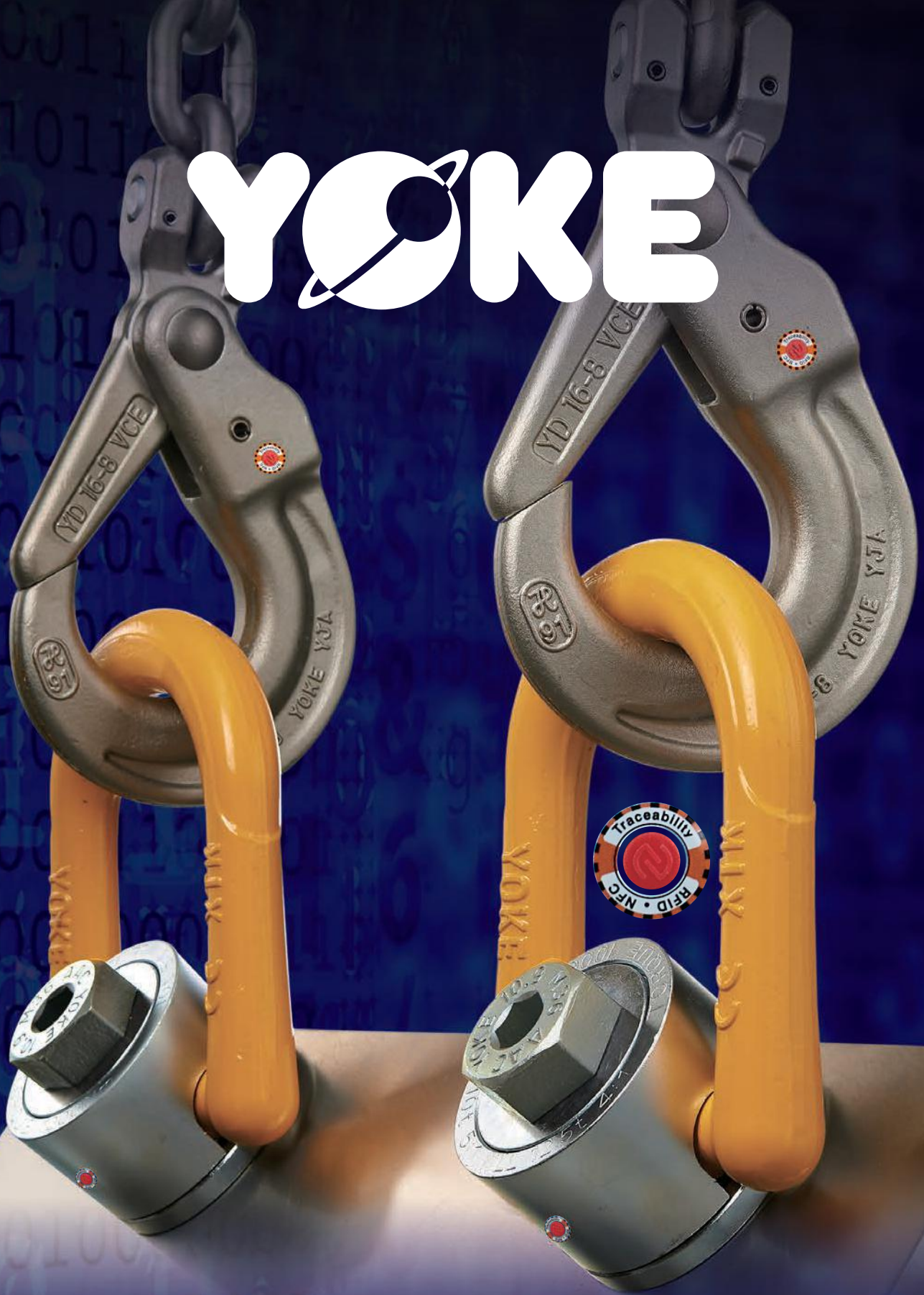
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JUNE 23, 2026

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#### Cover photo:

Nothing better illustrates the importance of operator decision-making than the Grove RT featured on this cover. From selecting the setup location to determining lifting capacity and evaluating site and weather conditions, every critical factor depends on the operator's sound judgment.

Photograph courtesy of Dennis O'Rourke

See article on page 8

# A Crane's Life: Location of the Mobile Cranes

## Part 3

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

*This article summarizes the third chapter of my book "A Crane's Life." The first two chapters involved purchasing and certifying the appropriate crane for the work. Then, transport it to the job site. Once on site, important decisions are made that affect a lift's success or failure.*

It doesn't matter whether it's a 40-ton *taxi crane* or a 1,000-ton *heavy-lift hoist*; these initial choices determine whether later operations will be high- or low-risk for accidents. We'll discuss selecting a location with no personnel or vehicle traffic, no overhead power lines, solid supporting soil, and a level surface for the turntable in all directions.

### SOME ASSEMBLY REQUIRED

Upon arrival at the job site, different cranes require preparation before they can lift a load, and the required exposure varies significantly by machine type. The easiest option (note that 'easy' does not mean 'careless') is a *day rental*, also called a *taxi crane*. These respond within hours for a single lift, a week-long project, the erection of a metal building, or the placement of an air conditioner on the roof! In the past, on-site assembly usually involved reeving a block and erecting the lattice boom extension or jib.

**Taxi cranes:** the work scope, boom reach, and



Fig. 1. Uninstalled counterweight caused the crane to tip when rotated over the side.



Fig. 2. This proud maintenance crew assembled this 750-ton crane *on site*, with the help of another 100-ton crane and crew!

load weight determine the crane's placement. A more ideal site might be swapped for a less optimal one to stay within the crane's capacity. However, concerns include exposing the lift to traffic, reaching over rooftops, and limiting outrigger extension.

Some of these *all terrain* hydraulic truck cranes carry their counterweights on the carrier during transportation to the job site to reduce shock loading on the swing gears of the turn-

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Fig. 3. Older truck cranes no longer roam the roads.

*continued from page 8*

table. This requires cylinders to lift the weight from the decks to their position on the upper works for operation.

An operation using a *taxi crane*, as described, was attempted one Saturday in Florida. Allen drove the family's new truck crane, which they used in their construction business, to volunteer himself and the crane for their church to set the newly rebuilt wooden steeple back on its roof pedestal. Reaching the location where the steeple was to be placed was difficult, and the ground was uneven, requiring additional cribbing to level the crane. The boom extension was installed and reeved with one part of rope to the overhead ball/hook at the required height. It was much more work than Allen initially thought!

This model crane positions the counterweight on the carried deck during travel, reducing shock stress on the turntable's bearing when crossing roads. A clever hydraulic system lifts them to connect the boom and balance the load during operation. After setup, Allen extended the boom for height and rotated toward the truck to rig the steeple. This action tipped the crane and its boom, crushing the church's wooden roof. Allen forgot to connect the counterweight. No injuries.

This was a new technology for installing counterweights on hydraulic truck

cranes at the time. Accidents like these can be avoided; today, cranes are smarter. Sensors in the counterweight communicate their locations to the crane's computer. All operating functions are disabled if not connected to the upperworks. The controls being locked out would have made Allen wonder why the boom didn't rise when he pulled the controller back, which could have prevented the accident! (Figure 1).

**Heavy Lift Cranes:** On the other hand, heavy lift cranes require maintenance teams that are equipped and trained for on-site assembly (Figure 2). The first question is, where is the

space to set them up? These cranes are brought to a site by ten or more truckloads of parts that need expert assembly, which is completed in an astonishingly short time. Crane owners have specialized employees called *Load-out Coordinators* who ensure that all assemblies are properly serialized for the crane's configuration.

Because 'time is money,' the manufacturer has developed methods to quickly connect components using hydraulic-activated pins permanently attached to pivot points, winch assemblies, and automatic alignment guides. The mechanical connection of accessories is simplified, and the hoist drum locations make it easy to

attach and install hydraulic lines. A helper crane is usually on site to assist with assembly.

With all this activity, the crew needs to determine what space is needed for the crane-building process, and once it is completed, what route will allow the erected behemoth to travel to work?

Therefore, planning includes *high tech*. Computer drawings, scaled to show the exact location of every step in the process, are mapped out, reviewed, and discussed in face-to-face or virtual meetings. Cranes like these are a critical element for project success. The operator is instructed on

*continued on page 12*



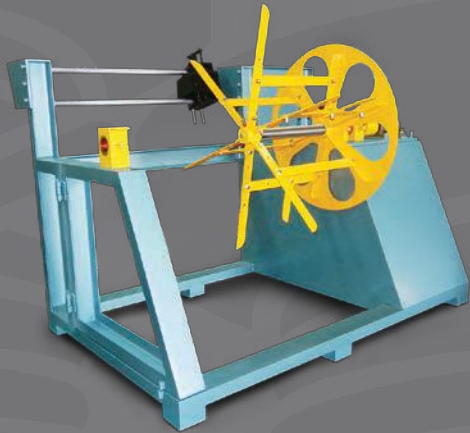
Fig. 4. Operator gets a falling grade for crane setup!



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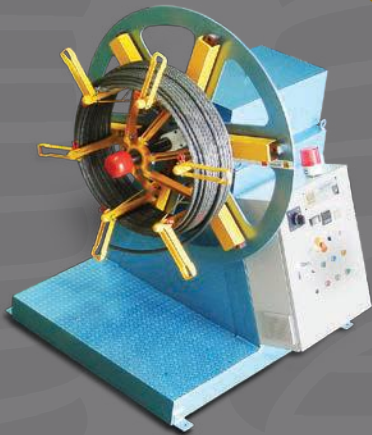
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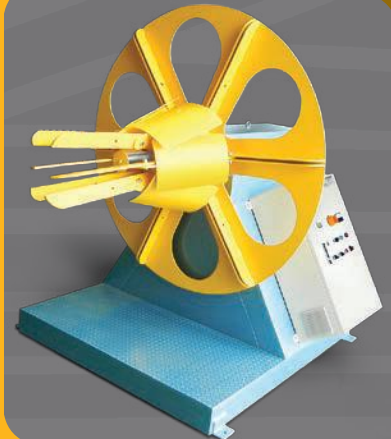


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continued from page 10

their duties, communications, and movements. Practice moves are performed.

The motor control function manages the kinetic energy (force) needed to start and stop the moving load, thereby preventing shock loading. Load Moment Indicators (LMI) stop the loads from exceeding the crane's capacity at any radius by interrupting the function.

Cranes that were driven to job sites a couple of decades ago are still around, but fading quickly (Figure 3). Those working today stay on the industrial or port site, where they efficiently lift loads to earn their pay. Their outdated designs, including features such as friction winches, axle-and-spring suspensions, and highway load limits, are tolerated in these truck-frame cranes.

So, they remain assembled and ready to hoist 24/7. 'Assembled' typically means the mechanical boom sections are at the correct length, the main block is reeved with the necessary number of parts, and jibs are attached to the boom point with a one-part headache ball.

Modern technology has replaced these cranes in many ways, including improvements in maintenance, speed, setup, and the complex, high-maintenance friction winches. The hydraulic winch replaced friction systems to improve operational safety by providing automatic holding and load-lowering brakes, eliminating the need for the operator to coordinate with load movement using a foot pedal. The industry quickly adopted this feature.

Then there were the boom's mechanical drives and wire-rope reeving system, which raised and lowered (luffing) the boom, accounting for 50% of crane maintenance costs and accidents with this type of equipment. Next, there was exposure to handling hazards each time the crane was moved, and to the boom being assembled or disassembled on-site by inserting or removing boom sections.

The entire drive train, including the engine, transmission, torque converter, chain case, hoist reduction gearing, drum drive shafts, friction clutches, rope drums, foot brakes, and clutch lever controls, was replaced with an engine, hydraulic pumps, hoses, hydraulic motors, and a winch drum, simplifying the machinery. A slight delay occurred



Fig. 5. Heavy rain loosens soil, causing a crane to sink into an excavation.

because the hydraulic winches lacked 'free fall' capability, which was useful for many operations. Once available, the march continued.

### THE COMPRESSION BUBBLE

Soil technicians use this term to determine the allowable ground pressure needed to support a crane. Looking at Figure 3, one might wonder how much load the surface bears from the crane's weight, which is supported by four small outrigger floats. We also observed that the rear outrigger floats are placed on wooden cribbing. Not to keep them clean, but to increase contact area and lower soil pressure. We question if the cribbing is enough to support the crane during operation.

To ensure proper support, we need to know the pressure, contact area, and soil composition. The crane's weight (vertical pressure) at different radii, work area quadrants, and capacities is provided by manufacturers. They will tell you that if you lift a certain weight and move it to a specific point, the ground bearing pressure will be this!

Knowing the pressure, you focus on ensuring that the soil you place will support the crane. Are you on loose soil, compacted inorganic granular earth, 8 inches of concrete, 4 feet from an embankment, or on piles driven into the ground? All these crane site placement options vary significantly in their support capabilities; fundamentally, they depend on the interparticle compressive friction within the mixture.

As the soil is pressed down, it is also pushed outward laterally. Being pressed down and outward creates the *compression bubble* by increasing the contact area. The total frictional resistance of the *bubble* supports the crane and is calculated by soil technicians. Sometimes they get it wrong.

A major factor is moisture, which greatly reduces friction by lubricating the particles and allowing them to slip under compression. A crane can sit beside an excavation all week, but heavy rain causes it to slide into the hole, as shown in Figure 5.

The foundation's soil stability analysis initially considers organic matter (once living and currently decomposing), which must be removed and cannot be accurately assessed for its support capacity. In contrast, inorganic matter (igneous, sedimentary, metamorphic, shale, limestone), whose support capabilities can be determined using available stability tables.

Next, the material's size (grade) is identified, since compaction ability influences the contact area between particles and, consequently, their support efficiency. Starting with the smallest, silt and clay (particles are not distinguishable by the naked eye), then sand (fine to coarse), gravel (1/4 to 1 inch), rocks or stone up to one foot in diameter, boulders up to three feet in diameter, and solid rock that allows for support analysis.

All possibilities for the above mixtures, including moisture content, are

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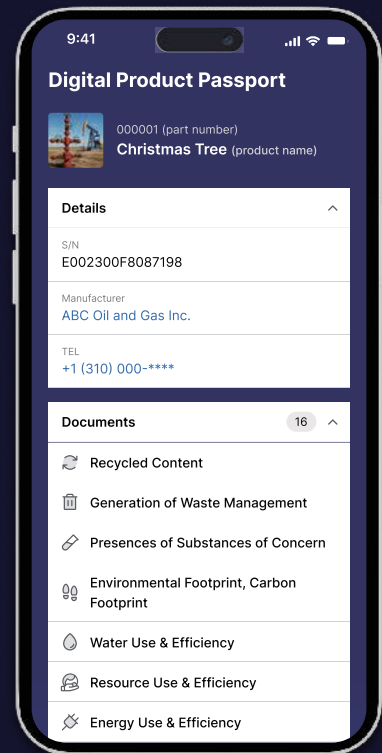
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Fig. 6. Timber mats provide additional ground support necessary for sandy soils.

*continued from page 12*

assessed by taking core samples typically drilled to a depth of 5 feet. A technician drills down 1 foot, collects the material in a bag, and repeats the process until reaching 5 feet, recording moisture levels at each stage. The samples are then sent to a lab to evaluate the ground's bearing capacity at the crane site. This process generates vertical and horizontal pressure, helping to prevent the incident shown in Figure 5.

### LEVELING THE CRANE

So far, we drove to the worksite, set up our unit to lift and move a load, and are now on stable ground with no overhead obstacles. For cranes to operate safely, the turntable must stay level in all directions within 1 degree. A crane's operating capabilities depend on rubber tires, outriggers, crawlers, and rails. Most cranes have a rating for traveling (pick-and-carry) with a load suspended from the hook. All these methods of operation are governed by the manufacturer's manual (the bible) and require a level crane.

In a crane setup, the operator has full control as they adjust the switches to level the crane and push the levers to deploy the outriggers, which are essential for a successful lift. For example, outrigger beams must extend to the correct distances from the carrier, and the jacks must be set properly to ensure the necessary stability for leveling. If these two functions are done improperly, it can lead to disaster.

In my opinion, the scene in Figure 5 illustrates everything we need to know

about what makes a mobile crane set-up safe or unsafe. Following the setup checklist, the key points include a level deck with the proper jack extension, beams fully extended, tires off the ground, outrigger floats horizontal, and adequate cribbing to reduce soil pressure and support the crane.

Let's review how Figure 5 compares. First, good marks for a level deck, tires off the ground (which means they add 100% of their weight to carrier stability), and full beam extension (capacity ratings). However, he gets a "D" for the float not being horizontal and for the possibility of it sliding when the crane rotates, due to variable pressure, rain, or vibration, all of which can occur. Also, scores an "F" for cribbing sinking into the ground—how far will it sink? One last point: the hook load involved an 18-year-old tree trimmer being held in a bosun's chair!

**The key point is that pressure on the outrigger float varies.** When rotating over a corner, as much as 60% of the total crane weight is pressing down on that corner, causing it to sink. Also, when the boom is fully retracted, its load moment is zero; when extended, it increases, and there is no weight on the hook (though there will be). All this raises the pressure on the float.

**Due to increased contact area, the crawler cranes exert much less pressure on the supporting soil.** There is an advantage to traveling in soft off-road areas on job sites and not getting stuck, which endears them to contractors. With greater support, their upper works can be large enough to produce the giant

cranes now common on job sites. These cranes still need to be level to function; all cranes' capacities and stresses are calculated from the horizontal.

Leveling a crawler is difficult (usually done with a dozer), and sometimes, being off-level is acceptable in *dirt-work* tasks like dragline and clamshell digging. Occasionally, operators drive the high sidetrack down (rotating it in place), digging a hole to lower it, and level the crane. Bulldozers or motor graders are used to prepare the ground for lifting with a hook.

However, even the crawlers require additional cribbing (timber mats) in certain soil conditions. Figure 6 clearly illustrates how this is achieved. The mat dimensions are chosen based on the

crane's weight; if they crumble, the mat cannot support the load. The surface was graded and compacted before the mats were placed.

There is something not obvious to those unfamiliar with tracks. Pictured is the front of the crane carrier, where the track circles and rolls around the *compensating idlers*—named because they are adjusted for track tension and are not powered (idle). The drive sprocket at the other end propels the tracks forward or backward. The sturdy side frame provides the structural strength to hold everything up! Note that the side frame is two inches lower than the idler drum. So, to ensure the mats keep the crane level and do not tip forward when loaded, the contractor placed 2x12s under the mats to support and lift the idlers, as required by the operating manual for this crane.

### SUMMARY

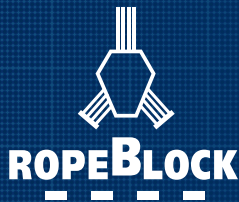
Once on site, a lot of work is needed to lift a load safely with a crane. I break the activities into steps, such as assembling the crane upon arrival, selecting a work location, leveling it on site, and supporting it. Many people participate in decision-making. So, if someone makes an error, it's easier to pinpoint the step where things went wrong! At what stage did the accident happen? Who was responsible? The lawyers will want to know. **WRN**

*About the author: 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. (dennis@natlerane.com)*

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# Blockading the Persian Gulf: How Will the Wire Rope Industry Fare?

by Peter Hildebrandt

*Wire rope manufacturers, rigging shops, and those involved with both technology and planning in the industry continue—as everyone else in the world does—to await a finale to the current situation in the Strait of Hormuz.*

*Editor's Note: This article is not intended to be political nor a judgment on military decisions, but merely an observation about the conflict overseas and how it potentially affects the steel industry and related construction industries. It was written long before the current ceasefire went into effect. Please keep in mind while reading this article that situations may have already changed many times before this magazine was published and circulated.*



Illustration © Suphanat Khumsap | iStockphoto

**A**ccording to Oxford Economics, for global supply chains, the conclusion is clear. This is not only a regional maritime disruption. It is a broader cost and growth storm impacting supply and demand across all transport modes.

## Seatbelts Fastened for the Oil Price Roller-Coaster Ride

Oil prices have settled firmly above \$100 per barrel\*, amidst mixed signals as to whether military strikes will resume against Iran or if peace talks will prevail. “Goldman Sachs forecasts that every month the Strait of Hormuz remains closed it may add \$10 to the price of oil by end of year,” says Daan Struyven, Head of Oil Research at the investment bank.

The oil market has been reacting swiftly to any signs of progress, on a peace deal reopening Hormuz. Day-to-day volatility aside, the picture is clear and offers no sign of relief for the global economy. This, from Trading Economics.

\*As of this writing 2026/5/20. Data may have changed since.

## Dealing with Questions of a Potential Oil Shortage

With a wide range of airlines having announced cancelled passenger flights to weather the worst of the oil supply and cost shock, speculation is rapidly increasing about whether areas worldwide could at some point face an actual fuel shortage on a broader scale. In an interview with The Loadstar Cargolux, CEO Richard Forson shared insights into the current situation by stating “consequences of the Iran conflict could extend far beyond aviation and warned that jet fuel shortages would be the least of our worries if the crisis continues for several months.

“For me, if the Middle East situation continues, I think at some point there will be a shortage. Governments around the world do have emergency stocks on hand,” adds Forson. “But those are also not meant to cover month after month of shortages.”

He did, however, double down on his comments that jet fuel is the least of our worries by saying, “One thing that is built into every single product that we consume is logistics. With the price

of energy needed for logistics increasing significantly, this is obviously going to be passed on to the consumer.”

It is generally considered that most around the world are not at risk of seeing severe fuel shortages in the short and mid-term. It is more the cost pressure that poses a threat, as evidenced by Spirit Airlines in the US, which entered liquidation at the beginning of May, crushed by compounding debt and a massive fuel-price shock.

## Yet Ocean Freight Disruption Persist

The temporary US-Iran ceasefire announced in early April has not translated into a normal operating environment for commercial shipping. Vessel transits through the Strait of Hormuz remain limited, carriers and insurers continue to treat the area as high risk, and Iran has moved towards tighter control of passage through the strait.

There are signs of limited movement, but total transit levels remain more than 90% below normal. In practical terms, Hormuz may be politically described as open in selected cases, but it

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is not functioning as a predictable commercial corridor.

Maritime risk has also spread beyond the strait itself. Recent incidents include, a vessel anchored near Fujairah, seized and diverted towards Iran; an Indian-flagged cargo vessel sank off Oman after an attack sparked a fire on board; Iran seized the tanker Ocean Koi in the Gulf of Oman. These incidents underline that the threat picture now extends across the wider Gulf of Oman and UAE anchorage areas, not only the narrow Hormuz Strait passage.

### Ocean Rate Development

Rate level development is overall mixed across major trade lanes; however, with a clear upwards trajectory during the last weeks. Shanghai Containerized Freight Index (SCFI) rates from Asia to North Europe have, over the last four weeks, increased 21%, settling in at USD 3.632/40', with the corresponding number for China-Europe Mediterranean being 30%, equivalent to USD 6.290/40'.

A similar pattern is clear on China to US routes, with East and West coast rates increasing 18% and 21% respectively over the period\*. Rates from China to Latin America have also increased sharply in recent weeks, clocking in at 67% increase over the last four weeks, passing the USD 8.000/40' mark\*. For those in the US with components made in China and shipped to small businesses and shops, this extra expense may have real consequences.

The development is primarily driven by the full effects of rising bunker fuel costs, while at the same time vessel supply remains tight. Alphaliner data shows idle containership capacity at just 0.7%, meaning the global fleet is effectively fully deployed. While demand may look stable on some trades, available vessel supply is still being absorbed by diversions, delays and ships taking shelter due to the conflict.

### Airfreight Hit by Fuel Prices

The Middle East airfreight market has improved from the immediate shock, but it has not returned to normal\*. Capacity is coming back in stages, especially through Gulf carriers, but Gulf capacity remains well below pre-war levels. Some carriers are still avoiding key Middle East stops, while fuel supply and jet fuel pricing are dominating the market.

Europe's jet fuel imports from the Middle East dropped from 330,000 barrels per day in March to just 60,000 barrels per day in April. The IEA (In-



Credit: US Navy / Alamy Live News

Iranian cargo vessel violating the maritime blockade against ships entering or exiting Iranian ports and coastal areas on the Gulf of Oman. Photo taken April 20, 2026.

ternational Energy Agency) said Europe needs to replace at least 80% to 90% of the lost Middle East volumes to avoid summer shortages, but April imports reached only 70% of March levels.

### Airfreight Rate Development

Airfreight markets have started to stabilize since the early-April ceasefire, but the recovery remains uneven. WorldACD's latest weekly data shows that global airfreight tonnage rebounded by 5% year-on-year in April, while global average rates increased to USD 3.17 per kg, up 28% year-on-year\*.

The Middle East and South Asia region is also recovering, but from a heavily disrupted base. In week 18, Middle East and South Asia outbound airfreight volumes rose 2% week-on-week and was 4% higher year-on-year.

For April overall, chargeable weight from the region was up 7% year-on-year, while inbound Gulf volumes improved significantly, from 40% down in March to 7% down in April. However, capacity remains the key watchpoint. WorldACD reported that by week 17, MESA capacity was still 26% below pre-war levels, while Gulf capacity remained 46% below pre-war levels. This means airfreight is available, but the market remains exposed to sudden capacity shortages, fuel price movements and routing disruption.

The writing of this article proved challenging, akin to taking notes and trying to assess the situation all while struggling to escape quicksand. Much of what was included just weeks ago had been long forgotten by the media or anyone even discussing this complicated (and some feel largely unnecessary) turn of events.

Meanwhile, the risks for ships and crew haven't faded. A cargo container

ship operated by the CMA GGM Group was damaged when it came under attack while attempting to transit the strait, the French shipping company said a few weeks ago, and concerns about Iranian speedboats and drones are leading major ship owners and operators to say the strait remains too dangerous.

Escalating tensions between the United States, Iran, and Israel reignited concerns in global markets. Not much has changed regarding those fears. Obvious impacts on energy, logistics and supply chains have begun. Making things increasingly uncertain is the US naval blockade targeting Iranian ports, starting back in mid-April. We steam ahead into unknown territory now.

Such actions represents one of the most significant measures seen in the Gulf region in quite awhile, according to David McHugh, AP business writer reporting from Frankfurt, Germany. This disruption directly affects trade flow linked to one of the world's main energy hubs. Although it does not amount to a full closure of the Strait of Hormuz, the route through which around 20 percent of global oil supplies pass, the measure is exerting a strong impact on market expectations, increasing risk premiums and fueling uncertainty over energy flows.

### Energy prices rise

Oil hovers above \$100/barrel\*. Pressure in turn mounts on industrial costs for all businesses and industries. Reaction by the market proved swift. Brent (a component of North Sea Oil) climbed above \$102/barrel, while WTI (West Texas Intermediate) moved past \$104/barrel, posting gains of around 6-7 per-

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\*As of this writing 2026/5/20. Data may have changed since.



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Cargo ships and oil tankers await passage during the maritime blockade in the Strait of Hormuz. Photo taken March 15, 2026.

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cent within a matter of hours. For the steel sector, which is highly energy-intensive, the return of elevated energy prices represents a critical factor.

Rising oil and fuel costs are immediately affecting production costs, especially for integrated mills and downstream processing activities, while also increasing transportation costs for raw materials and finished products. In this context, electricity and gas prices, which are already subject to volatility, are expected to come under further pressure, with additional effects on the competitiveness of steel producers, especially in Europe.

At the same time, instability in the Gulf region undermines the regular flow of maritime traffic. Restrictions and operational risks are reducing the number of transits through the Strait of Hormuz, forcing operators to use longer and more costly alternative routes. Initial evidence points to delivery delays of up to 20-25 days, creating difficulties in logistics planning and inventory management.

This uncertain state of affairs also affects vessel availability and the organization of trade flows—both key elements in the international trade of steel and raw materials. A further critical factor is the rise in ocean freight rates, which, according to market sources, have seen significant increases in recent weeks, in some cases tripling and further aggravating overall costs along the supply chain.

For the global steel sector, tensions in the Strait of Hormuz are translating into concrete risks both on the raw materials procurement side—this includes iron ore and coal—and on the export side toward key Middle Eastern markets. The Gulf region in fact remains an important destination for numerous producers, as well as a strategic logistics hub for trade flows between Asia and Europe.

Any disruption or slowdown in traffic may therefore alter trade balances, reduce traded volumes, and increase price volatility. In addition, growing uncertainty may push market players

to revise their sourcing and sales strategies, favoring alternative markets or shortening supply chains.

To point out a specific example, direct impacts on Italian ports include those on exports and energy costs. Repercussions are already becoming visible in Italy as well. The port of Ancona, one of the Adriatic's main ports with strong trade links to the Gulf, is already seeing a significant impact on operations. According to local operators, as much as 20-25 percent of annual exports are directly exposed to those markets, with volumes already declining due to difficulties in maritime traffic.

### **For the steel sector... the return of elevated energy prices represents a critical factor.**

Delivery delays and the cancellation of some shipments are creating a knock-on effect on industrial activity, raising the risk of lower production for the companies most exposed. At the same time, rising energy costs are beginning to affect the real economy. Higher fuel, gas and electricity prices are weighing both on industrial costs and on domestic demand, which is already under pressure. For Italian steel companies, which are heavily dependent on energy and deeply integrated into global supply chains, the current environment represents an additional source of strain.

Some operators are trying to work around logistical difficulties by resorting to alternative solutions such as overland transport, but these options are more expensive and not always sustainable in the medium term.

The outlook in the short term is that the market remains exposed to high volatility. The evolution of the crisis between the United States and Iran will be decisive for the stability of energy and trade routes. For the steel sector, the main risk lies in the combination

of elevated energy costs, logistical tensions and uncertainty on the demand side. A prolonged crisis could further increase pressure on margins and slow international trade even more.

Market players are waiting for developments on the diplomatic front, but in the meantime the market has already begun adjusting to a more complex scenario marked by greater risk and lower predictability.

“Ultimately, it’s still going to come back to the primary issues of risk and safety,” that shippers have to evaluate, said Sean Pribyl, a maritime attorney at Holland & Knight in Washington, D.C. “It seems as though we’re not anywhere near to returning to a free flow of traffic and navigation through the strait,” he added.

Costs continue to pile up as goods, oil and ship workers remain stranded. Before this war, 100 to 135 vessels typically, passed through the Strait of Hormuz. This, according to a research firm called Lloyd’s List Intelligence. Those numbers however have slowed to an erratic drip as Iran has demanded that vessels go through a vetting process run by the Islamic Revolutionary Guard Corps (IRGC) involving passing to the north near the Iranian coast, submitting information on crew and cargo, and in at least some cases paying.

Meanwhile, paying the IRGC risks running afoul of sanctions from the U.S. and the EU, which have designated it a terrorist organization.

Goods stranded in the strait include oil and oil products such as fertilizer, not to mention thousands of ship workers. Air Force General Dan Caine, chairman of the Joint Chiefs of Staff, said in recent weeks that there are more than 1,550 vessels with about 22,500 mariners on them inside the Persian Gulf.

To pressure Iran, the U.S. Navy is blockading Iran’s ports, enforcing the blockade outside the strait in the Gulf of Oman and the Arabian Sea.\* Holland

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& Knight's Pribyl said shippers and ship insurers are likely still assessing the scenario in the strait. Ships carry two main types of insurance: protection and indemnity, which covers property and third party liabilities, and—during a conflict—war risk insurance that covers damage and losses due to war.

Insurance costs have exploded for vessels in the region due to the risk of attack, jumping from less than one percent of the value of goods on a ship to anywhere from three percent to ten percent during the conflict, said Ed Anderson, a professor of supply chain and operations management for the McCombs School of Business at the University of Texas. But even with insurance, most shippers have deemed the crossing too unsafe. “Ferrying out a couple of ships has not really affected the shipping industry in any way whatsoever,” added Anderson.

Companies must of course always weigh costs and risks just as individuals do. Hapag-Lloyd AG—one of the world’s largest container shipping companies—says the Hormuz situation has cost them \$60 million a week, particularly in skyrocketing prices of fuel and insurance.

They have a fleet of 301 ships, including four stranded in the Persian Gulf. The company has also had to suspend

some of its transport services and find alternate routes either to safe harbors or over land. “These options are, however, limited in capacity and cannot completely replace the regular maritime routes through the region,” the company said in a statement.

The Maersk shipping company said its U.S.-flagged Alliance Fairfax vehicle carrier exited the Persian Gulf through the Strait of Hormuz “accompanied by U.S. military assets” a few weeks ago. “The transit was completed without incident, and all crew members are safe and unharmed,” the company said in a statement.

A long return to normal could be one expression heard for awhile now. But oil prices and shipping are unlikely to return to normal until it’s clear the risk of attacks in the Strait of Hormuz have receded, cautioned Kaho Yu, head of energy and resources at risk intelligence company Verisk Maplecroft.

“Even with diplomatic engagement continuing, energy markets are unlikely to return quickly to pre-crisis assumptions,” says Yu. “Refiners, shippers, and commodity traders will remain cautious until there is clearer evidence that Hormuz disruptions will not re-escalate.”

Iranian and Chinese diplomats emphasized de-escalation when they met last month. But “Hormuz remains the

real metric that will be watched,” Yu added. “Tanker traffic and energy flows over the coming weeks and months are likely to matter more than diplomatic language in assessing whether Beijing can translate influence with Tehran into practical stability.”

If the ceasefire holds and ships gradually begin transiting the Strait of Hormuz again, shipping won’t “snap back overnight,” warned Razat Gaurav, CEO of Kinaxis, a supply chain management company.

“Even when conditions improve, carriers, insurers, and shippers need confidence that stability will hold before capacity and routes fully normalize,” added Gaurav. “Air cargo can recover relatively quickly, but ocean shipping typically takes weeks or months because of longer lead times and contractual constraints.”

Shipments of certain categories like liquid natural gas and sulphur, where the Middle East is a major source of supply, are likely to move more quickly as backlogs clear, but most shippers will remain cautious until stability proves durable.”

Always light at the end of the age-old tunnel. The Strait? We all await any hope at the end of Hormuz. **WRN**

*About the author: Peter Hildebrandt published his first article in 1992. He has written for trade publications for 18 years. His third novel is about Washington Roebling, son of the “father of wire rope” in the U.S.*

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# Are You a Great Manager?

## Rate yourself on these 10 indicators

by Phillip M. Perry

*Skilled managers motivate workers and create more profits. Becoming an effective manager, though, is more a process than a destination. By taking this article's 10-point quiz, readers can create their own self-improvement programs to increase productivity and effectiveness.*

**G**reat management skills are more important than ever in today's tight labor market. Businesses large and small need to take steps to retain top-performing people and attract new ones. Dealing effectively with employees can do just that.

Management mastery, however, is not a one-and-done affair. Effective leaders continuously assess their workplace performance and seek ways to improve.

How good are you as a manager? In this article, business experts specify ten indicators of effective leadership. Read what they have to say, then assess your own managerial skills by taking the accompanying quiz.

### 1. Do you listen well?

Effective listening is a core competency that underlies other management skills. "When speaking with employees, managers need to hear both the words and the music," said Johanna Rothman, founder of Rothman Consulting Group, Arlington, Mass. (jrothman.com). "That means understanding not just what the person is saying, but also the subtext."

Rothman gives an example. "Suppose a manager asks Jane, 'Is everyone on your team working well together?' and she responds with a lackluster 'It's okay.' That, to me, is a big red flag and an early warning signal of bigger problems."

On the surface, noted Rothman, the word "okay" is positive. The subtext, though, is that Jane's team has dysfunctional elements that need to be addressed. Doing so will require follow-up questions that encourage Jane to speak out. A simple "Tell me more about the situation" may do the trick.

### 2. Do you communicate company priorities clearly?

Shared goals energize a business. "Everyone's priority should be the same as the company's top executive," said Lois P. Frankel, President of Corporate Coaching International, Pasadena, California (drloisfrankel.com). "When you talk about your company's

big picture, where it's going and how the employees can help it get there, that's real leadership."

Inspired by the knowledge of the company's motivating mission, employees will develop their own creative techniques for boosting performance. "People will not be managed. They will only be led," said Frankel. "Too often managers communicate how to do what needs to get done instead of letting people do it the way they want."

Good managers also create milestones to monitor progress, added Frankel. They also check in regularly with staff members to share feedback. "Everyone needs to feel that their unique skills are being used and further developed in a way that contributes to the priorities of the organization."

### 3. Do you delegate effectively?

Delegation is not just about saving a manager's time and fostering operational efficiency. It's also about preparing employees for promotion.

"Step-up assignments are great tools for grooming people into higher levels of responsibility," said William J. Rothwell, Professor of Workforce Education and Development at Pennsylvania State University. "And a great way to use them is to systematically delegate a manager's duties." This technique is of particular value for workers who have expressed a desire to get ahead. Rothwell suggests telling such people that the process of delegation is intended to help them step up to more responsible positions.

Set reachable goals by delegating one or two items from the manager's job description every year. "Proceeding slowly will allow time to coach the worker on effective techniques for mastering each duty," said Rothwell.

### 4. Do you challenge employees to set reasonable performance goals?

Employees are motivated to perform well when they have taken ownership of their future. Managers must ensure that workers buy into any mandated performance parameters. That process

begins with a clearly drawn road map.

"If we set expectations that are not clearly understood, manager and employee will operate on different wavelengths," said Randy Goruk, president of The Randall Wade Group, Scottsdale, AZ (leadersedge360.com). "The manager expects X and the employee thinks, 'I'm going to do Y.' Next thing you know you've got somebody not meeting expectations."

Seek assurances that the employee really understands what's expected of them, advised Goruk. One way to do that is to invite the individual to restate the expectations you have delineated. It's better to discover any disconnect now than six months down the road.

### 5. Do you inspire your employees?

Inspired employees work with greater enthusiasm and invent creative solutions to workplace problems. But how do you inspire someone? The task seems formidable and abstract.

The secret is to look at the big picture. "The way to inspire people is to explain how the business service or product benefits employees, customers, and society," said Rothman. "That will charge workers with the enthusiasm required to perform at peak levels of excellence."

Becoming an inspiring leader requires making a special effort to relate the goals of employee and company, Rothman added. And that means moving beyond the management techniques one has employed in the past. "If you cannot get rid of what you previously used to do, if you cannot move beyond your prior expertise, you will not be an inspiring leader."

### 6. Do you encourage your employees to contribute ideas?

The best ideas come from people on the front lines. Top managers encourage employees to develop and communicate new and productive operational techniques based on their experience.

"You need to tap into the collective wisdom of the team," said Frankel.

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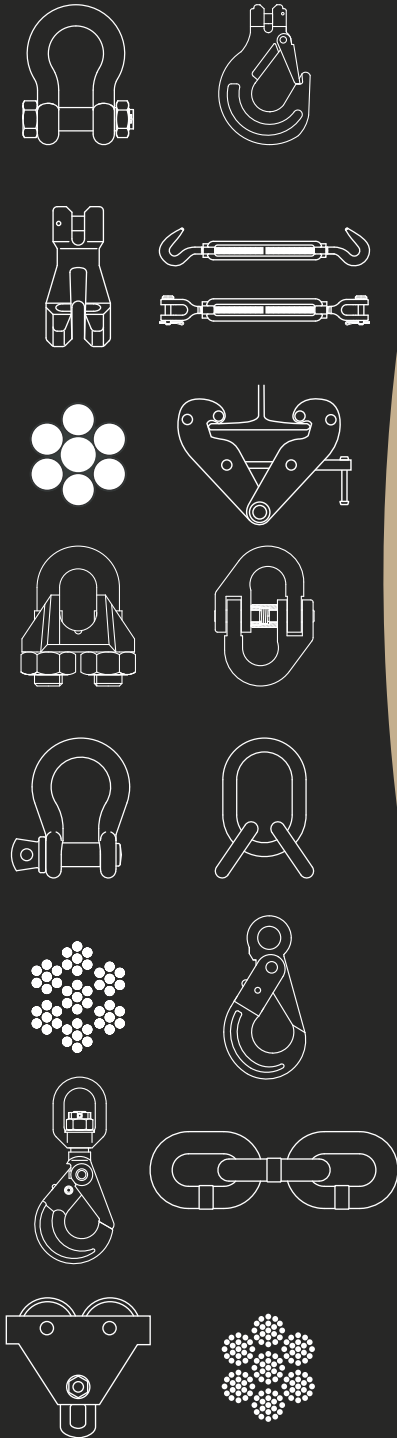


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“Creating an environment where ideas are appreciated, recognized, and rewarded will spark ideas that help the business achieve its priorities.”

Encouraging worker contributions means going beyond the company suggestion box. “Reinforce at every team meeting that there are no bad ideas,” said Frankel. “People will speak up only if they understand that they will not be punished for doing so, and that the company wants everybody’s ideas on the table.”

When the business comes up with a new goal, said Frankel, throw it out to the employee pool and invite input. “Many managers are afraid to ask for suggestions because they fear they will receive unworkable ideas.” The fact is that employee groups tend to be self-correcting, and will reject ideas that are impractical.

### 7. Do you take a personal interest in your employees?

Managers gain the trust of employees by engaging with them on a personal basis.

“Any good manager communicates a genuine interest in the well-being of workers,” said Rothwell. “Doing so doesn’t require a face to face structured conversation. It can be a hallway interaction of a minute or less. It can be a brief talk in the break room, the cafeteria, the parking lot, or even online through direct messages.”

Employees who trust their managers will not only work with greater commitment, but will also share information they might otherwise keep secret from fear that it could damage their status in the company. Suppose a valued worker is planning to leave for employment elsewhere. If they feel secure enough to share such information, the manager can take steps to improve the work position in a way that will keep the person from jumping ship.

### 8. Do you help employees rebound from performance shortfalls?

Effective managers take the initiative quickly when employees fall short in their duties. “If someone is performing poorly, don’t surprise them at review time,” said Goruk. “Have an early two-way conversation.”

Goruk suggests leading off with an open ended question such as “How do you feel you’re doing?” That provides an opening for the individual to express anything bothering them about their work experience. The manager can then follow up with a statement

such as “You know what? I’ve noticed the same thing.”

The manager should provide specific examples of where the person has fallen short, including dates, times, and numbers where possible. “Ask what you can do to help them get back on track,” said Goruk. “Develop a game plan: What steps can they take to resolve the problem? And when will you have a follow-up meeting to assess progress?”

### 9. Do you resolve conflicts in a productive way?

Organizational change often leads to workplace conflict. Dealing effectively with flare-ups is part of the leadership challenge.

While most managers would rather avoid the negative emotions that accompany workplace interventions, company profitability requires the maintenance of a smoothly running work environment. “Effective managers need to realize that the ability to address conflict is a core competency that they must develop,” said Pete Tosh, Founder of The Focus Group, Macon, Georgia (thefocusgroup.biz).

Effective managers learn the skills required to help employees deal with disagreements. That means directing the involved parties to reach realistic resolutions, casting light on perspectives and ideas that can improve business performance.

“Focus on solutions, not the problem,”

advised Tosh. “Concentrate on commonalities, the future, and negotiation, rather than on differences, the past, and emotion. Emphasize process, not content.”

### 10. Do you behave in a professional manner?

Titles empower obedience; behavior earns respect. “A leader’s actions are far more important than their words,” said Tosh. “People listen to talk, then watch the walk.”

A manager’s words and actions must be consistent in order for them to be believed. And they must also conform to the company policies and practices that have been championed by top leaders. Any deviation from them can create distrust.

“When we lead by example, our actions need to be consistent with our words,” said Tosh. “No matter what we say or how we ask others to behave, our actions will always serve as the truest indicator of our priorities.”

### Mastering skills

How well have you mastered the ten skills described in this article? Find out by taking the accompanying quiz. Your answers will help you draw up a self-improvement road map. Bear in mind that effective management is a process rather than a destination. Managers must continually learn new approaches and techniques to create

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#### TEST YOUR MANAGEMENT SKILLS

How well do you manage people? Score yourself on each of these 10 skills. Obtain guidance from the corresponding sections of the article that accompanies this quiz. Total your score and check your rating at the bottom of the sidebar.

1. “I listen well.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

2. “I communicate company priorities clearly.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

3. “I delegate effectively.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

4. “I challenge employees to set reasonable performance goals.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

5. “I inspire my employees.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

6. “I encourage employees to contribute ideas.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

7. “I take a personal interest in my employees.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

8. “I coach employees to rebound from performance shortfalls.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

9. “I resolve conflicts in a productive way.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

10. “I behave in a professional manner.”

Never: 0 Seldom: 4 Often: 8 Regularly: 10

What’s your score? 80 or more: Congratulations. You have gone a long way toward mastering the essential skills of management. Between 60 and 80: It’s time to fine tune your managerial practices. Below 60: Your business is at risk. Take action on the suggestions in the accompanying story.

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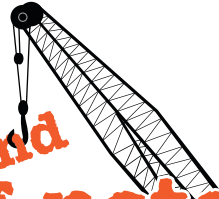
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# DENNY'S crane and rigging notes



## Service Truck Booms

Dennis J O'Rourke, CSP, OSHA Crane Surveyor  
([dennis@natlcrane.com](mailto:dennis@natlcrane.com))

Since the middle of the last century, I've been using tools. Mechanics have jumped in their pick-up trucks and driven out into the field to fix a piece of equipment. Breakdowns don't occur at convenient times or locations – actually, quite the contrary: on farms, shipyards, power plants, construction sites, etc. The goal was to get it back up and running. Often, to repair the machine, large, heavy parts need to be removed, taken back to the shop, fixed, and then returned and reinstalled!

You can imagine that trying to wrestle a 300-pound rear-end from under a tractor, tip it up, and slide it into the truck bed requires a lot of muscle power – something most people lack, but they try and often end up hurting themselves (most people I've met go for it).

The job needs to get done, so let's get creative. We attach two pipes to the end of an off-road forklift, add some long slings, and then, "get'er done" (Fig. 1). This job succeeded. These types of inventions occur more often than you think in maintenance shops with skilled employees, tools, and creativity, driven by a mission to accomplish! You only hear about it when something goes wrong; then all the fingers start pointing. A person with many successful past inventions accumulates knowledge that's applied to future challenges.

These fine people's knowledge is mostly from hands-on mechanical experience, practical design work, and problem-solving in the shop. Their success stems from a background of practical accomplishments.

**Here's the problem.** The person watching Joe's tool work and helping the employer get out of a *pickle* and get rewarded hopes to do the same someday. Will he be as successful as Joe?

A fellow like John L. Grove, with some equipment and design knowledge, modifies a farm tracker equipped with hydraulics in the late 40s to go out in the field to help lift (got to hand it to a farmer). Better tools will be developed later. But for now, just picking it up and letting someone back un-



Fig. 1. Shop-made, all-terrain hoist. Who was the design engineer?



Fig. 2. The rotating pedestal-mounted service truck boom simplifies lifting.

der it and hand-cranking it down on the bed was marvelous. **Thanks, John.** Oh yes, did I mention that he also founded the Grove Hydraulic Crane company, which is known worldwide?

### Modern Day

What would be really useful is a tool that could reach out, hoist up, swing, retract, and lower the part on the truck bed. John Grove is said to be the 'Father' of the hydraulic crane. With thousands of improvements and patents that transform the humble early models into today's modern, diverse types of hydraulic cranes comes the **Service Truck Hoist** (Fig. 2).

Most service trucks across the USA are equipped with hydraulic pedestal-mounted tools attached to the top of the toolbox. Its base is bolted to the top of the reinforced toolbox connected to the slewing turntable. The hydraulic line from the truck's pump leads up the center of the base to power the crane functions. There were many design improvements from about six major manufacturers that produced the *neat*, efficient unit pictured in Fig. 2.

This tool, due to its versatility in booming, extending/retracting, rotating, and hoisting, has significantly improved repair production. Thus, cost reduction. Generally, equipment service work is a one-man show. Rarely do I see a helper riding shotgun.

### New Skills

The mechanic now needs to learn two new skills. First, operating the Service Boom requires knowledge of lifting capacity, set-up, component identification, awareness of proper or improper functioning, and inspection standards. And two, how to properly attach a load to the hook safely! The basics of rigging include knowing the weight of the load, the capacity and condition of the gear, and the attaching method that secures the object.

The ways to gain these skills include trial and error, following an older employee's method, or attending a formal hands-on training class led by a competent instructor. All three ways are available today. **WRN**

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# Modulift Spreader Beams in Complex Church Dome Lift in Australia

*Modulift spreader beams have supported a complex lift in Queensland, Australia, where Brisbane City Cranes (BCC) installed a large dome structure onto the roof of the Virgin Mary Coptic Church in Calamvale.*

Queensland Rigging Hire supplied BCC with three Modulift 24t spreader beams which were utilized in a H-pattern configuration. BCC needed lifting equipment that could be quickly adapted for single-crane and dual-crane use.

## Complex Lifting Plan

Due to the site and building constraints, the lift could not be completed in a single operation. The lift plan involved a combination of a single crane lift into a temporary location, then transferring to a dual crane lift for the installation of the Dome.

The rigging design needed to ensure vertical lifting from four lifting points, spaced 6 meters apart, while remaining light enough not to compromise crane capacities. A further requirement was that the rigging could be adapted quickly between lift phases, minimizing adjustments during the operation.

The adaptability of Modulift spreader beams provided the perfect solution for transitioning between a single crane and a dual crane with minimal disruption.

Following two months of preparation by iQ Construct and BCC, the dome was successfully installed and was later recognized at the 2025 Crane Industry Council of Australia (CICA) Conference, where it won both People's Choice Lift of the Year (<20t) and CICA Lift of the Year (<20t).

"The ability to adapt the rigging between lift stages without major changes was critical on this project," said Tim March-



Dual Cranes relocating dome structure.



MOD 24 spreader beams in a H-pattern configuration.

bank, Brisbane City Cranes. "The modular setup allowed us to transition smoothly from the single crane lift to the dual crane lift while maintaining control throughout the operation."

## Supporting Safe and Efficient Lifting

The adjustability of Modulift spreader beams enabled the rigging arrangement to meet all technical requirements of



MOD Spreader Beam carefully lifting the roof dome into position.

the project. Their availability through Queensland Rigging Hire also supported project scheduling and logistics.

"Projects like this highlight the importance of flexible, well-engineered lifting equipment," said Thomas Dietvorst, Managing Director at Modulift. "Working alongside Brisbane City Cranes and Queensland Rigging Hire, we're pleased to see Modulift equipment contributing to a lift that has been recognized in Calamvale, Australia and the wider industry."

This project demonstrates how modular lifting equipment can support complex lift planning while maintaining safety, control, and efficiency.

For further information, please visit [modulift.com](http://modulift.com). ■

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# Below the Hook

## Clamping Force

by Dale Kelly, engineering manager at The Caldwell Group.

*Lifting clamps are designed to generate a clamping force perpendicular to the surface of the load. Clamp maintenance is at the heart of best practice at the point of use.*

Clamps for lifting come in many designs and are used in a myriad of applications, including working with plate steel, ingots, slabs, concrete barriers, pipe, coil steel, paper bales and paper rolls. It is important to source them from a reputable manufacturer.

Clamps are designed to generate a clamping force perpendicular to the surface of the load. These clamping 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



Clamps for lifting come in many designs and are used in many applications.

anchoring or positioning. Importantly, the load being lifted must be able to support the amount of squeeze that the clamp applies to the load.

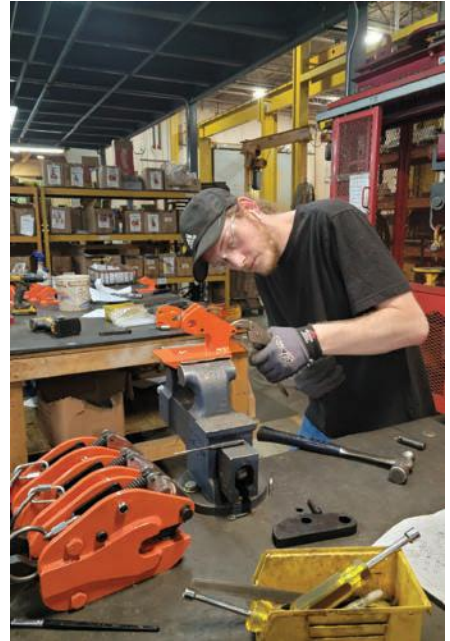
At the top end of the market, a single manufacturer might make 200 types of clamps. One area where industry sees repeated misuse is picking the wrong clamp for the application, so it is necessary to understand the application before selecting the clamp.

Common types include friction, pressure-gripping clamps; indentation, pressure-gripping clamps; anchoring clamps, used for suspending or attaching detachable rigging hardware; positioning clamps, used to hold or locate parts during assembly operations; and hybrid clamps, which are a combination of the others.

### LOOKING AFTER CLAMPS

Bad practice endures, as knowledge on inspection, repair, testing, and maintenance is often lacking. Further, clamps have parts (the teeth, primarily) that wear over time, which is impacted by environment of use, types of steel, storage, and operator care. Worn teeth can cause disengagement with the load. It is important therefore that end users realize the importance of supporting ownership with a reputable factory maintenance and repair program and equip themselves with a repair kit.

Ideally, there will be a trained maintenance person or team at a facility that keeps track of all the clamps—and other rigging gear—that they use. They will understand that it is neces-



It isn't always necessary to dispose of and replace a clamp. Special programs and repair kits are available to help.

sary to conduct a thorough inspection both before and after using a clamp. Thorough, periodic inspection should also be completed in line with service class, a process that should include removal from service protocols.

Inspection is useless if those inspecting the equipment don't know what they are looking for. Defects should be recorded by serial number and clamp model, and a record kept for tracking purposes. These defective clamps must be clearly marked, removed from service, and placed in a designated area for further inspection, repair, or disposal.

It isn't always necessary to dispose of and replace a clamp. Special programs and repair kits are available to help, so repairs can be carried out by the user or manufacturer. End users can typically phone a manufacturer's dedicated service department and arrange for the clamp(s) to be returned. They can even be shipped back to the point of use with a new certificate of proof test. If preferred, rebuild kits can be used to replace worn and damaged parts. [WRN](#)

### MODIFYING CLAMPS

Users and industry generally are advised to proceed with great caution when it comes to considering modifications to clamps. Manufacturers would have looked extensively at the many different scenarios that use clamps and each of these applications present their own specific requirements.

It is never ok to modify a clamp without consulting the manufacturer. Even at the very first consideration that a modification might enhance productivity or efficiency as it relates to that application, the manufacturer of the clamp should be contacted. In some cases, an alternative solution already exists.

Remember, so much of safe operation starts with selecting the right tool for the job in hand. Modifying the right tool can turn it into the wrong one.

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## IUOE Sets Up New Self-Erecting Tower Crane at Training Center on DICA EcoMax Crane Pads

DICA, a leading provider of engineered outrigger pads, crane pads, and ground protection products, announces that the International Union of Operating Engineers' (IUOE) Training Center in Crosby, Texas has received a set of EcoMax Crane Pads. EcoMax crane pads were selected for use with the training center's new Potain IGO T99 self-erecting tower crane.

"The industry has come to expect professional, engineered outrigger pads," said John Callahan, Training and Equipment Assistant at the Training Center. "This is safer than using whatever materials you have on hand on a job site because you know that this set of pads is intended for use with that specific crane and are designed to handle the loads."

The IUOE Training Center features the latest equipment and products where apprentices learn how to operate the cranes, journeymen are trained on crane assembly/disassembly, and trainers receive Train-the-Trainer instruction.

The Potain IGO T99 replaces a smaller IGO T70, which led the training center to re-evaluate the necessary supporting materials for setting up the self-erecting crane. Anticipating great-

er corner loads—the maximum ground bearing pressure exerted by the outriggers—Callahan sought out experts to assess the ground conditions.

"The key factors that impact corner loading on the IGO T99 are similar to any mobile crane, as the design principles are quite comparable," explains Chad Jacobs, Tower Crane Specialist at Stephenson Equipment, a Potain tower crane dealer in the Northeast. "The crane is supported on four outriggers, and the total corner load is primarily influenced by the combination of lifted load and wind or jib line forces. These factors work together to determine how the load is distributed across each outrigger."

Based on engineering recommendations, the training center made improvements to the ground, which included adding a layer of crushed limestone. Callahan also asked for DICA's help in selecting crane pads that would distribute the loads to acceptable levels.

DICA's FIT Assessments consider crane manufacturer data, such as Maximum Outrigger Reaction Force and Outrigger Float dimensions, and the allowable bearing capacity of the supporting surface. Based on this analysis, DICA recommended the EM2-64, a 24 square foot EcoMax Crane Pad to Callahan.

EcoMax combines the stiffness of steel I-beams with the durability and

longevity of fiber-reinforced composite materials. A patented design with unique through-bolt positioning ensures optimal load distribution across the entire crane pad.

Other DICA products in use at the training center since it opened in 2018 include FiberMax Crane Pads, SafetyTech and FiberTech Outrigger Pads, ProStack Cribbing Blocks, and TrainSmart Pole Barrier Systems.

"DICA's products hold up to the Texas heat and sun, even better than some of our cranes," said Callahan. "There's no shade and they stay out in the yard most of the year." While Callahan is a believer in using engineered, composite outrigger pads, he admits to a personal bias. "I like the steel and composite combination and being able to see how the crane pad is made," he said.

For more information about DICA and its industry-leading products, visit [dicausa.com](http://dicausa.com).

## Ceiling-Mounted Crane Improves Corrugation Workflow at Omega Flex

*Demag workstation crane supports larger diameter pipe handling while maximizing floor space*

Pennsylvania Crane, Hoist, and Rigging Company (PA Crane Co.) installed a KBK ceiling-mounted overhead workstation crane from Demag Cranes & Components Corp. at Omega Flex, Inc. to support the handling of larger-diameter pipe at its Exton, Pennsylvania facility.

### The Company

Omega Flex, Inc. was established in 1975 and is a leading innovator and manufacturer of flexible metal hose and piping products. Typical applications for its products include flexible piping for fuel gases in residential and commercial construction, semi rigid piping for liquid fuels for automotive, marina and back-up generation, flexible tubing for medical, healthcare facilities, pharmaceutical and pure gases, and flexible hoses for various industrial applications requiring a high degree of flexibility with the ability to carry corrosive substances at cryogenic or very high temperatures. Omega Flex currently has over 100 patents registered worldwide and is a product and engineering driven company committed to meeting its customers' performance requirements.

At its primary manufacturing site in Exton, Pennsylvania, the company

*continued on page 36*



The IUOE training center's new Potain IGO T99 self-erecting tower crane set up on DICA EcoMax crane pads.



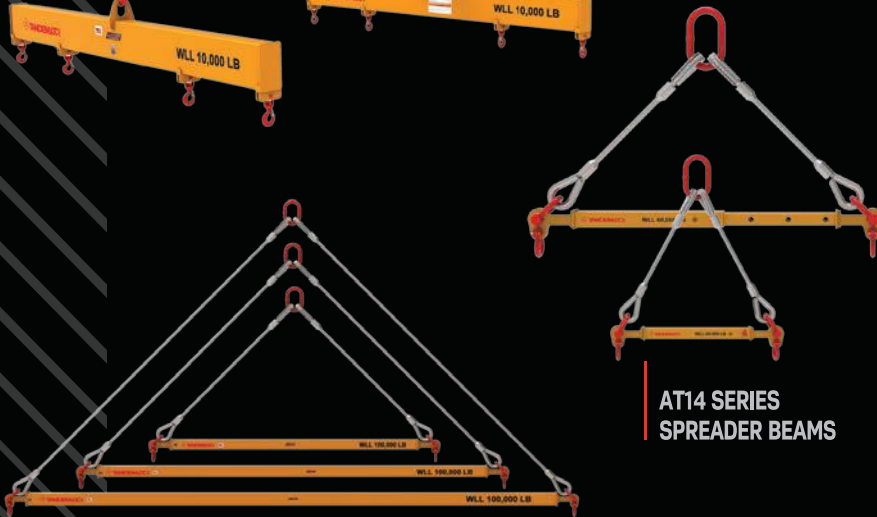
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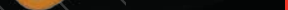
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already operated multiple cranes. However, the introduction of larger-diameter pipe created the need for an additional material handling solution. Brian Breiting, Engineering Manager at Omega Flex, has overseen material handling installations at the company for nearly two decades.

#### The Requirement

To support its corrugation process for industrial pipe ranging from 6 to 16 inches in diameter, Omega Flex required a new material handling solution that could safely accommodate increased loads while maintaining production efficiency.

The corrugation process transforms smooth metal tubing into a flexible structure capable of absorbing movement and handling pressure. As pipe length increased, so did its weight, making efficient and reliable lifting critical to maintaining cycle time.

The installation environment presented additional challenges. The facility featured ceiling-supporting steel with a compound pitch in two directions, requiring a solution that would integrate seamlessly without compromising available floor space.

Breiting and his engineering team

worked closely with PA Crane Co. to develop a solution that met both structural and operational requirements.

#### The Solution

Demag's KBK ceiling-mounted overhead workstation crane was selected to meet Omega Flex's material handling needs while maximizing available workspace. The KBK crane system's articulating suspension hangers were

able to fit to the roof's slope during installation because the threaded rods that attach them to the ceiling allow for adjustment and fine tuning.

Ryan Galer, Light Lifting Regional Sales Manager for the Northeast Region at Demag Cranes & Components Corp., explained that the roof sloped down from one end of the runway to the other, and also sloped across the span



Omega Flex required a new material handling solution. Demag's KBK ceiling-mounted overhead workstation crane was selected. The installation includes 100 feet of runway across three bridges.

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of the crane. “We accommodated this by using our articulating suspension hangers with threaded suspension rods of various lengths,” he said.

The installation includes 100 feet of runway across three bridges, 20-foot spans, and a 16-foot height of lift. Each KBK bridge is equipped with a two-speed, 500-lb. capacity Demag electric chain hoist, providing precise load control and reliable performance for corrugation operations. The system utilizes Demag DC-Com electric chain hoists, selected for their reliability, control precision, and suitability for light lifting applications.

PA Crane Co. evaluated multiple configuration options before recommending the ceiling-mounted solution, which offered the most flexibility for corrugation operations while preserving valuable floor space.

“We couldn’t be doing what we are in the corrugation or manufacturing process without this crane,” Breitingner said.

### Special Features and Benefits

Demag’s KBK ceiling-mounted overhead workstation crane had to deliver low rolling resistance for easier and more ergonomic movement of the load, which would supersede existing materi-

al handling installations that didn’t offer the required manual bridge movement, for example. As explored, articulating hangers had to help prevent binding of the bridge, while reliable, cost-efficient hoisting was in the hands of the Demag DC-Com, designed to easily integrate with KBK workstation cranes.

Notably, Omega Flex was initially considering an alternative motorized system, before George Hoagland, PA Crane Co.’s Lead Technician for the project, suggested the manual KBK system.

Hoagland said: “The industry-leading ergonomic features of the Demag KBK system allowed us to offer a manual system, which also represented a cost-effective and easy-to-install solution, since there aren’t any expensive motors or controls involved. The system checked all the boxes for ease of bridge movement, while many competitors would have recommended motorizing their bridges at such spans and capacities. Due to the nature of their design, such bridges are heavier, and their trolleys have the tendency to bind, so manual bridge movement becomes much less feasible.”

He added: “Demag’s KBK design engineer, Matthew Hoffman, was absolutely integral to making this solution possible

with his hard work and efforts.”

The KBK product allows unrivalled ease of manual bridge movement, where others wouldn’t consider it possible.

### The Demag Partner

This latest installation takes PA Crane Co.’s total number of crane installations at Omega Flex to five. The KBK crane system was fully operational by the end of December 2025.

In addition to ceiling-mounted overhead workstation cranes, PA Crane Co. delivers a broad range of overhead lifting and rigging solutions, including underhung bridge cranes, stacker cranes, hot metal ladle cranes, and jib cranes. The company also provides operator training programs to support safe and efficient crane use.

“We started using them a couple of years back; they’ve put in a number of cranes recently,” Breitingner said. “We’ve had no issues with any of these - sourcing or installation processes.”

As Omega Flex continues to expand, particularly at its Houston, Texas facility, additional crane installations are anticipated.

PA Crane Co. is a full-service crane provider, including top-running and mobile cranes, in addition to offering

*continued on next page*



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*continued from page 37*

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Learn more about Demag Cranes & Components Corp at [demagcranes.us](http://demagcranes.us).

### SEAA Focused on Controlled Decking Zone Safety for Fall Prevention Stand Down

Each year, the Steel Erectors Association of America (SEAA) supports the National Stand Down to Prevent Falls in Construction. Its 2026 campaign is “Cut the CDZ Confusion. Know the Zone. Know the Rules.”

The poster highlights six myths about controlled decking zones and prevents these facts:

- A CDZ is a restricted work zone with specific rules for trained workers.
- The CDZ is outside the barricade. The area inside is the Controlled Access Zone, with different rules.
- Only safety deck attachments are permitted and at least two attachments for each metal decking panel are required.
- Only trained, authorized workers performing leading-edge decking are

allowed. The area must be monitored by a competent person.

- CDZs are size-limited to 90 ft x 90 ft area.
- Unsecured deck should not exceed 3,000 sq ft.

“Controlled decking zones are one of the most misunderstood areas of steel erection, and that confusion can lead to serious risk. This campaign is about getting back to the basics: knowing where the zone is, who belongs in it, and what work is actually permitted so crews can make safer decisions at height,” said Jason Farris, Chairman of SEAA’s Safety & Education Committee and Executive

VP, Safety for Cooper Steel.

The poster was created in partnership with SEAA’s Safety & Education Committee and was sponsored by Trivent Safety Consulting and SEAA. It was mailed to subscribers of Connector magazine with the Spring issue and is available as a free download at [seaa.net/standdown](http://seaa.net/standdown).\*

Additional information on CDZ requirements is available here: [seaa.net/industry--safety-info/](http://seaa.net/industry--safety-info/)

#### A Simple Message, A Critical Reminder: Looking Out for Each Other at Height

An annual hard hat sticker design contest, open to anyone in the industry, is also a part of SEAA’s safety stand down promotion. This year’s winning design was submitted by Jackson Nix, VP of Business Admin for SEAA Member Shelby Erectors, Reddick, Florida. He selected the contest theme, “You’re Not Alone Up Here,” emphasizing the importance of looking out for one another.

His design showing two ironworkers shaking hands high above the skyline reinforces a message of soli-



*\*[Ed. Note: the National Stand Down to Prevent Falls in Construction is celebrated in May, the issue you are reading right now celebrates National Safety Month and we here at Wire Rope News feel it's never too late to keep safety in mind.]*



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## RIGGING



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parity in the trade, a reminder for Mental Health Awareness, which also takes place in May.

"This design reminds ironworkers that teamwork isn't just about getting steel in the air, but it is also about checking in, speaking up, and supporting mental health. The overall theme is clear: at height and under pressure, no one has to carry the load alone," said Nix of his hard hat sticker design.

As the contest winner, Nix receives a \$100 gift card and 250 hard hat stickers featuring his design. SEAA also distributed the sticker as part of its Stand-Down campaign.

The deadline to submit designs for next year's design is August 15: [seaa.net/hardhat](http://seaa.net/hardhat).

### LEEA Sets Date for Global Lifting Awareness Day 2026

*The Lifting Equipment Engineers Association (LEEA) has scheduled the latest Global Lifting Awareness Day (GLAD) for Thursday July 2, 2026. This year's theme is: 'Not all lifting equipment is created equal.'*

The seventh staging of the event, powered by LEEA, its members and supporting industry stakeholders, will culminate in publication of a guidance

document that procurement professionals can use to source lifting equipment.

GLAD is a widely celebrated day where manufacturers, suppliers and end users are among those that share material that promotes safe and high quality load lifting. Social media posts, videos, articles, and in-person activity will again be bound together by the hashtag, #GLAD2026.

LEEA also leads independent annual campaigns that deliver meaningful content aligned with its vision of lifting and height safety industries, which have eliminated accidents, injuries and fatalities; and its mission to educate, influence and enable so that best practice is everyday action. This year is upheld by a program to help the industry describe its products clearly and buy them wisely.

Matt Barber, director of membership at LEEA, said: "GLAD is a globally

recognized concept that stands on firm footings in its purpose to raise awareness about the challenges facing lifting industries across the world. LEEA has always sought to use the day to intensify our focus on a campaign message, whether that be addressing skills shortages and shaping tomorrow's workforce, or reminding industry that not all lifting equipment is created equal. If we can leave industry with a meaningful takeaway, it only serves to give greater meaning and purpose to members' and end users' ongoing efforts to celebrate their roles in our sector."

He added: "The most consequential decision in a lifting operation is often made weeks before the lift takes place, at the point of purchase. The sling, the hoist, the shackle, the lifting accessory; what was specified, what documentation came with it, and whether the person who bought it had the information to make the right call. When that decision is made in an information vacuum, the risk doesn't disappear. It gets transferred to the people doing the work."

LEEA is bifocal in conducting a spring survey campaign, with product suppliers and those making procurement decisions central to the body of

*continued on next page*

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research. Manufacturers use a multitude of description conventions to bring lifting equipment to market. That ambiguity means procurement professionals cannot reliably distinguish between a product engineered for demanding operational use and one designed for occasional application—and LEEA has the accident data to prove it.

LEEAs Barber said: “Our end goal is to bring suppliers and buyers together on July 2nd to make a collective pledge to do better.”

Follow the campaign and share your stories using #GLAD2026.

### **RiConnect Positions Compliance Infrastructure Alongside Regulatory Bodies**

*RiConnect Inc. has aligned its latest rebrand and tagline — ‘COMPLIANCE INFRASTRUCTURE for OSHA & HSE’ — with the world’s leading regulatory authorities.*

The brand overhaul puts the company’s digital compliance infrastructure squarely within the context of industry’s conformity with the U.S.’s Occupational Safety and Health Administration (OSHA) and the UK’s Health

and Safety Executive (HSE).

Industrial environments present critical compliance challenges where equipment failures can result in catastrophic incidents, environmental disasters, or fatalities. From offshore platforms to chemical facilities, health, safety, and environment managers must ensure every asset maintains regulatory compliance, meets statutory inspection requirements, and operates within mandated safety parameters.

Depending on the jurisdiction in which equipment is deployed, regulatory obligations can vary significantly, not

only in terms of inspection frequency and documentation standards, but also in how compliance is evidenced, recorded, and audited. As a result, organizations operating across multiple regions must navigate a complex and often fragmented compliance landscape, where consistency, traceability, and real-time visibility are increasingly essential.

Steven Hong, president at RiConnect, said: “We have firmly anchored our solutions in recognized statutory frameworks. OSHA and HSE don’t just stand-out as recognized names in everyday parlance, they effectively define the operating baseline for industrial health and safety compliance in two of the world’s most influential regulatory environments. Together, they shape how organizations manage risk, and demonstrate compliance in practice, providing a clear reference point for both operational standards and regulatory accountability.

“Expectations around environmental and health data have become more rigorous. When incidents occur, the scrutiny is intense. Facilities that cannot quickly produce organized, consistent compliance documentation face heightened penalties and extended investigations.”

Organizations that adopt RiConnect’s compliance infrastructure respond to



A recent rebrand has positioned RiConnect as a supplier of compliance infrastructure for regulatory authorities, such as the U.S.’s OSHA and the UK’s HSE.

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regulatory changes efficiently because all their safety data is centralized and up to date. They demonstrate clear, organized compliance during audits and inspections by pulling consistent records from a single source. They catch safety issues before they escalate into incidents through real-time monitoring and alerts. Their compliance efforts become integrated and systematic rather than reactive, with RiConnect serving as the central nervous system for all compliance activities.

Hong added: "With this rebrand, we are embedding our digital compliance infrastructure ever deeper within recognized statutory frameworks, actively supporting how organizations manage safety obligations and elevate compliance standards."

The linchpin of RiConnect's compliance infrastructure remains the Digital Product Passport (DPP), which enables critical product data, inspection records, and usage history to be fully traceable throughout the asset lifecycle. This level of visibility not only strengthens compliance but also streamlines maintenance, inspection, and ongoing asset management.

To learn more about RiConnect Inc., visit [www.riconnect.tech](http://www.riconnect.tech).

**SEE AD PAGE 13**

### Industrial Rigging Solutions: Precision, innovation and safety across Africa

From high-risk power plants to confined-space heavy lifts, Industrial Rigging Solutions has built a reputation for delivering complex rigging solutions with engineering precision and operational excellence across Af-

rica and beyond.

Industrial Rigging Solutions (IRS), based in Cape Town, has grown into a specialist provider of engineered lifting and rigging services for some of the most demanding industrial environments across Africa and the Middle East.

Formally established as an independent

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Industrial Rigging Solutions team performing heavy lift operation in Africa.

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entity in August 2023, after operating for nearly two decades as the industrial arm of I Rigging Solutions, the company brings together experience, technical depth and a methodical approach to solving lifting challenges of every scale.

IRS's portfolio includes a range of notable achievements that reflect its ability to operate in restricted, remote and high risk settings.

Projects such as constructing a 777 ton jetty on the Congo River within six weeks, raising a 34 ton gantry roof at BP's Bulk Fuel Storage Facility in Cape Town and executing tandem and top and tailing lifts up to 62 tons highlight the team's capability and adaptability.

The company is equally skilled in environments where cranes cannot be used, from navigating power station internals to positioning delicate machinery inside research facilities. Work in controlled or sensitive zones, including radioactive environments, forms part of its established expertise.

Beyond South Africa, IRS has completed projects in Qatar, Morocco, Namibia and multiple African regions, reinforcing its ability to mobilise rapidly, meet stringent client requirements and deliver consistent performance across

borders. This combination of mobility and technical capability has helped establish IRS as a trusted partner for both recurring maintenance operations and once off engineered lifts.

#### **Sector Capabilities and Specialised Services**

IRS supports a broad range of industries including power generation, petrochemicals, ports, manufacturing and large scale industrial facilities.

#### **Its service offering includes:**

- Engineered lifting for heavy or unusual load configurations
- Professional rigging teams and skilled labour supply
- Plant and equipment hire
- Outage, shutdown and emergency-response services
- Storage of client equipment/product
- Tailored below the hook solutions designed to enhance precision and control

This integrated approach enables the company to support clients from initial planning stages through final installation or removal, often under tight schedules or in operationally sensitive areas.

#### **A Distinct Engineering-Led Methodology**

A key differentiator for IRS is its disciplined, engineering-focused project approach. Every operation begins with a

structured planning phase - rigging studies, load-path analysis, equipment selection and clear methodology statements ensure every variable is understood before work begins. This foundation allows the team to design lifting strategies around site constraints, safety requirements and operational continuity.

Safety is embedded in this process. Comprehensive risk assessments, precise preparation and strict procedural controls underpin all project phases, ensuring the protection of personnel, equipment and client assets. In house engineering capability, a dedicated fleet and established project-management structures enable the company to execute projects efficiently while maintaining a high standard of quality. "We don't just move equipment, we engineer solutions that protect people, assets and project schedules," says Wikus Visser, Head of Industrial. "Our clients value the clarity, technical insight and dependability we bring to every site."

#### **Looking Ahead: Expanding Capability and Influence**

As IRS continues to expand its footprint across Pan African and Middle Eastern markets, the company remains focused on strengthening industry standards and supporting safer, more reli-

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able lifting operations across the region. Ongoing investment in people, equipment and engineering systems supports its long term objective: to provide comprehensive industrial rigging capabilities across a wide range of sectors.

From day to day industrial tasks to unique engineered lifts, IRS approaches every project with dedicated preparation and purpose. The more complex the project, the more the team thrives, applying focus, innovation and methodical execution to guarantee the success of every project, rig or lift - every time.

Learn more at [www.i-rigging.com](http://www.i-rigging.com).

## Reaching Out to the Middle East

**Dr. Ross Moloney, CEO of LEEA (Lifting Equipment Engineers Association) offers members and end users LEEA's support throughout the Middle East crisis.**

Mindful of the economic impact our members are facing, LEEA is constantly monitoring the situation in the Middle East and will be ramping up its activity to reassure our members, particularly those in the Middle East, that we are thinking of them and will offer support in any way we can.

Against the scale of human suffer-

ing and economic damage occasioned by the current conflict in the Gulf, the tribulations faced by lifting equipment engineers may not rank high but they are real, nonetheless. We think of our many members, and their families as they maintain the cycle of inspection, assessment and maintenance in such difficult circumstances.

The Strait of Hormuz currently moves between being open and closed. Even if and when there is a durable ceasefire, it will be a while before normal service resumes. It is suggested that reconstruction of damaged refineries, terminals, port installations and other infrastructure will take several years and of course much of the repair will depend on the availability of lifting equipment.

The effects of the conflict are of course being felt worldwide, as the interruption to shipping drives up the price of fuels and other raw materials. There are reports that in China, the cost of importing materials has risen by 30%, even though they are not impacted in terms of oil imports.

If disruption continues then the critical point is expected to arrive around July this year, but even if peace breaks out, price increases are only beginning to work through the

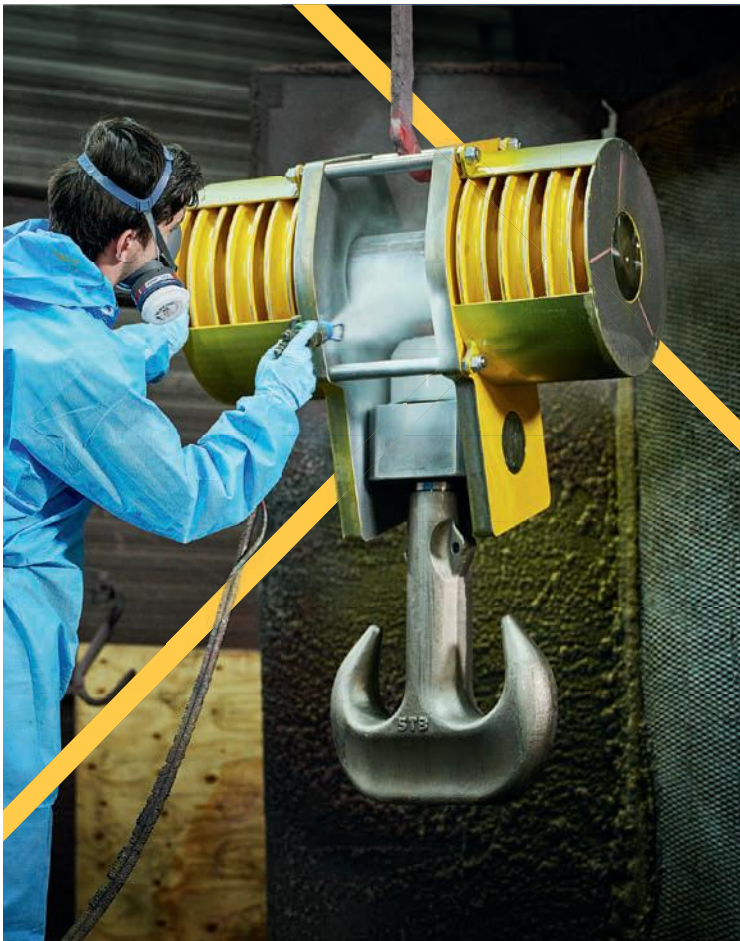
many complex and extended supply chains on which we depend.

Lifting equipment is a tight, small margin sector. Much of the lifting equipment that keeps economies moving uses materials that are energy-intensive in manufacture—electro-arc smelting and subsequent heat-treating of steels, annealing of copper wire for motors. Some are made directly from petrochemical products—the polyesters that go into straps, ropes, slings, webbing and personal safety equipment for example are a particular concern.

Polyethylene, the principal polymer concerned, is created from feedstocks such as Naptha and ultimately from petroleum or natural gas, in a high temperature process. It has to be remelted to create filaments before these are spun into yarn, and woven into a textile—steps which may occur in different countries or even continents, with the increased cost of shipping to be factored in.

Polyethylene comes in many different grades for uses ranging from clothing to food packaging, and manufacturers of the specialized engineering polymers that our equipment uses may be in competition for feedstocks and raw materials with other sectors. Addi-

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tionally, large users of these materials may outbid smaller, more 'niche' users—it is far from unknown for diversion of consignments while they are on the high seas. All of this implies price increases and the possibility of availability issues. Similar stories can be told about many of the products and materials used in our sector.

This has insidious implications for our clients, the end-users of lifting equipment. Faced with generalized cost increases, lower margins and possibly depressed levels of business, firms will seek to control costs where they can. There may be considerable temptation to accept or specify goods of a lower specification, a less well-assured quality or even a more dubious provenance.

End users may also be tempted to economize in another direction: improving cash-flow by allowing 'slippage' in assessment and inspection cycles.

Inevitably, this is going to put pressure on our members as individuals and companies. This may manifest as a squeeze on margins and a reluctance, or even refusal, to accept price increases on goods and materials. Or it may be that end users start applying pressure on existing partners or seek new contractors,

who are willing to be complicit in a lowering of standards or other 'economies' that are just the right side of legal.

LEEAA's message to end users is to please be mindful of the pressures our members are under, because they are having to buy materials at a significantly higher price. We would advise avoiding the potential consequences of opting for lowest cost by working

alongside our members as partners to gain long term advantage, rather than penalize them for short term gain. Producing compliant, trusted, long term solutions is valuable—and with that value comes a fair price.

Most LEEAA members are SMEs and family owned businesses that have nurtured lifelong trading relationships. Above all they uphold the gold standard



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that underpins the LEEA logo. Price reflects their quality, their processes, their people and their paperwork. This is not only about value but it's about reliability, best practice and, crucially, safety.

We need to remember that if something appears too cheap to be true, it usually is, and abandoning well developed trading relationships with high quality manufacturing partners is a false economy.

So, during a time of short supply and high prices, we urge caution when it comes to leaving behind well-developed trading relationships. Your high quality manufacturing partners are under pressure—stick with them and they will stand by you. Quality must always be valued over short-term expediency.

LEEAs message to any members finding themselves in a difficult position, please talk to us. We can help in terms of such things as training and in offering technical advice. Possibly the most influential thing we can do as an Association is to facilitate discussion of the issues, anonymized as necessary, sharing member experience of the problems and solutions or remedies.

LEEAs is an association dedicated to supporting our members and a trade body to support end users in the mar-

ket place. We hope that a cessation of the conflict comes soon and that our innovative and agile LEEA members will play their part in contributing to the Lifting Industry's vital role in keeping the global economy moving.

Learn about LEEA at [leeaint.com](http://leeaint.com).

## AISI Releases April SIMA Imports Data

### Finished Import Market Share Estimated at 17 Percent in April

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported on May 7, 2026 that steel import permit applications for the month of April totaled 1,945,000 net tons (NT)\*. This was an 8.1% increase from the 1,799,000 permit tons recorded in March and a 10.0% increase from the March final imports total of 1,769,000. Import permit tonnage for finished steel in April was 1,417,000, up 8.5% from the final imports total of 1,306,000 in March. For the first four months of 2026 (including April SIMA permits and March final imports), total and finished steel imports were 7,044,000 NT and 5,157,000 NT, down 28.8% and 30.0%, respectively, from the same period in

2025. The estimated finished steel import market share in April was 17% and is 15% year-to-date (YTD).

Steel imports with large increases in April permits vs. March final imports include tin plate (up 103%), sheet and strip all other metallic coatings (up 60%), cold rolled sheets (up 42%), hot rolled bars (up 33%) and reinforcing bars (up 30%). Products with significant year-to-date (YTD) increases vs. the same period in 2025 include heavy structural shapes (up 30%).

In April, the largest steel import permit applications were for South Korea (342,000 NT, up 17% from March final imports), Mexico (294,000 NT, up 109%), Canada (246,000 NT, down 14%), Brazil (166,000 NT, down 43%) and Vietnam (138,000 NT, down 22%). Through the first four months of 2026, the largest suppliers were South Korea (1,225,000 NT, up 28%), Canada (975,000 NT, down 53%) and Brazil (881,000 NT, down 50%).

*\*Note that import permits data are counts of tonnages requested in applications for licenses to import steel products and are not actual import volumes. For a number of reasons, permit tonnages may understate or overstate actual import volumes for the month, preliminary estimates of which will be available later this month.*

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route is critical. In an alternative embodiment in the curved paths, coordinate paired winches (e.g., shorten two bow lines differentially for yaw). In another embodiment, the vessel is equipped with real-time seabed mapping sonar to auto-adjust for uneven terrain, slacking lines over obstacles.

Figure 3 illustrates the autonomous vessel 110 in operation at sea moving along a different path in accordance with one embodiment of the present disclosure. To navigate to position 302, the winch system reels in mooring lines 304a and 304b, shortening their lengths, while slacking mooring lines 304c and 304d. Subsequently, to reach position 306, the winch system reels in mooring lines 306a and 306b, shortening their lengths, while slacking mooring lines 306c and 306d (now labeled as 308b-308d for clarity in the progression). This demonstrates the vessel's ability to follow sequential waypoints through precise mooring line adjust-

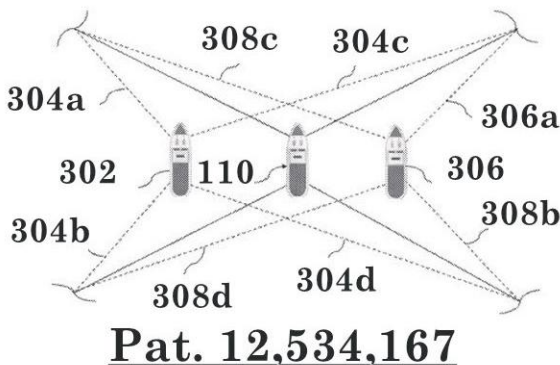


Figure 3: Autonomous vessel in operation at sea moving along a different path.

ments. The system can handle complex paths, such as trajectory, lawn mower patterns, turns or adjustments around obstacles or other offshore structures, by coordinating multiple winches simultaneously, where the trajectory can be straight or curved.

In an alternative embodiment for multi-vessel ops (e.g., tandem laying), sync controls wirelessly with nearby ships, sharing tension data. In another embodiment, elastic mooring lines are used with variable stiffness for damping wave forces.

**Handle For A Latch Release Cable**

Pat. 12553464 U.S. Class 1/1 Int. Class F16C1/14  
Inventor: Daniel Theobald, Center Valley, PA, Casey West, Thornton, PA, Devin Swift, Drexel Hill, PA, Eric Tryson, Willow Grove, PA.

Assignee: RB Distribution, Inc., Colmar, PA.

This patent presents a handle for a cable, the handle including a vertical portion extending along an axis and having a side surface with a portion thereof parallel with the axis and an end surface generally perpendicular to the axis. A blind bore is defined in the vertical portion extending from the end surface with an axis substantially parallel to the axis. A recess is defined in the side surface extending substantially perpendicular to the axis and intersecting with the blind bore. A push nut has a base with an opening therethrough and at least one gripping member extending into the opening. The push nut is positioned in the recess such that the opening and the gripping member are aligned with the blind bore.

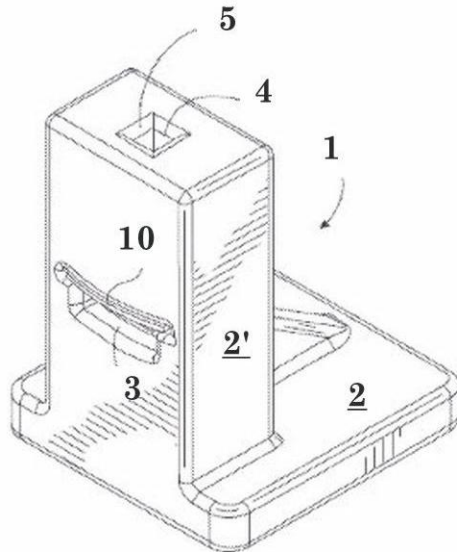
Latch release cables are used in a number of applications where remote operation of the latch is desired. The term

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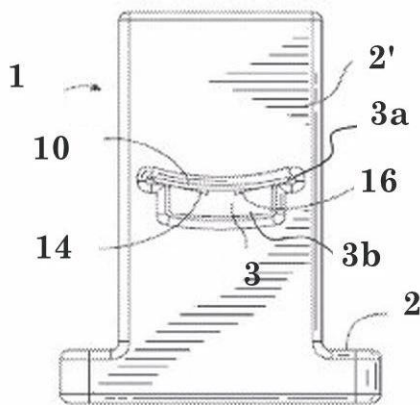
cable is used herein to include a wire, wire rope, cord, rod or the like. These latch release mechanisms are frequently found in vehicles for hood, trunk, and fuel door releases. In many of these uses, a handle that is gripped to release the latch is over molded on the cable. Over time, the handle can become loose, pull off of the cable, or be broken. Attempts to repair the release mechanism often use a replacement handle that is secured to the cable by a fastener that engages threads in the replacement handle and compresses against the cable. Potential failure points with this approach are that the fastener engagement between the replacement handle and cable creates immediate stress on the handle, and the engagement contact between the fasteners and the cable may not be reliable.

A detailed description of the illustrative handle 1 will be provided with reference to the drawings. References to orientation herein are for the purpose of understanding only and are not intended to limit the structure to a particular orientation during use. In *Figure 4*, it can be seen that the illustrative handle 1 is formed as a unitary structure including a planar portion 2 and a vertical portion 2'. While the illustrative handle 1 includes a rectangular vertical portion 2' and a cantilevered rectangular planar portion



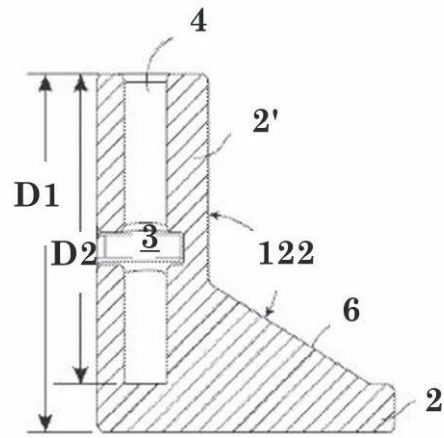
**Pat. 12,553,464**

Figure 4: Perspective view of a handle.



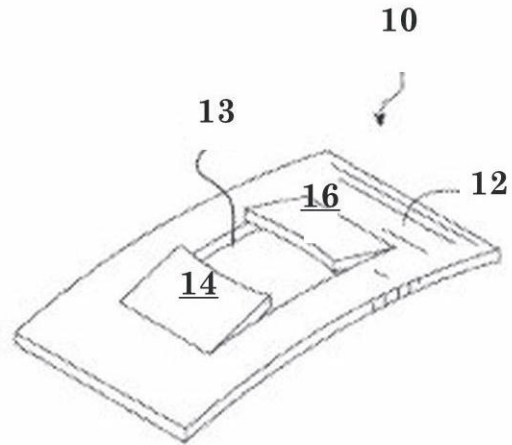
**Pat. 12,553,464**

Figure 5: Plan view of the rear portion of the handle.



**Pat. 12,553,464**

Figure 6: Section view along the line 3-3 in figure 4.

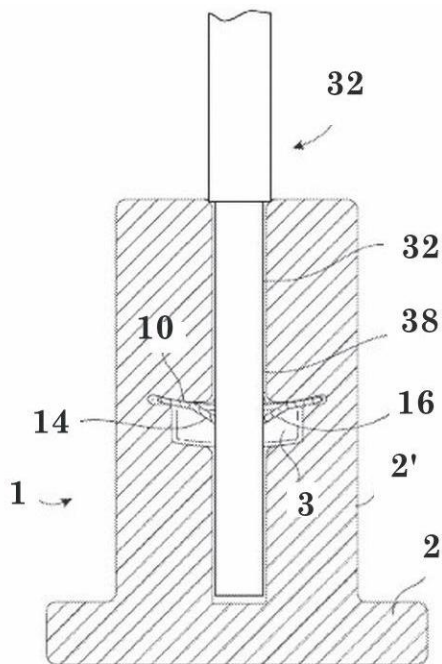


**Pat. 12,553,464**

Figure 7: Perspective view of a push nut.

2 extending therefrom, the handle 1 configuration is not limited to such. As one example, the vertical portion may be centered relative to planar portion. As another example, the portions may have other than rectangular configurations, e.g. the vertical portion may be cylindrical and the planar portion circular. As yet another example, the handle may include only the vertical portion with a configuration that facilitates gripping, e.g. a sphere or a cylinder with a circumferential groove.

As shown in *Figures 4-6*, a recess 3 extends into the vertical portion 2' from a side surface thereof and preferably extends beyond a central axis of the vertical portion 2'. In the illustrated embodiment, the recess 3 includes a slot portion 3a with an open area portion 3b below and in communication with the slot portion 3a. The slot portion 3a may have an arcuate configuration. With this configuration, the slot portion 3a is configured to slidably receive a base portion 12 of a push nut 10. As shown in *Figure 7*, the push nut 10 includes the base portion 12 having an opening 13 therethrough. A pair of opposed prongs or grippers 14 and 16 extend from the base portion 12 into the opening 13, preferably with a space therebetween. While a pair of grippers is illustrated, it is contemplated that more or fewer grippers may be utilized. The recess 3 is configured such that the grippers 14 and 16 extend into the open area portion 3b and can further extend therein the article to be gripped by the push nut inserted through the opening 13. The recess 3 may

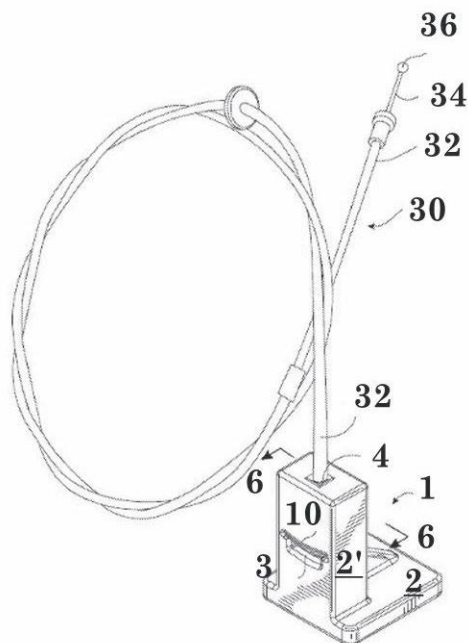


**Pat. 12,553,464**

Figure 8: Section along the line 6-6 that illustrates the connection of the cable and push nut within the handle.

be configured such that the push nut 10 is snap fit therein, however, such may not be required as the push nut 10 still be retained upon insertion of the cable, as will be described in more detail below.

With reference to the section view in *Figure 6*, a bore 4 extends into the vertical portion 2' substantially perpendicular to the recess 3 such that the bore 4 intersects the recess 3 and extends beyond the recess 3. As illustrated, the handle 1 has an overall length of  $D_1$  and the bore has a maximum length of  $D_2$ . The maximum bore length of  $D_2$  is elected to assure that the free end of the cable extends beyond the push nut 10 but is short of the base or planar portion 2 (see *Figure 8*). Additionally, the diameter of the bore 4 is preferably selected to be



**Pat. 12,553,464**

Figure 9: Insertion of a cable into the replacement handle.

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only slightly larger than the diameter of the cable to prevent the cable from spinning within the bore 4. As shown in *Figure 4*, the opening of the bore 4 may be formed with a chamfer 5 which aids insertion of the cable into the bore 4.

As noted, the difference in length between  $D_1$  and  $D_2$  is selected to avoid weakening the planar portion 2. With reference to *Figure 6*, it can be seen that the illustrative handle 1 is formed with an angular portion or gusset 6 joined with both the planar portion 2 and vertical portion 2'. This angular portion or gusset 6 serves as a strengthening rib for distributing stress on the handle 1 during use.

As shown in *Figures 8* and *9*, a typical latch release assembly 30 has a cable 34 extending from a latch connection end 36 to a handle end 38. In some applications, an outer sheath 32 extends over a portion of the cable 34 and is typically fastened in some manner to keep it in a stationary location while the cable 34 is free to move within the stationary sheath 32. The handle end 38 of the cable 34 extends beyond the sheath 32 and is inserted into the handle 1 through the bore 4. The handle end 38 passes through the grippers 14 and 16 in push nut 10. As explained above, the grippers 14 and 16 extend in the direction of insertion toward the planar portion 2. Due to the angle and bite of the grippers 14 and 16, the inserted cable 34 is prevented from moving in the opposite direction relative to the handle 1. Because the push nut 10 is contained internally and contacts the cable end 38 upon insertion, the disclosed handle 1 does not require any tool for connecting the handle 1 to the cable 30. In use, pulling the handle 1 to release a latch pulls the cable 34 through the sheath 32 and actuates the latch.

more patents on next page

Inventor's Corner continued from previous page

**Elongate body with exoskeleton**

Pat. 12,559,990 U.S. Class 1/1 Int. Class E05B71/00

Inventor: Neil Anthony Barron, Swansea, GB.

Assignee: Zeal Innovation Ltd, Swansea, GB.

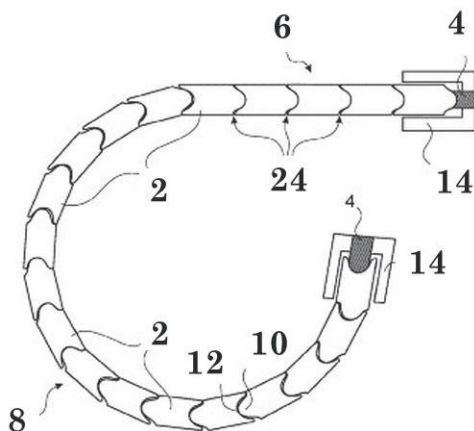
An elongate body adapted to bend in a single plane, comprises a rope extending within a succession of individual tubular elements closely spaced along the rope. Each element has on two opposite sides of the plane an extended section engaging a recess in its neighbouring element, the profiles of the section and recess allowing relative rotation of adjacent elements in said plane. The tubular elements thus form an exoskeleton around the rope which must be breached before the rope can be cut. The geometry of the tubular elements can be such that notwithstanding gaps, the rope cannot be readily accessed unless the exoskeleton is broken.

The elongate body shown in *Figure 10* has a plurality of tubular bodies **2** inter-engaging along a length **4** of rope. The body is arranged with a straight section and a section **8** curved in a single plane. Each element has an extension **10** which is received in a recess **12** in its neighbor. The elements **2** are not connected, but in close engagement, and the matched arcuate edges of the extension **10** and recess **12** allow rotation of each element relative to its neighbour. Their close engagement means that when the body is bent in a direction that increases that engagement the extension and recess make contact and prevent or restrict such bending. The elements **2** are formed with similarly arranged extensions and recesses on the opposite side of the rope **4**. In this way, bending of the body is restricted to substantially a single plane.

An arrangement of extensions and recesses are also formed on the outer and inner sides of the bent body shown on *Figure 10*, to allow bending in the direction illustrated, but prevent bending in the other direction beyond the straight. As can be seen the outer extensions and recesses are in contact and the inner extensions and recesses are separated in the straight section **6**. In this way the design of the inner and outer profiles of the tubular elements sets the limits to which the body can bend in either direction in its bending plane.

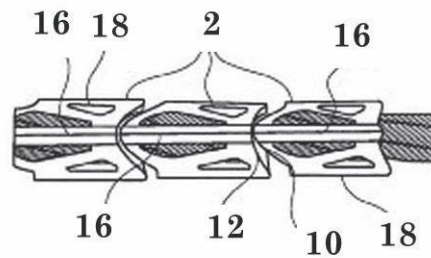
A typical body according to the invention has a standard 14 mm metal rope within steel tubular elements with a wall thickness of around 1.5 mm (9-10% of the rope diameter). The length **L** of each element is around twice the rope diameter; say 30 mm, with the overall length being around 40 mm. The full depth of each extension and recess is around 10 mm.

In order to accommodate bending of the body the extended



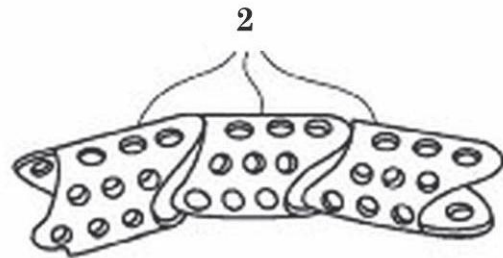
**Pat. 12,559,990**

Figure 10: Elongate body, part broken to illustrate the end units.



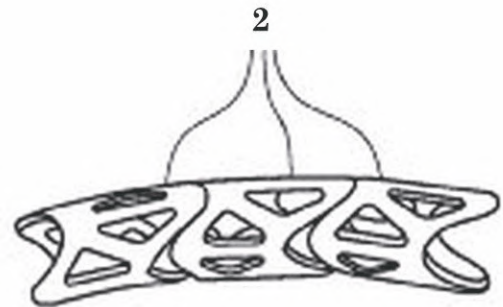
**Pat. 12,559,990**

Figure 11: Tubular elements having a skeletal structure in a body of the invention.



**Pat. 12,559,990**

Figure 12: Perspective view of first form of tubular elements.



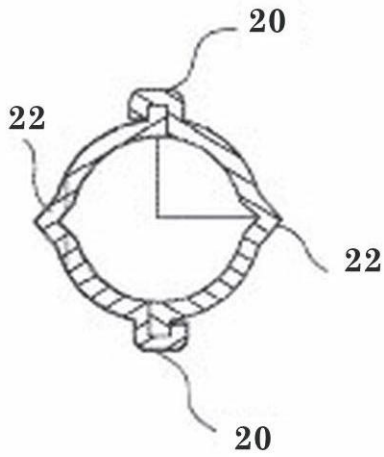
**Pat. 12,559,990**

Figure 13: Perspective view of second form of tubular elements.

section **10** and recesses **12** at the ends of the tubular elements do not match. For example, the recesses can be more shallow than extensions to allow bending in both senses from straight. However, in the illustrated embodiment one edge of each recess is cut away or omitted as indicated at **24** to allow bending from straight in only the sense shown. The cutaway is typically 2-3 mm, but may be selected depending upon what maximum curvature of the body is required.

At each end of the body in *Figure 10* the rope **4** is attached to a shell **14**, shown in cross section, which receives the respective terminal tubular element **2**. The body is shown at its limit of bending and as a consequence the shells **14** substantially enclose both terminal elements. It will be understood that one or both of the shells and tubular elements will determine the limit to which the body may bend.

The body shown in *Figure 10* illustrates its construction. It will be appreciated that it may be extended or shortened for use in a particular application. For example, in an extended form the shells **14** may be, or be attached to complementary locking units such that the body as a whole forms a lockable loop for use as a bicycle or motorcycle lock. In a shortened form, it could be used to simply lock one item to another with one or both shells being releasably attached to the respective items.



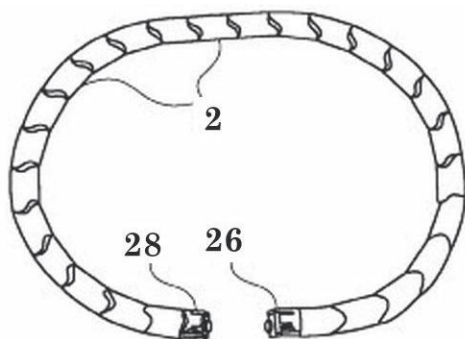
**Pat. 12,559,990**

Figure 14: Cross section through a tubular element formed from two components.

Figure 11 shows a train of tubular elements 2, each of which is a metal casting forming a skeletal structure. Extending between each extension 10 and recess 12 is a reinforcing strip 16 of cut resistant material such as cermet; tungsten carbide; titanium carbide; titanium nitride, and titanium carbon nitride. A similar strip is formed on the opposite side, and may also be formed on one or both of the outer and inner sides of the bent body as shown at 18. Of course, the entire element can be formed in a cut-resistant material, but for most applications strips such as are shown here are sufficient, and applied to elements cast in other materials such as metal alloys. The strips will be disposed such that they overlap on at least two sides to avoid gaps that might provide access for a conventional wire cutter whether the body is bent or straight.

Figures 12 and 13 show different designs of tubular elements 2 formed from metal pressings. They have holes which reduce their weight, but these openings, like those in the skeletal structure of Figure 11 are shaped and located not to facilitate access to the rope in an attempt to cut the body as a whole. A pressed element may be formed from a single pressing or matching pressings shaped and crimped, clinched or welded to form a tube. Cut-resistant material may be applied to these elements, but it is preferred to do so in the manner described below with reference to Figure 14.

Figure 14 shows the cross section of a tubular element formed from two identical pressings, crimped, clinched or welded together at the edges 20. The cross section shown also has ridges 22 creating internal channels for a cut-resis-



**Pat. 12,559,990**

Figure 15: Elongate body extended to form a security device.



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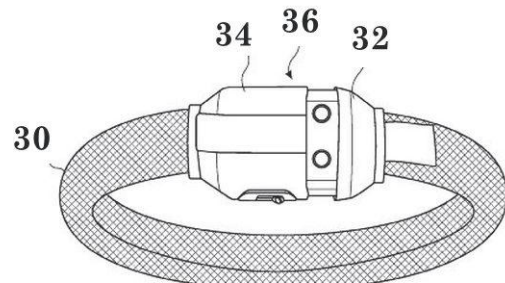
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tant material. It will be appreciated that the pressings may be shaped to form different channels, internal or external, for cut-resistant materials which can be applied by for example flame spraying or laser cladding.

The security device shown in Figure 15 is a body similar to that of Figure 10, but of extended length to enable it to complete a loop as in a bicycle or motorcycle lock. At each end of the body an adapted tubular element 26, 28 forms a shell which receives and retains the rope. The elements 26 and 28 may be coupled by a locking mechanism (not shown), directly or indirectly, to close the loop. The mechanism can comprise male and female lock units forming part of the elements 26, 28, or a separate unit into which the respective elements can be locked. The body will normally be contained within a polymeric cover (not shown), and may be enclosed in a fabric sleeve 30 as illustrated in the embodiment of Figure 16. As can be seen in Figure 16 the ends

*continued on next page*



**Pat. 12,559,990**

Figure 16: Security device comprising an elongate body similar to that of figure 15.

continued from previous page

of the body (cover) and sleeve are received in units 32 and 34 of a lock 36. In each of the embodiments of Figures 15 and 16 the body in the shape illustrated is quite stiff, bending of the body having brought the tubular elements into close engagement to inhibit further flexure.

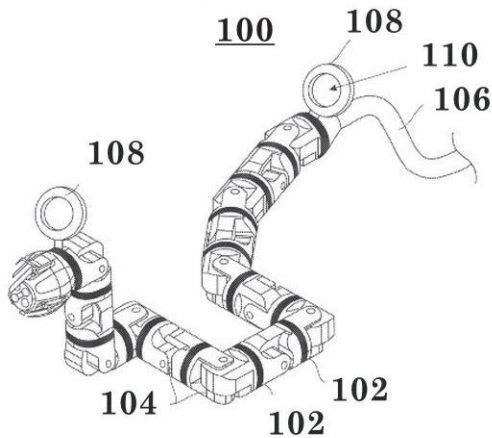
**Swarm snake robots' collaboration for controlling ropes**

Pat. 12,564,939 U.S. Class 1/1 Int. Class B25J9/06  
 Inventor: Sarbajit K. Rakshit, Kolkata, Kolkata, IN, Asim Munawar, Demarest, NJ.  
 Assignee: International Business Machines Corporation, Armonk, NY.

This patent presents a system including one or more snake robots, and a plurality of ropes. The one or more snake robots are adapted to be coupled to each of the plurality of ropes in order to control movement of the plurality of ropes in an activity.

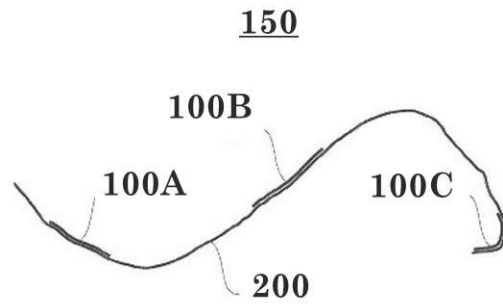
Aspects of the present disclosure relate generally to using robots for certain activities. More particularly, the present disclosure provides a system that is capable of controlling one or more swarms of snake robots that can be collaborated in order to perform an activity using a rope, ropes, string, cable, chain or another flexible, linear tensioning device (generically "rope") in an activity area. While the present disclosure is not necessarily limited to such applications, various aspects of the disclosure can be appreciated through a discussion of various examples using this context.

Turning to the figures, Figure 17 illustrates a schematic, top-view of an example snake robot 100 consistent with some embodiments. The snake robot 100 includes a plurality of modules 102 in a generally linear arrangement, with the modules 102 being adjacent to each other and connected to



**Pat. 12,564,939**

Figure 17: Schematic, top-view illustration of a snake robot.



**Pat. 12,564,939**

Figure 18: Schematic, top-view illustration of a system including a rope with multiple snake robots (or a swarm of snake robots) attached to the rope.

each other in a universal joint method. A plurality of joints 104 can be included that result in the modules 102 positioning themselves into a wide variety of configurations and orientations with respect to each other, including orthogonal, such as shown in Figure 17. Other joints can be flexible joints, for example (e.g., flexible rods, hinges, ball and socket joints, etc.). A combination of joints 104 and other types of joints (not shown) can be included, or only joints 104 can be included. The joints 104 can connect mutually adjacent modules 102, and can allow the modules 102 to move with respect to each other. Other suitable joints allowing a snake-like movement of the snake robot 100 are also contemplated. Movement of the snake robot 100 can include a driving movement of the snake robot 100, which allows for forward and reverse movement and/or side-to-side movement.

A bundle of control wires 106, which extends out an end of the snake robot 100, can extend through and between the plurality of modules 102 in order to control movement of the plurality of modules 102 and communicate movement instructions to the components of the snake robot 100. In general, the snake robot 100 can include a movement control assembly (not shown) for controlling movement of the snake robot 100. Any suitable movement control assembly is contemplated by the disclosure. Some examples include, without limitation, tendon-driven, motor-driven and pneumatically-controlled assemblies. The movement control process can involve using rods and joints, for example, to move the snake robot 100 in a serpentine fashion.

Movement instructions for the modules 102 can be remotely communicated to the snake robot 100 from a computer or other device, for example, and to a communication unit (not shown) within the snake robot 100. The communication unit can be connected to one or more wires included in the bundle of control wires 106, and can be connected to a movement control assembly. A computer or mobile device (not shown), for example, can communicate wirelessly with the commu-

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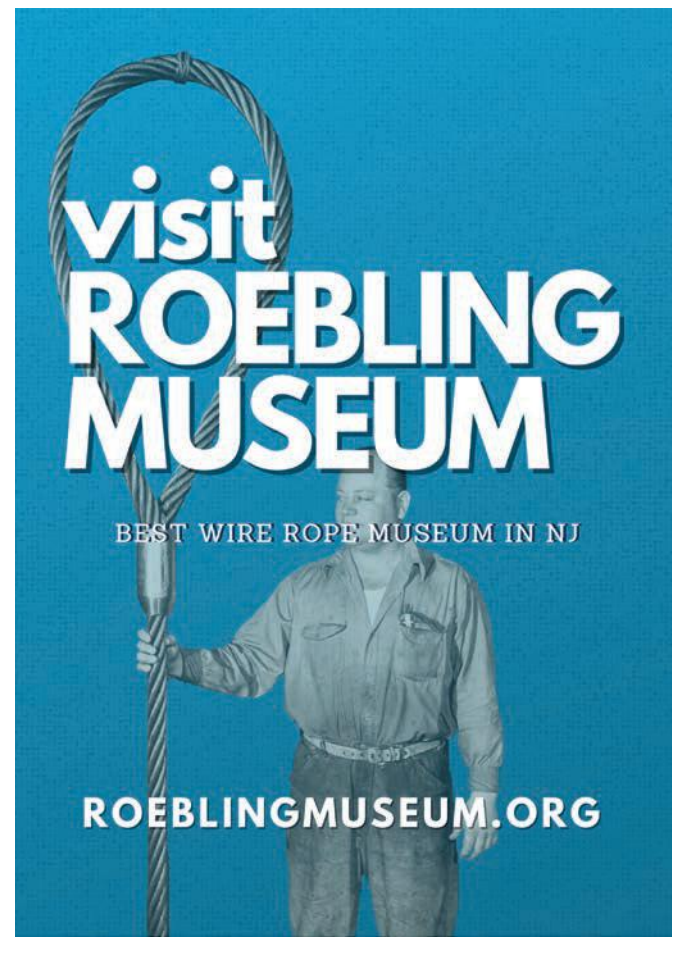


nication unit, which in turn can connect with the internet.

The snake robot **100**, as shown in *Figure 17*, can include one or more rope attachment mechanism or device **108**. Two rope attachment mechanisms or devices **108** are shown in *Figure 17*. One or more of the rope attachment mechanisms **108** can be located on different modules **102** of the snake robot **100**. A rope (not shown) can be tied to the rope attachment mechanism or device **108** and/or run through an opening **110** in the rope attachment mechanism **108**. The rope attachment mechanism or device **108** shown in the figure is one example. Any suitable mechanism for attaching or coupling a rope (not shown in *Figure 17*) to the snake robot **100** is contemplated by the disclosure. The rope attachment mechanism or device **108** can be capable of reversibly attaching, i.e., coupling and uncoupling, a rope to the snake robot **100**. The rope attachment mechanism **108** shown can, for example, open and close as desired in order to load a rope or release the rope from the snake robot **100**.

*Figure 18* shows a schematic, top-view illustration of a system **150** including a rope **200** with multiple snake robots **100** (or a swarm of snake robots **100A-C**) attached to the rope **200**, in accordance with embodiments of the present disclosure. As shown, a plurality of snake robots **100A**, **100B**, **100C** (three shown) can be used to deliver the rope **200** to a desired location and can tie or attach the rope **200** to an object at the desired location, for example. The snake robots **100A-C** actively tie or attach the rope to the object. The rope **200** can be used for many purposes, such as for wrapping or tying, etc. A “rope” can be defined as any flexible, linear tensioning device. One example is any length of strong cord made by twisting together strands of natural or artificial fibers. Some examples of materials that can make up the rope **200** include polypropylene, hemp, polyester, etc. The rope **200** can be made of a natural fiber, such as one derived from an abaca plant. Manila rope is an example, which is known for its strength and durability. Manila rope is resistant to ultraviolet (UV) light and has good grip properties. Hemp rope is another example, which is a rope made from hemp plant. Hemp rope is strong, flexible, and resistant to rot and mildew. Hemp rope has been traditionally used for various applications, including ship rigging and construction. Synthetic fibers can also be used for the rope **200**, such as polypropylene, nylon, polyester and polyethylene, for example. In addition, blended fibers can be used to form the rope **200**. Yet another example of the type of rope **200** that can be used includes steel wire rope. Other suitable materials are also contemplated. It is also contemplated that other lengthy items besides rope can be delivered using the snake robots **100A-C**. For example, cables and wires can be used as a rope.

Based on a particular operational need for performing a particular activity, such as a need for moving a long rope, a plurality of snake robots **100** can be coupled, or can automatically couple themselves, to the rope **200**. The plurality of snake robots **100A-C**, as shown, can be considered a “swarm” of snake robots **100** that can be attached to the rope **200** at various points or locations along the length of the rope **200**. A “swarm” of snake robots (such as **100A-C**) can be defined as two or more snake robots **100A-C** that can move somewhere in order to perform an activity, for example. The number of snake robots **100** in the swarm can be any number of snake robots **100** over one snake robot **100**. In this application described herein, the swarm of snake robots **100A-C** can be used to perform activities such as moving the rope **200** to a desired location, tying the rope **200** around a desired object, and knotting the rope to securely hold the object, for example. The rope **200** can then be used to move an object or objects, for example.



### Custom fastened locking stopping covered wire rope clip system

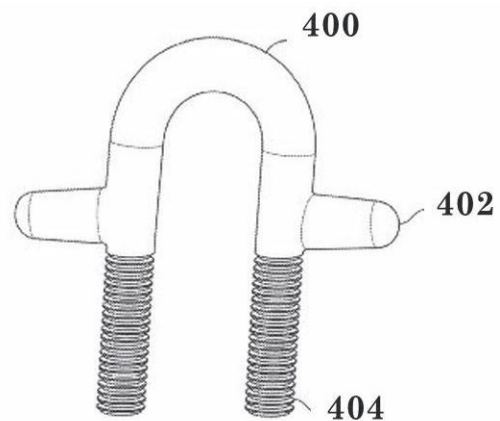
Pat. 12,584,537 U.S. Class 1/1 Int. Class F16G11/06

Inventor: Theodore James Thompson, San Diego, CA.

Assignee: Theodore James Thompson, San Diego, CA.

A wire rope clip to clip strands of wire rope together includes a one piece U bolt including a pair of threaded members; a saddle including a pair of holes that receive the pair of threaded members of the U bolt to compress the strands of wire rope between the U bolt and the saddle; a pair of fasteners threadably engageable with the threaded

*continued on next page*



**Pat. 12,584,537**

Figure 19: Perspective view of a U bolt of an embodiment of a wire rope clip.

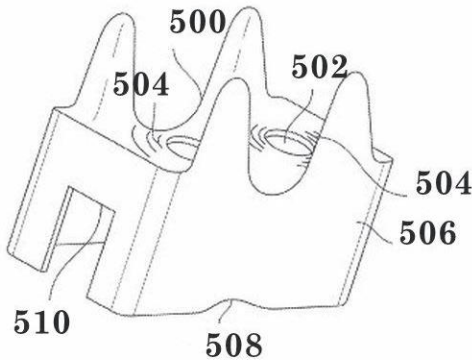
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members of the U bolt, wherein the U bolt and the saddle include respective stop engagement members that engage when the pair of threaded fasteners threadably engage the threaded members of the U bolt to a predetermined point, creating even pressure by both the one piece U bolt and the saddle on the wire rope clip and proper torque to the wire rope strands.

With reference to *Figures 19-21*, embodiment(s) of a wire rope clip 50 will be described. The wire rope clip 50 includes a one piece U bolt 400 with threads 404 on both ends. The U bolt 400 includes stops 402 that will seat to saddle 500 on both sides to ensure proper torque specifications and even force onto the cables. The installer will be able to visually see that both sides are even and seated properly. The threads 404 are on both ends of the U bolt 400 and stick out of the bottom of a cavity of saddle 500. Nuts/fasteners 600 are threaded onto the U bolt 400 at this point.

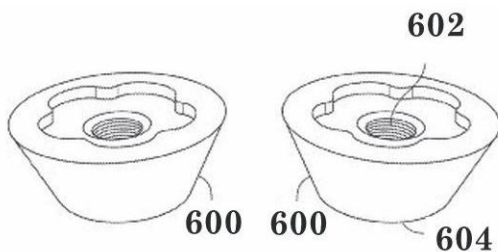
With reference to *Figure 20*, a saddle 500 is contoured to hold the wire rope. The saddle 500 includes two holes 502 through which the U bolt 400 passes through the saddle 500. Added grooves 504 create grip on the live end of the rope to help prevent slipping. The saddle 500 includes sides 506 that cover the nuts/fasteners 600 and protects them from being loosened with basic hand tools. A small recess 508 in the saddle 500 enables the wire rope clip 50 to be installed faster by giving the installer the ability to control socket 1200. It allows extra room to physically feel the nut/fastener 600 upon installation and re-checking of nuts 600 to torque specifications, and to make sure the nuts 600 have not backed off or loosened.

A cutout 510 on the side of the one piece saddle 500 is typical to both ends and allows the installer to visually see the nut/fastener 600 and physically feel it with their fingers to ensure the nuts/fasteners 600 are tight upon installation



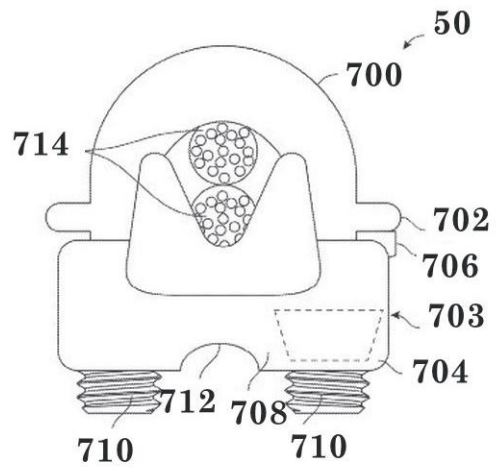
**Pat. 12,584,537**

Figure 20: Perspective view of a saddle of the embodiment of the wire rope clip.



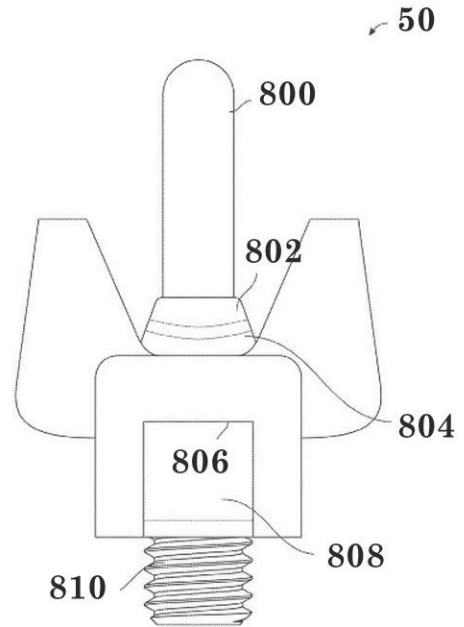
**Pat. 12,584,537**

Figure 21: Perspective view of nuts/fasteners of the embodiment of the wire rope clip.



**Pat. 12,584,537**

Figure 22: Front elevational view of the assembled wire rope clip.

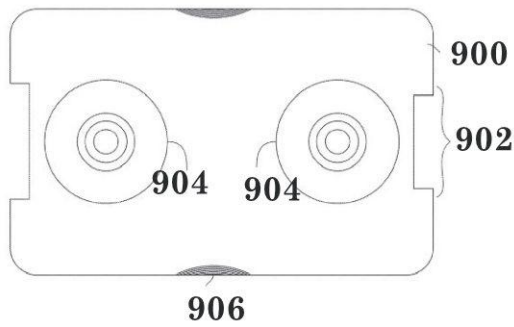


**Pat. 12,584,537**

Figure 23: Side elevational view of the assembled wire rope clip.

and re-checking of tightness. The opening will be big enough to visually see and physically feel the nut but small enough that someone cannot put a tool around the nut/fastener 600 for removal or loosening. A stop contact/engagement member/portion 512 of the one piece saddle 500 of the wire rope clip 50 seats to the stop 402 on the one piece U-Bolt 400 to ensure proper torque and even pressure that is applied to the wire rope. It allows the installer to visually see that the saddle 500 and stop 402 have evenly seated to each other ensuring proper and even torquing. The one piece U bolt 400 and the one piece saddle 500 will seat to each other upon tightening of the nuts/fasteners 600 and compression of the two wire rope strands. With reference to *Figure 21*, locking nuts/fasteners 600 includes threads 602 that mate onto the threads 404 of the U Bolt 400. The locking nuts/fasteners 600 include a unique design/recess configuration 604 that the custom socket 1200 mates so that the nuts 600 can only be removed by the custom socket 1200.

With reference to *Figure 22*, a front elevational view of the assembled wire rope clip 50 is shown. The one piece U Bolt 700 is shown with stops 702. The ears/stops 702 on each side



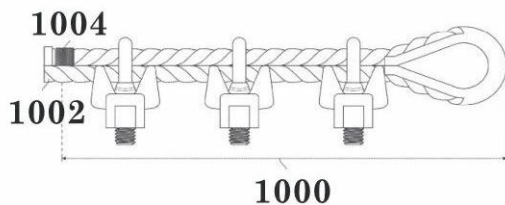
**Pat. 12,584,537**

Figure 24: Bottom plan view of the assembled wire rope clip.

of the one piece U Bolt 700 allow the one piece saddle 703 to meet the stops 702 on the one piece U bolt, seating to each other creating proper tension and even pressure to the wire rope clip as it is fastened. The saddle 703 includes sides 704. At 706, a point at which the even seating of the stops 702 on the one piece U Bolt 700 and the one piece saddle 703 seat to each other creating proper torque and even pressure. The installer can visually inspect that the two parts have properly seated and are even. Thus, creating proper compression of the wire rope.

At 708, the one piece saddle 703 is designed to cover the nuts/fasteners 708 typical on front and back denying access to the nuts/fasteners to prevent removal or loosening with basic hand tools. The nuts/fasteners will be recessed in the cavity of the saddle. Bottoms 710 of the one piece U Bolt 700 are threaded and are the point where the nuts/fasteners are threaded onto the wire rope clip. Recess 712 in the front/back of the saddle 703 allows for faster install of the nuts/fasteners and easier handling of the custom socket during installation and removal of the wire rope clip. It allows the installer to physically feel the nut/fastener easier ensuring the nuts/fasteners are not loose. Two strands of wire rope 714 are shown compressed evenly between the one piece saddle and the one piece U bolt to proper torque specifications and even seating of the two parts. At 604, the unique design is shown that only accepts the custom coded socket.

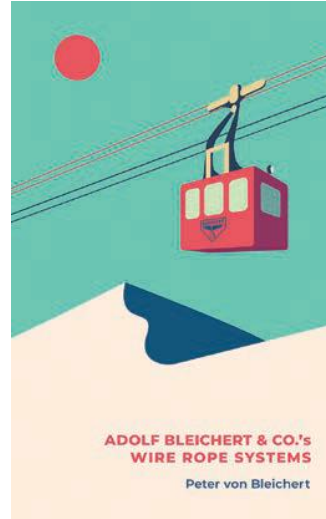
With reference to Figure 23, a side elevational view of the assembled wire rope clip 50 is shown. The U bolt includes a top 800. The stop 802 is shown on the one piece wire rope clamp where the one piece saddle seats to. Shown at 804 is the point in which the stop 802 and the top of the saddle seat evenly and at proper torque specifications. The cutout 806 on the side of the one piece saddle as the nut/fastener are still covered yet can be visually inspected and physically felt by the installer to ensure it is not loose upon installation or during re-checking of torque on scheduled intervals. The opening 808 is big enough only to see and feel the nut/fastener yet not big enough to get a tool around the nut for removal. The threads 810 on the bottom of the U bolt are



**Pat. 12,584,537**

Figure 25: Side elevational view of a rope clip system using the wire rope clip(s).

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.



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where the fasteners/nuts are threaded onto.

With reference to Figure 24, a bottom plan view of the cavity opening on the bottom of the saddle is shown. At 900, the bottom of the saddle is shown assembled. The side opening 902 of the saddle allows one to visually see and physically feel if the nuts/fasteners are loose. The nuts/fasteners 904 are threaded onto the one piece U bolt. The recess 906 in the front/back of the saddle allows for faster install of the nuts/fasteners and easier handling of the custom socket during installation and removal of the wire rope clip. Also, it allows the installer to physically feel the nut/fastener with their fingers ensuring the nuts/fasteners are not loose.

Figure 25 is a side elevational view of a rope clip system using the wire rope clip(s). The complete wire rope clip system 1000 is shown installed evenly spaced and to proper torque specifications. The wire rope clips are now inaccessible to anyone trying to remove the wire rope clips. They are all properly seated to the "stops" on the U Bolt and the saddle. The nuts/fasteners can still be visually and physically inspected yet covered so no one can loosen or remove them with basic hand tools. Only the custom socket can remove the nuts/fasteners to loosen or remove the wire rope clips. The side cutout will allow qualified personnel to routinely check both visually and physically if retorquing is necessary the only way is with the custom socket and drive system. The live end 1002 holds the tension of the wire rope as it is put to tension by a "come along" on the "dead end" after being wrapped around a secured rated object. It runs over the saddle portion of the wire rope clip. The dead end 1004 of the wire after being wrapped around the rated object then runs over the top of the "live end". It is between the "live end" of the cable and the one piece U Bolt. ■

# 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.

## YOKE Drives Compliance with Digital Product Passports

**YOKE Industrial Corp. is supporting industry's conformity with regulatory frameworks by delivering rigging products equipped with SupraNano chips and Digital Product Passports (DPPs).**

YOKE is committed to transforming compliance demands into business value, helping companies remain competitive in an ever-changing world. It is a manufacturer of Grade 80 and Grade 100 lifting chain fittings; swivel hoist hooks; shackles; angular contact swivels; wire rope clips; and lifting points. It also offers award-winning digital chips, which can be embedded directly into steel or retrofitted to snatch blocks and other products using tags. It's partner company, Ri-Connect Inc., a provider of cloud-based Software as a Service (SaaS), supports this hardware with DPPs that securely record verified information across a product's entire lifecycle.

The uptake of DPPs is being driven by key industries' alignment with the European Union's (EU) Ecodesign for Sustainable Products Regulation (ESPR), which aims to improve the sustainability of products placed on the EU market. Importantly, ESPR is not only a regulatory requirement but also

a significant opportunity to lead industry transparency and enhance resource efficiency. YOKE is leading industry in safety, compliance, and resource efficiency through one of its most significant digital transformations.

ESPR expands the scope of the former Ecodesign Directive by applying sustainability requirements to a much broader range of products placed on the EU market. It empowers the EU to introduce product-specific rules over time, targeting key lifecycle factors such as durability, repairability, recyclability, energy and resource efficiency, and the use of recycled materials. For manufacturers and distributors, ESPR represents a fundamental shift, requiring changes to product design, greater traceability of materials and components, and more robust technical documentation to demonstrate compliance as a condition of market access. A central feature is the DPP, placing further emphasis on YOKE's latest hardware and software offerings.

Steven Hong, president at YOKE, said: "Integrating digital functionality is a revolutionary step for the rigging industry; we want to pioneer the use of digitalized and sustainable rigging solutions globally. The benefits of equipment carrying a DPP are clear: beyond the regulatory framework, product information, inspection reports, and

usage history can be tracked, making pre-use checks, maintenance and examination much easier."

The value of SupraNano digital chips and supporting software was exemplified by YOKE's recent launch of single-leg and double-leg master links as one-piece rigging solutions; they will be fully equipped with DPPs, enabling users to improve resource efficiency and support circular economy goals, as soon as they add them to rigging stores. The products perfectly illustrate the dovetailing of hardware and software in presenting a lightweight solution, fast assembly and reduced risk, while serving as physical carriers of advanced digitalization.

Traditional lifting systems are complex and use multiple components, increasing operational risks. The new X-Link Single and X-Link Double master links enhance lifting efficiency by integrating multiple components into a single item. More traditional products rely on separate components: master links, slings, and shortening devices, which had to be assembled individually.

YOKE's Hong added: "Integrating components into a one-piece master link solution is another important step, and one that revolutionizes the use of these single- and double-leg rigging products at the point of use. Additionally, thanks to DPPs, each X-Link Single and X-Link Double master links' information, inspection reports, and usage history can be tracked throughout its lifecycle."

Learn more about YOKE at [yoke.net](http://yoke.net).  
**SEE ADS PAGES 4 & 13**

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POWERED BY RiConnect

The new X-Link Single and X-Link Double master links enhance lifting efficiency by integrating multiple components into a single item.

## Suncor Stainless® Launches New Stainless Steel Tie-Down Ring Program

Suncor Stainless® Inc., is the leading manufacturer for stainless steel hardware in the industrial, marine, government, architectural, OEM and commercial industries. Suncor Stainless has introduced a new line of stainless steel tie-down rings designed to provide durable, corrosion-resistant anchor points for marine, transportation, construction, and industrial applications.

Engineered for strength and versatility, the tie-down rings provide secure attachment points for straps, chains, ropes, and other cargo securement hardware. A folding design allows the ring to sit flush with the



Suncor Stainless® launches new stainless steel tie-down ring program.

mounting surface when not in use, helping reduce trip hazards, prevent snagging, and maximize usable space in trailers, cargo areas, and equipment platforms.

Manufactured from high-quality stainless steel, the rings deliver long service life and excellent resistance to corrosion, making them ideal for harsh environments including construction, marine, trailers and outdoor applications.

“Our new Tie-Down Ring Program reflects Suncor’s focus on designing stainless steel hardware that performs in demanding environments, these rings combine corrosion resistance, strength, and smart design to give customers reliable anchor points for securing loads.”  
- Patrick Striebel, President / CEO.

The program includes multiple ring styles and mounting configurations, including D-rings, triangle rings, and rectangle rings, as well as surface-mount and recessed pan options to support a wide range of installation requirements and load securement needs.

To learn more about the world’s most complete and highest quality sources for stainless steel hardware and custom parts, visit [suncorstainless.com](http://suncorstainless.com).

**SEE ADS PAGES 38 & 39**

### Crosby Unveils Next-Generation Smart Crane Camera System, Setting a New Standard in Lifting Safety

Crosby is proud to announce the launch of its newest and most advanced crane camera systems to date—designed to deliver a superior level of safety, visibility, and operational intelligence on worksites worldwide.

Engineered with cutting-edge features and enhanced performance, the new Crosby BlokCam X4 and M4 systems introduce a higher standard of

clarity and reliability for crane operators and lifting teams.

#### Enhanced Imaging for Critical Operations

The upgraded system features 2K QHD (Quad High Definition) resolution at 2688 × 1520 @ 15fps (16:9), delivering exceptional clarity for crane operators.

#### Field of View:

- 93° Horizontal
- 48° Vertical
- 117° Diagonal

These expanded viewing angles pro-



Crosby unveils next-generation smart crane camera system, setting a new standard in lifting safety.

vide operators with a comprehensive perspective of the load, surroundings, and potential hazards.

#### Advanced Visibility Technologies

- WDR Pro (Wide Dynamic Range): Ensures unmatched visibility in challenging lighting conditions, from bright sunlight to deep shadows.
- Enhanced Low-Light Performance: Offers superior night visibility, delivering crisp, clear images even in minimal lighting environments.

#### Improved High-Definition Recording

The system introduces significantly improved HD recording capabilities, now supporting up to 50 days of continuous footage, enabling more robust documentation, operational review, and safety compliance.

#### A New Level of Lifting Safety

With advanced camera performance, intelligent imaging technology, and durable design, the new Crosby BlokCam systems provide tower, mobile, and crawler crane operators with the enhanced visibility and real-time insight they need to work with greater precision, confidence, and safety across construction environments.

Learn more about Kito Crosby at [kitocrosby.com](http://kitocrosby.com).

**SEE AD PAGE 3**

### Caldwell Low-Headroom Lifting Beam Elevates Safety and Efficiency in Steel Coil Handling

Rockford, Illinois-based The Caldwell Group Inc. has engineered a 7.5-ton capacity, low-headroom multiple spread lifting beam that is helping JEC Service Company, Inc. handle steel coils with greater safety and precision.

Designed for use below-the-hook of a top-running double-girder crane system, the Model 20S beam plays a critical role in a fully integrated lifting solution supplied by Mass Crane & Hoist Services, Inc. Measuring 77 inches in length and featuring a custom single-pin bail, the beam is purpose-built to safely load 60-inch sheet metal coils into a Vicon coil processing machine.

At JEC’s sheet metal fabrication facility, where ductwork for the HVACR industry is produced, safety was the driving force behind the investment.

“Our entire mission in purchasing this system was safety—minimizing hazards and keeping material handling contained within a controlled area,” said Al Seelig, head of sheet metal operations at JEC. “This beam delivered

*continued on next page*

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exactly what we needed.”

Each coil cradle handled by the crane weighs approximately 10,000 lbs, requiring consistent, reliable lifting performance as production demands shift. With limited headroom in the facility, maximizing vertical space was essential—not just for efficiency, but for safe operation.

That’s where Caldwell’s design made a measurable difference. JEC is the latest organization to benefit from the wide-ranging capabilities of what remains a standard line of beams.

“We engineered the crane system complete with columns and runways, but the challenge was ensuring JEC could safely maneuver coils within a confined space,” said Ryan Sullivan, project manager at Mass Crane. “Caldwell’s low-headroom beam al-

lowed them to maximize hook height, making it possible to lift and position coils safely—even stacking one over another on the rack.”

To further enhance performance, Caldwell collaborated closely with Mass Crane to ensure seamless integration with the hoist system, modifying the connection point from a standard lifting eye to a single-pin bail to gain additional headroom where it mattered most.

When vertical space is limited, solutions like Caldwell’s Model 20 multiple spread lifting beam don’t just improve workflow, they reduce risk. By enabling safer positioning of heavy materials and minimizing unnecessary movement, the system supports a more controlled and efficient operation.

Notably, there are 150 sizes in the Model 20 / Model 20H family, with

additional options for placement of holes, faspins, extra hooks, bail type, shackles, etc. This means that users can get thousands of combinations in a standard beam, eliminating the need to source a custom solution from the drawing board.

The Model 20 has 90-plus sizes, in capacities up to 40 tons and spreads up to 30 feet; the Model 20H is the same beam for higher capacities and has over 75 standard sizes, with options including extra shackles and swivel hooks, and a built-in stand. The Model 20HC, meanwhile, is available in 50 to 80-ton capacities with spreads from 10 to 20 feet. Fully custom-engineered products are also available.

At JEC, the beam feeds into a Vicon coil line, which is a semi-automatic system that de-coils, punches, notches, shears, and roll-forms sheet metal into finished ductwork components. With each lift supporting both material and equipment, capacity and reliability are essential.

“The beam had to account for the weight of the coil, the spindle, and the lifting device itself,” Seelig added. “It’s a critical part of keeping our operation running safely and smoothly.”

With a long-standing legacy in manufacturing below-the-hook lifting solutions, The Caldwell Group, Inc. continues to deliver engineered equipment built around safety, reliability, and performance. By partnering with industry leaders like Mass Crane & Hoist Services, the company remains committed to advancing material handling practices—helping customers move critical loads with greater confidence, efficiency, and control.

Learn more about The Caldwell Group at [caldwellinc.com](http://caldwellinc.com).

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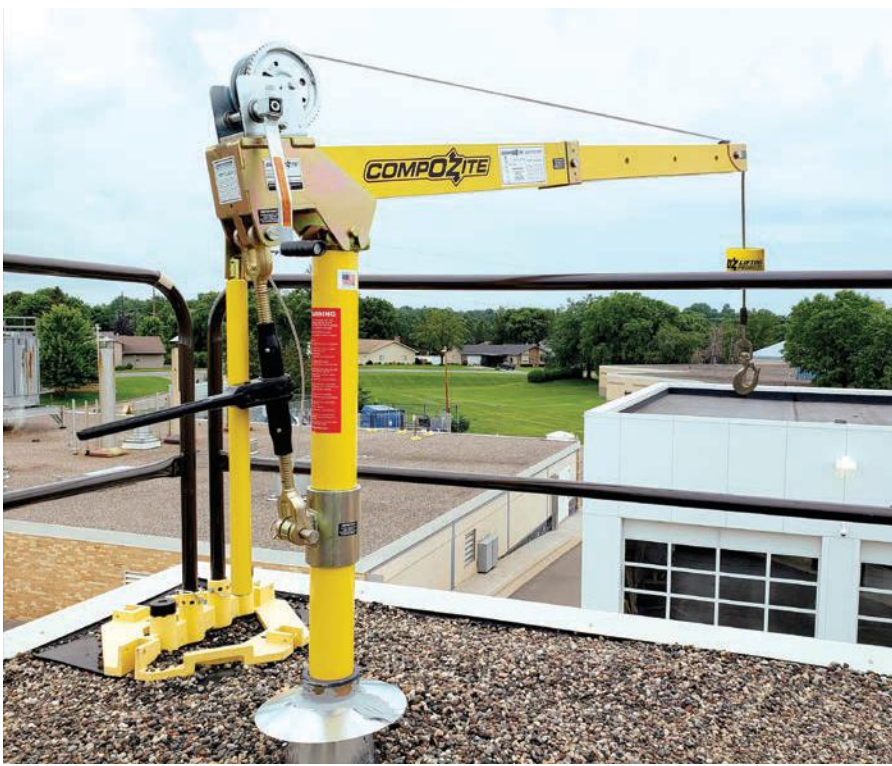
### OZ Lifting HVACR Davit Crane Rooftop Maintenance System

Heating, ventilation, air conditioning and refrigeration (HVACR) contractors are frequently required to lift heavy and awkwardly shaped loads to the rooftops of buildings. A Davit Crane Rooftop Maintenance System from OZ Lifting Products is solving material handling problems for small crews with a portable solution that allows them to lift from the building exterior.

Air handling units and condensing kits that provide heating, cooling, and ventilation for multiple spaces, are all stored on building roofs, along with exhaust fans and rooftop ductwork. While this is convenient in that



The Caldwell Group engineered a 7.5-ton capacity, low-headroom multiple spread lifting beam for handling steel coils with greater safety and precision. When vertical space is limited, solutions like Caldwell’s Model 20 multiple spread lifting beam don’t just improve workflow, they reduce risk.



A CompoZite davit crane at the center of a Rooftop Maintenance System on top of a building.

it saves space inside, it is a logistical challenge raising them into position, when elevators and stairways are inaccessible or inappropriate.

OZ Lifting's fully customized Davit Crane Rooftop Maintenance System is a versatile material handling solution designed to optimize efficiency and safety in HVACR applications. It is possible to choose from various davit crane models, ranging from 500 to 2,500 lbs in capacity; and four base styles, with different finishes. Other options include manual or electric winch; wire or synthetic rope; plus, accessories. Contractors can already spec a system for their unique requirements, while a seventh davit crane model and fifth non-permanent base will join the family this year.

Steve Napieralski, president at OZ Lifting, said: "The skilled labor shortage is a real pain-point right now. Even as we're speaking to HVACR and plumbing professionals, we can see them planning out their own tailor-made lifting solution in their head. The cost savings, along with productivity and safety gains, are immediately apparent. Rooftop lifting is a problem every one of these guys and gals deals with every day — and we've got the solution. Companies can now do more with fewer people, without cutting corners on safety."

The system is changing operational habits across the sector, with decision makers opting to buy Davit Crane

Rooftop Maintenance Systems for their fleets, rather than renting material handling solutions on a job-by-job basis. Portability and tool-free assembly combine with the ability to own one crane with multiple bases, making it easy to move the crane around sites as needed.

All OZ Lifting davit cranes have the same basic features: U.S.-Patented tool-free assembly; corrosion-resistant finish; and adjustable booms, but specific models have added features. The popular Tele-Pro davit crane, for example, is available in 500 lb., 1,200 lb., and 2,500 lb. capacities. Users can telescope the boom in / out under load, which is perfect when putting a safe distance between exterior walls and windows and the lifting path to the roof. Smart latch technology, meanwhile, ensures tool-free assembly, while the corrosion-resistant finish adds protection. Like every davit crane in the catalog, it is individually tested and certified to 125% of rated capacity and made in the USA. Other popular options include the lightweight CompoZite, CompoZite Elite and Alumi-Lite lines.

Napieralski added: "Our Davit Crane Rooftop Maintenance Systems are specifically designed for the material handling requirements of the HVACR industry, which is running smaller crews than ever. The U.S.-Patented quick-connect tool-free set-

*continued on next page*

**Lifting Expectations**

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**AMH™**

**Lifting Expectations.**  
getit@allmaterialhandling.com

*continued from previous page*

up is a game changer; you no longer need a big crew to get the crane lifting. More and more HVACR crews are benefiting from the systems' portability, tool-free assembly, and small footprint for the tight spaces that are common in this industry."

In a recent case study on a five-story commercial building, the install crew ran into a familiar access issue. The service elevator was too small for the rooftop unit (RTU), and the stairwell wasn't a safe or realistic option. The crew installed a Rooftop Maintenance System with an adjustable davit crane. The system allowed them to lift and place the RTU components directly to the roof from the building exterior, working within the limited space. With controlled lifting and minimal setup, the crew completed the install with a smaller team, avoided large crane rental, and reduced the risk of building damage. The result was a faster, more efficient solution to a common jobsite challenge.

Learn more at [ozliftingproducts.com](http://ozliftingproducts.com).

**SEE AD PAGE 23**

### The Smarter Alternative to Replacing Your Swaging Equipment

*Every machine reaches a point where someone asks the question: repair it or replace it?*

The answer depends on who you ask. A supplier selling new equipment will lean one way. A service team with decades of engineering knowledge, a 60-year archive of drawings and manuals, and the ability to manufacture one-off parts when originals are no longer available; they'll often see a different option entirely.

Talurit® Aftermarket Services help you extend equipment life, restore performance to a level you can trust, and document every step for compliance and traceability. Not just for Talurit® machines, for other brands too.

*Maintenance done right doesn't just*



Talurit's smarter alternative to replacing your swaging equipment

*keep machines running, it keeps them running longer.*

#### How Talurit helps you get more years from existing equipment

**Workshop service & repair:** When a repair is too extensive for on-site work, Talurit's factory-level workshop process takes over: inspection, estimate, customer approval, repair, functional verification and documented completion. Your machine returns to production tested and ready. No surprises.

**Refurbishing of machinery & swaging dies:** Full restoration of machines and dies from any manufacturer, regardless of age. Talurit holds historical drawings and manuals going back up to 60 years, and where original spare parts are no longer available, they can manufacture one-off replacements. A smarter path than buying new.

**Testing services:** Break tests, proof tests, hold tests and dynamic tests for lifting and rigging products, safety com-

ponents and related assemblies. Performed at their ISO 9001 certified facilities in Sweden, with full test certificates and documentation for traceability.

#### A better choice, both for your budget and the environment

Repairing and refurbishing equipment extends service life, delays the need to invest in new equipment and reduces the waste, raw materials and emissions linked to manufacturing new machines. Talurit's services focus on restoring performance and reliability so you can keep existing equipment in operation longer, with less impact on the planet and your bottom line.

#### Not sure whether your equipment is worth refurbishing?

Send the details to [info@talurit.com](mailto:info@talurit.com) and Talurit will give you an honest assessment, including a repair estimate before any work begins.

Learn more at [www.talurit.com](http://www.talurit.com).

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## GET LISTED in the SUPPLIERS DIRECTORY

Fill out the registration form on our website: [wirerope.news](http://wirerope.news)

Email: [directory@wireropenews.com](mailto:directory@wireropenews.com)



## AMH Won't Leave You Hanging

*A Proven Replacement for Discontinued Hoists, In Stock and Ready to Ship*

The discontinuation of the widely used hoists from legacy brands has left distributors across North America scrambling to support customers and maintain continuity in their lifting product lines. Combined with ongoing supply chain disruptions, the challenge of finding a reliable, in-stock alternative has become increasingly urgent.

All Material Handling, Inc. (AMH) is stepping in with a clear solution: two high-quality manual hoist lines that provide a seamless, dependable replacement which is available now.

AMH offers manual hoists from ½ ton to 30 tons, enabling distributors to quickly fill gaps, retain customers, and restore confidence without compromising on quality or performance.

### AMH MA Hoist: A Premium Replacement Distributors Can Trust

The AMH MA Hoist is engineered to meet and exceed the expectations of customers. With a broader capacity range and robust construction, it provides a natural upgrade path for demanding applications.

Featuring Made-in-USA Grade 80 load chain, each unit is assembled and tested in the United States for consistent performance and reliability. Calculate the US made content on all MA Hoists yourself on the AMH website: For example, all MA hoists with the standard 10-foot load chain exceed 50% US content.

### Why Distributors Are Switching:

- Broad capacity range (½ ton to 30 tons) to cover more applications
- Durable, lightweight design for ease of use in the field
- Weston-style mechanical load brake with self-adjusting double pawls
- Sealed ball bearings for smoother operation and longer service life
- Optional overload protection via one-directional clutch
- Compliance with ASME/ANSI B30.16, OSHA, and NASA-STD-8719.9
- ATEX rated for limited hazardous environment use

Backed by a Lifetime Limited Warranty, the MA Hoist offers long-term confidence far beyond typical one-year coverage. Most importantly, units are in stock and ready to ship, allowing distributors to respond immediately to customer demand.



All Material Handling's MA Hoist (left) and Badger Hoist (right).

### Badger Hoist: The Value-Focused Alternative That Performs

For customers seeking a cost-effective replacement option, the Badger Hoist line delivers dependable performance at a competitive price point without sacrificing durability.

Available from ½ ton to 10 tons, Badger Hoists are built tougher than many comparable legacy models and are ideal for everyday industrial use.

### Distributor Advantages:

- Competitive pricing to win back price-sensitive accounts
- Zinc-plated Grade 80 load chain for corrosion resistance
- Lifetime Limited Warranty
- Fully stocked replacement parts for long-term support
- Optional overload protection
- Compliance with ASME/ANSI

B30.16 and OSHA

Like the MA line, Badger Hoists are available for immediate shipment, helping distributors avoid lost sales and backorders.

### Keep Your Customers. Replace with Confidence.

“At AMH, we understand the position distributors are in when a trusted product is no longer available,” 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.”

Contact All Material Handling, Inc. at [sales@allmaterialhandling.com](mailto:sales@allmaterialhandling.com). Learn more at [allmaterialhandling.com](http://allmaterialhandling.com).

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*More Product News on next page*

Product News continued from previous page

## OZ Lifting Launches Stainless Steel Davit Cranes, Accessories

Winona, Minnesota-based OZ Lifting Products LLC has launched a new line of stainless steel davit cranes, components and accessories, designed for corrosive, sanitary, and wash-down environments. The range is available to order from June 1.

The Stainless 850 and 1500 Davit Cranes, of 850 lbs and 1,500 lbs capacity respectively, become the company's seventh davit family. They are available as complete stainless systems, with a full ecosystem of bases, winches, and accessories designed to work together.

Expansion of the stainless steel series reinforces the company's commitment to specialized high-performance industries. Type 304 stainless steel construction makes the cranes suitable to use in a multitude of demanding markets, including aerospace; chemical processing; electronics; food processing; mining; pharmaceuticals; manufacturing; textiles; and water treatment. The range offers superior resistance to rust, contamination, and long-term degradation.

Steve Napieralski, president at OZ Lifting, said: "Back when I first started attending WEFTEC [Water Environment Federation's Technical Exhibition & Conference] in the late 80s, it was a real eye-opener. I kept hearing the same question, 'Does that davit crane come in stainless?' At the time, the answer was almost always, 'No'. Stainless steel was just too cost-prohibitive, so options were limited or fully custom. But the need was clear. These environments are tough... constant moisture, harsh chemicals, tight spaces... and people needed something durable, portable, and built to handle it. That stuck with me over the years. We saw a real gap there, not just in wastewater, but across industries like food processing, cleanrooms, and marine applications. This launch is our answer to a question that's been asked for decades."

Fully compatible with existing OZ davits and components, the landmark product launch allows customers to upgrade or expand selectively without replacing entire systems. The Stainless 850 and 1500 Davit Cranes support mix-and-match configurations between stainless and standard components, based on application needs, while providing a cost-effective path to transition into stainless steel for corrosive or sanitary environments.



OZ Lifting's new line of stainless steel davit cranes includes components and accessories.

Napieralski added: "Where customers have previously been forced into custom or suboptimal solutions, we now have a full stainless steel davit crane and component offering. Designed to our modular, application-focused approach, one crane can be used across multiple base installations, reducing downtime when moving between work areas."

Individually load tested to 125% capacity, the Stainless 850 and 1500 Davit Cranes meet NSF H1 food-grade standards. They become available with a full suite of supporting stainless products, including pedestal, socket, and wall bases; mast extension; wire rope holder; headache ball; backing plate; rope assemblies; and manual brake winch.

Other key product features include electropolished finish, offering corrosion resistance and easy cleaning; 2.5:1 safety factor; a drill drive winch; and integrated Weston brake. All OZ Lifting davit cranes have the same basic features: U.S.-Patented tool-free assembly; corrosion-resistant finish; and quick connect pin system, which ensures tool-free assembly. AC- or DC-powered winches are optional.

This latest release expands a portfolio of stainless steel products that already

includes lever hoists, chain hoists, beam clamps, push beam trolleys, and manual brake winches, widely used in environments where food-grade and cleanroom standards are required.

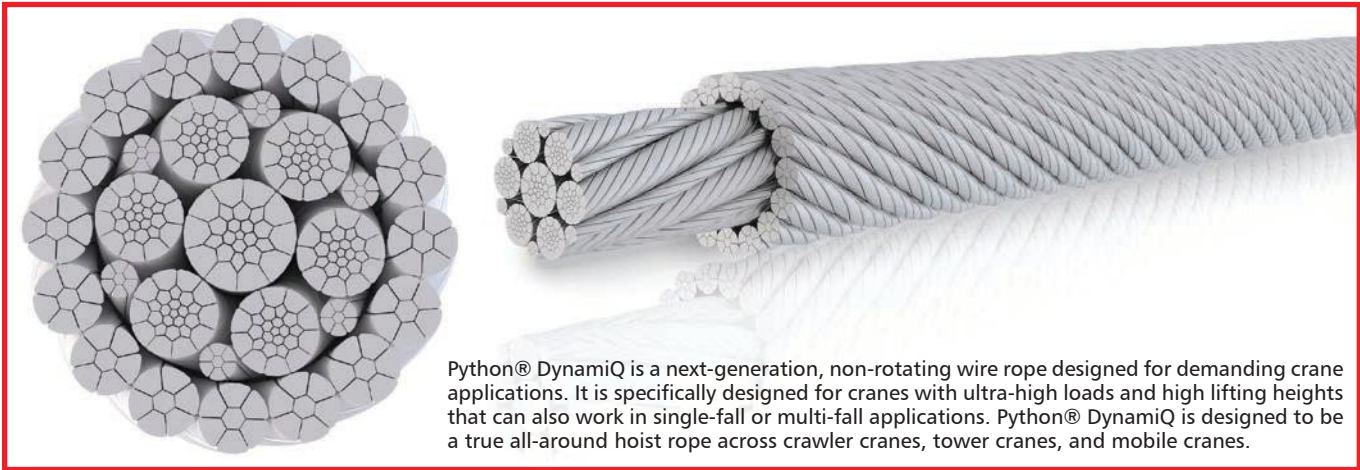
Learn more at [ozliftingproducts.com](http://ozliftingproducts.com).  
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## Uniropes Adds Python® DynamiQ Wire Rope for Demanding Crane Applications

*Uniropes Limited has expanded its range with the Python® DynamiQ, a next-generation, non-rotating wire rope designed for demanding crane applications, such as those found in infrastructure, energy, and heavy construction.*

Python® DynamiQ was developed to address a clear market gap, particularly for construction cranes operating under extreme loads and lifting heights, where traditional rotation-resistant ropes often fall short. It is designed to be a true all-around hoist rope across crawler cranes, tower cranes, and mobile cranes. The benefit of engineering for extreme conditions is that those same advantages carry over into less demanding applications.

Mississauga-based Uniropes is a spe-



Python® DynamiQ is a next-generation, non-rotating wire rope designed for demanding crane applications. It is specifically designed for cranes with ultra-high loads and high lifting heights that can also work in single-fall or multi-fall applications. Python® DynamiQ is designed to be a true all-around hoist rope across crawler cranes, tower cranes, and mobile cranes.

cialist in the manufacture, distribution, testing, certification, and inspection of high-performance wire rope and rigging products. It has additional facilities in Quebec and Alberta; the three sites combine to deliver a service nationwide and to select customers in the U.S. and Europe. DynamiQ is part of the company's Python® high-performance wire rope family, manufactured in Germany with over a century of wire rope expertise behind it.

The key distinction is in the construction. DynamiQ uses a familiar 16-strand compacted outer layer combined with a more robust core and delivers superior torque balance and structural stability. This design minimizes internal movement, reduces stress concentrations, and significantly improves performance under load compared to traditional 35x7 constructions. DynamiQ is suitable for both single-fall and multi-fall reeving, performing extremely well in both configurations. In single-fall applications, it works effectively with swivels and resists rotation. In multi-fall setups, it maintains stability and minimizes issues like block

twisting and rope waviness.

**Higher level of performance**

Justin Brown, president at Unirop, said: "DynamiQ allows us to bring a higher level of performance to Canadian crane operators, especially in particularly challenging sectors, where demands continue to increase. It gives our customers access to one of the most advanced non-rotating ropes available globally, backed by local expertise and support. This equates to more uptime, longer service life, and more confidence in critical lifts.

"Just as importantly, it means they're supported by a Canadian partner who understands their applications and can respond quickly with inventory, technical guidance, and service. We don't just supply rope; we help customers select the right solution, optimize performance, and solve problems in the field. With DynamiQ, we're pairing a premium product with a service model that's been trusted across Canada for decades."

Torque control is another of DynamiQ's strongest advantages. The rope is engineered to maintain excellent balance under varying load conditions,

which reduces rotation, block spin, and line instability, especially critical at high lifting heights or in single-fall applications. It also addresses multi-layer spooling, which introduces crushing, abrasion, and deformation. DynamiQ is designed with high lateral stability and resistance to ovalization and diameter reduction under load. This allows it to maintain its shape and integrity across multiple layers, significantly improving service life on modern crane drums.

Brown added: "In testing, DynamiQ shows up to a 10% increase in breaking strength and up to a 20% improvement in bending fatigue life. That translates directly into longer rope life, fewer changeouts, and more predictable performance.

"Unirop has been a leader in the Canadian wire rope market since 1956. Over that time, we've built our reputation on quality, technical expertise, and understanding real-world applications. DynamiQ continues that approach by bringing the latest global innovation to Canadian customers, backed by local knowledge and service. The message

*continued on next page*

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is simple: performance matters. As lifting applications become more demanding, the rope can't be the weak link. DynamiQ represents a step forward in performance and Uniropes' commitment to bringing that level of innovation to the Canadian market."

For more information about Uniropes, visit uniropes.com.

### Your Full-System Source for Grade 8 and Grade 10 Chain & Chain Components

For more than 15 years, Talurit's chain range has been the workhorse behind Talurit UK's wholesale business. Trusted by distributors whose own reputations depend on what they put on the shelf. They've now opened that range to wholesalers worldwide, with the same Grade 8 and Grade 10 chain, the same component depth, and the same commitment to safety.

#### Everything you need, under one brand and partner

The Talurit® Chain System range covers Grade 8 and Grade 10 super-alloy lifting chain from 6 mm to 32 mm (¼" to 1¼"), supplied on drums or in boxes to suit your stock turn. Around it sits a complete component family: master links and master link assemblies, omega and connecting links, the full hook range (eye, clevis, swivel self-locking, foundry, sling, grab and shortening variants), webbing hooks, ratchet load binders to EN 12195-3, chain tags, and wire seals.

Whatever configuration or assembly your customers ask for, the parts are there in one catalog, with matched sizing and harmonized part codes.

#### A range with a solid track record

- **Certified to EN standards.** Grade 8 chain slings rated to EN 818-4; load binders to EN 12195-3. Documentation buyers expect.

- **Two temper ratings on Grade 10.** Standard 200 °C and a 380 °C temper version—opening up foundry, recycling, steel and other hot-process markets few wholesalers can serve.

- **Wholesale capabilities, with stock you can rely on.** Drum and box quantities defined for every chain size, supported by subsidiaries in the UK, Germany, USA, UAE, Singapore and China.

The range didn't start as an add-on offer. It started as the lifting and safety gear the Talurit Group needed for their own production facilities; moving parts safely, handling volume, and securing heavy shipments. When customers asked Talurit to sell what they were us-



Talurit offers a full range of Grade 8 and Grade 10 chain & chain components.

ing themselves, they did. That was 15 years ago. Talurit AB has been in the lifting and rigging industry since 1948, and the same engineering and safety culture that produced the original Talurit® T-ferrule sits behind every chain link in this catalog.

Feel free to contact Talurit for more information and get a quote today at [info@talurit.com](mailto:info@talurit.com).

Learn more at [talurit.com](http://talurit.com).

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### pewag Levo Load Balancer for Construction, Renewables

*pewag Inc. has expanded U.S. stock of its Levo load balancer, which is used below-the-hook of a crane when the load has to be lifted horizontally or at a certain angle.*

The load balancer is available in 5t, 20t and 50t capacities, as standard, with an option of a special 100t capacity version. It is designed to tilt and rotate a load remotely, providing precise control and orientation during lifting. It offers 360° tilting / rotation, making it ideal when a load must be positioned horizontally, at a specific angle, or manipulated in mid-air for alignment.

The product is frequently used in the construction industry to position steel or concrete structures and bolted connec-

tions accurately, tilting and moving profiles in the air rather than on the ground or manually to reduce damage and labor. It provides remote-controlled tilting and rotation for safer load handling. It is an alternative to the more traditional method of using chain hoists or adjustable slings, both of which are more labor intensive and result in personnel having to be in contact with the load. A shackle and a drop chain are required to attach the balancer to a crane hook.

The balancer is now available for rent and purchase from pewag Inc.'s specialist partners and distributors, which include rigging shops, lifting equipment supply houses, and rental fleets. End users include rigging and lifting professionals, alongside heavy lift planners; crane rental and specialist lifting companies; renewables installers; and industrial installation or machinery moving teams.

Doug McElravy, sales operations manager at pewag, said: "The load balancer delivers smooth, pinpoint load control in many scenarios. Complex lifts require safe remote placement and precise angle control. Precast, steel erection, and bolted connections require especially accurate placement. In renewable energy, proper orientation ensures safe and efficient operations, while controlled tilt helps alignment



Above: The pewag Levo load balancer is frequently used to lift long, awkwardly shaped stairways. Left: The pewag Levo load balancer can be used instead of cascading spreader beam setups when headroom is limited.

and reduces manual handling.”

Importantly, the load balancer can be used with many types of cranes, including tower, mobile, and electric overhead traveling (EOT) cranes. McElravy explained that it can be used wherever there is a compatible crane hook, adequate headroom, and a lift plan. Equally varied are the end-user marketplaces where loads frequently have to be lifted horizontally or at a certain angle:

- **Chemical and oil:** the load balancer enables smooth repositioning of valves from horizontal to vertical and effortless pipe connections.

- **Solar energy:** accurately positions subframes and solar panels during large-scale park installations. More pre-assembly in the factory means less on-site labor.

- **Wind energy:** provides safe, precise positioning of wind turbine blades and components, ensuring optimal control and speed during production.

- **Concrete:** floors and walls can be installed with fewer personnel and minimal risk of damage thanks to precise load control.

- **Aerospace:** delicate components and long heat shields are installed precisely, reducing manual handling and error margins.

- **Energy production:** optimizes

efficiency and performance for energy production and storage, helping companies streamline processes and operate sustainably.

- **Housing:** compensators on the load balancer deliver maximum precision for unit installation, making housing construction faster, safer, and more reliable.

The load balancer can be used instead of cascading spreader beam setups, which are typically taller, bulkier, and harder to maneuver in tight modular installations, when headroom is limited and buildings must be positioned precisely. A spreader rig also can't adjust the load's angle mid-lift when the load's weight is unevenly distributed, while the pewag Levo system provides remote-controlled tilting and rotation for accurate alignment. Additionally, a spreader arrangement often requires more hands-on load handling, whereas the Levo reduces the need for workers to be near the load by allowing adjustments from a safe distance, improving both efficiency and safety.

An additional feature is the floodlight,

which offers users hands-free light where they need it, instead of relying on jobsite lighting. pewag's McElravy said: "It's not just a nice extra; it genuinely helps you see the hook and load better. This improves safety and efficiency in low-light or night-time operations."

**Load compensator**

pewag has also expanded stock of its load compensator, which is designed to equalize and stabilize multi-leg sling systems, ensuring the load remains evenly distributed and steady. Rather than tilting the load intentionally, as would be the case with the load balancer, the compensator focuses on maintaining balance and preventing uneven sling tension. The compensator line includes 12t and 17t capacity models.

**Installing a stairway with the Levo load balancer**

Stairways are a particularly good case study because of their long, awkward shape and the frequent requirement to control pitch/roll to thread them into landings and connection points. The Levo balancer is specifically described as enabling 360° tilting and rotation and precise positioning, which maps well to stair alignment:

- **Pre-lift planning:** confirm the stair weight plus pick points and choose a model with adequate Working Load Limit (WLL). Plan for a lift requiring the stair to be horizontal or at a controlled angle for installation.

- **Rig the balancer to the crane:** attach the load balancer to the crane hook using the required shackle and drop chain. Connect the stair to the balancer using the supplied chain sling (standard variants) or synthetic sling.

- **Find level, then dial in final angle:** use the load balancer's operation mode to let the load settle, then apply braking/controlled adjustment. From a safe position, use the remote control to make fine adjustments to desired angle.

- **Placement and installation:** with the stair hovering, use controlled tilt to align top landing first, then pitch/roll to align the bottom landing and bolt pads. Once bolts/tack points are in, keep slight tension, confirm alignment, then de-rig.

All steps should be taken deliberately and should not be undertaken without a clear understanding of the load, a well thought out lift plan, and proper use of the lifting equipment.

For more information about pewag go to [pewagchain.com](http://pewagchain.com). ■

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Sign up on our website: [www.wireropenews.com](http://www.wireropenews.com)



Pictured Left to Right: Lourenco Goncalves, AISI Chairman and the Chairman, President and Chief Executive Officer of Cleveland-Cliffs Inc.; C. Cem Tasan, Massachusetts Institute of Technology; Can Okuyucu, Massachusetts Institute of Technology; Narayan S. Pottore, Arcelor-Mittal; Hong Zhu, ArcelorMittal; John Brett, CEO of ArcelorMittal North America; and Kevin Dempsey, AISI president and CEO.

## AISI Announces Recipient of 2026 Market Development Industry Leadership Award

The American Iron and Steel Institute (AISI) presented an award to recognize an individual who has made significant contributions to advancing the competitive use of steel in the marketplace — specifically in the construction market. The award was presented by Lourenco Goncalves, AISI Chairman and the Chairman, President and Chief Executive Officer of Cleveland-Cliffs Inc., at AISI's General Meeting held at the InterContinental Hotel—The Wharf in Washington, D.C.

Goncalves presented the “2026 Market Development Industry Leadership Award” to Michael A. Grubb, P.E., executive director of M.A. Grubb & Associates, LLC.

“We are pleased to honor Michael, who has spent more than four decades turning research and innovation into market growth for the steel industry,” said Goncalves. “Through his leadership of the AISI Steel Bridge Task Force and his contributions to national bridge design specifications, he has driven the widespread adoption of steel in bridge construction and strengthened its position as a resilient, efficient and cost-effective solution.”

Grubb is the executive director at M.A. Grubb & Associates, LLC, a consulting firm specializing in steel bridge design and the development of national steel bridge design specifications. He has been a leader of the AISI-led Steel Bridge Task Force (BTF) for over 40 years and serves on the Bridge Task

Force Oversight Council, coordinating research on promoting safe and cost-effective steel bridges. His decades of work developing the AASHTO LRFD Bridge Design Specifications (BDS) for steel bridges have had a transformative impact on the industry. Over his career, he has educated and mentored generations of bridge designers.

*Reprinted from the American Iron and Steel Institute, www.steel.org.*

## AISI Announces 2026 Institute Medal Awardees

The American Iron and Steel Institute (AISI) presented its highest technical award—the 2026 Institute Medal—to

Narayan S. Pottore and Hong Zhu of ArcelorMittal Global R&D; and Kyung-Shik Kim, Can Okuyucu and Cemal Cem Tasan of Massachusetts Institute of Technology. The honor was in recognition of their paper: “Understanding Cutting-Induced Reduction in Sheet Metal Formability: An In-Situ Investigation of Microstructural Effects.” The award was presented by Lourenco Goncalves, AISI Chairman and the Chairman, President and Chief Executive Officer of Cleveland-Cliffs Inc., during AISI's 2026 General Meeting in Washington, D.C.

“As we celebrate America's 250th anniversary, the American steel industry stands as a symbol of innovation. The groundbreaking work of this year's Institute Medal recipients will enhance the industry's technological capabilities for years to come. Their contributions ensure that we continue to provide exceptional, cutting-edge products to our customers. I extend my heartfelt congratulations to this year's outstanding Institute Medal recipients,” said Goncalves.

Established in 1927, the Institute Medal and two Finalist Awards are presented for technical papers having special merit and importance in connection with the activities and interests of the iron and steel industry. Papers are judged on the potential value to the future prosperity of the industry, technical excellence and originality, effective communication and breadth of interest to AISI members.

*Reprinted from the American Iron and Steel Institute, www.steel.org.* ■



Pictured Left to Right: Lourenco Goncalves, AISI Chairman and the Chairman, President and Chief Executive Officer of Cleveland-Cliffs Inc.; Michael A. Grubb, P.E., executive director of M.A. Grubb & Associates, LLC.; Kevin Dempsey, AISI president and CEO.

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

# WORD SEARCH by Jay Stringham

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

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

**Word list:**  
 AWARENESS  
 BLOCKADE  
 CARGO  
 CLAMPING  
 COMPLIANCE  
 CORRUGATION  
 DEVELOPMENT  
 DYNAMIQ  
 ECOMAX  
 HANDLING  
 HORMUZ  
 INFRASTRUCTURE  
 LOCATION  
 MANAGER  
 MATERIAL  
 OSBORNE  
 SHIPPING

## ARE YOU A GREAT MANAGER?

*continued from page 26*

an environment where employees perform at peak levels.

“People often make the mistake of feeling they have it made as soon as they are promoted into supervisory positions,” said Goruk. “They stop learning and start coasting. And then they fail as effective managers.”

In contrast, managers who make a concerted effort to improve their leadership performance end up creating motivated employees and greater profits. “Some people are born with competencies that make it easier for them to be leaders,” said Tosh. “But most people need to get some experience and training under their belts. The good news is that leadership is learnable. All it takes is an individual who wants to succeed.” **WRN**

*About the author: Award-winning journalist Phillip M. Perry has published widely in the business management press. He can be reached at [www.linkedin.com/in/phillipperry/](http://www.linkedin.com/in/phillipperry/).*

# CROSSWORD by Myles Mellor

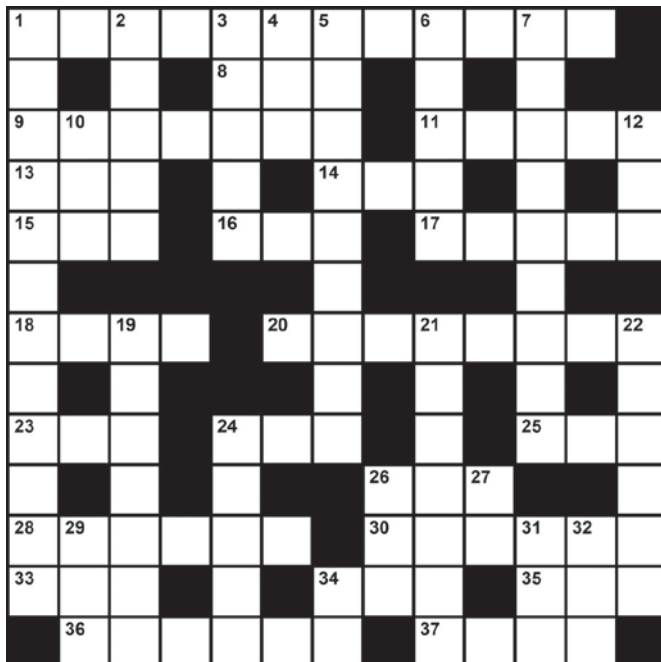
Answers on our website: [wireropenews.com/crossword-puzzle/](http://wireropenews.com/crossword-puzzle/)

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

### Across

- 1 Electronic device that sends signals to a receiver
- 8 Succeed
- 9 Attaching fittings (like wire rope terminals) to cables, e.g.
- 11 Supports financially
- 13 Highest point
- 14 Night before an event
- 15 Intersected or encountered
- 16 Race starter's device
- 17 Strong, flexible lifting device made from individual steel wires twisted into strands that are laid around a core
- 18 Crane drivers' work areas
- 20 Changed or altered

- 23 Lithium \_\_\_ battery
- 24 Distress signal
- 25 Sticky substance
- 26 Abbreviation for center
- 28 Make possible
- 30 Metal plate featuring a projecting loop or ring designed to be welded or bolted onto a structure, 2 words
- 33 Placed in a specific position
- 34 California, informally
- 35 Guitar master Paul
- 36 \_\_\_ \_\_\_ printing (additive manufacturing)
- 37 \_\_\_ lay strand



### Down

- 1 Specialized devices used to evaluate the structural integrity, safety, and load-bearing capacity of steel wire ropes - 2 words
- 2 Adjust to different conditions
- 3 \_\_\_ job cranes
- 4 Time segment, for short
- 5 Cleverly inventive
- 6 Protective conduits, casings, or sleeves used for guiding, protecting, or terminating cables
- 7 Dangerous, rapid, and often unpredictable snapping back of a wire rope when it breaks or releases tension while under heavy load
- 10 Profound sorrow, misery, or deep distress
- 12 Droop under weight
- 19 Under
- 21 Put in place
- 22 Pilotless planes now being used to detect cracks
- 24 Find the answer to a problem
- 26 Tax pro, for short
- 27 Road, abbr.
- 29 Final amount after deductions
- 31 Mischievous fairy creature
- 32 Up to now
- 34 Data storage medium, abbr.

# TALURIT®

## THE COMPLETE SYSTEM

Following the success in the UK, we have taken our Wholesale Lifting & Safety Supplies range global. Born from our own production needs & refined by years of field feedback, the range includes premium rigging hardware, chain systems, hoisting, load restraint, & much more. Now, we are proud to bring this portfolio to partners worldwide - helping you improve your offer with safe, EN / ASTM compliant, fully traceable products that are backed by our dedicated support.



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# CLASSIFIED

## POSITION AVAILABLE

**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 WHOLESALE 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.

**Outside Sales position** covering Industrial, Construction, Mining, and Entertainment customers & prospects in Nevada. No overnight travel required, salary plus commission, and benefits. Slings, Rigging, Ropes, Hoisting, and Fall Protection knowledge are preferred. Branch in Las Vegas, NV. 3-5 year Industrial sales experience required.

Send resume to: Dana.bartholomew@silver-statewirerope.net

## WE ARE HIRING!

**Job description:** Suncor Stainless, Inc., located in the Plymouth Industrial Park, has an immediate opening for a Shipping and Receiving Clerk.

Hours of operation are Monday through Friday, 8:00AM to 4:30PM.

Basic shipping skills preferred but will train. Our manufacturing facility is a safe and comfortable environment that is heated and cooled and provides an efficient workspace with Wi-Fi accessibility.

## JOB DUTIES:

- Pick products, inspect and check accuracy.
- Pack and prepare orders for shipment.
- Arrange shipping with couriers.
- Inspect all received packages for damages.
- Receive the products following Standard Operating Procedures (SOPs).
- Coordinate with Quality Control department for product evaluation.
- Warehouse equipment includes but not limited to: Wave/Forklift/Pallet Jack.
- Use Computers/Scanners/Bar Coded ID.

## REQUIRED SKILLS:

- Excellent communication skills
- Positive attitude with the ability to work well in a team.
- Ability to work with handheld barcode reader.
- Basic computer skills.
- Ability to lift up to 75lbs and stand for extended periods of time.

## REQUIRED EXPERIENCE:

- Minimum one (1) year experience in Shipping and/or Receiving.
  - Minimum High School Diploma.
  - Must have reliable transportation.
  - Must be punctual and reliable with attendance.
- Benefits include medical, dental, vision, 401k

plan, short term disability, holidays and paid time off.

All job offers are contingent on successfully passing a pre-employment drug screening and background check.

**Job Type:** Full-time

**Pay:** From \$18.00 per hour

**Benefits:**

- 401(k)
- Dental insurance
- Health insurance
- Life insurance
- Retirement plan
- 401(k) matching
- Employee assistance program
- Paid time off
- Vision insurance

**Schedule:**

• 8 hour shift

**Ability to Commute:**

• Plymouth, MA 02360 (Required)

**Work Location:** In person.

**Northeast BRANCH MANAGER – INDUSTRIAL:** We are a nationwide company with 17 sales offices located in the United States. We are industrial distributors and fabricators specializing in lifting and rigging products. Currently, we have an immediate opening for a General Manager with strong leadership qualities and organizational skills.

The General Manager ensures that all operations/sales are carried out in a timely, financially sound manner consistent with the Company's goals and quality standards.

**Responsibilities include:**

• Provide leadership in the sales growth including new business development activities.

• Analyze monthly financial performance indicators and make the necessary adjustments to ensure profitability of the branch.

• Identify, analyze, and recommend strategic plans to generate increased customer satisfaction, sales and financial growth.

• Provide management oversight to the warehouse staff regarding the tactical operating needs in support of the goal to maximize efficiencies, increase quality and exercise safety procedures.

• Provide direction for the recruitment, selection, orientation, development and retention of a high caliber staff; ensures that well qualified individuals are hired and properly trained to carry out the organization's mission.

• Support sales office by managing inventory levels, processing quotes and sales orders on a daily basis.

**Job Requirements:**

- Experience with the elevator, wire rope, chain and rigging industries is a Must.
- A basic understanding of business accounting principles.
- Working knowledge of Microsoft Office, Excel and Word.
- Ability to hire, train & mentor staff.

**What we Offer:**

- Competitive salary with Bonus opportunity.
- Medical, Vision, Short-term Disability and Life Insurance.
- Paid Holidays and Paid Time Off.
- 401K and Profit Sharing.
- Career Advancement opportunities.

Send your resume to benefits@alpindustries.com.

**Technical Sales Manager/Product Specialist – Chain & Wire Rope**

Growing chain and wire rope industrial supplier and rigging shop in Worcester, MA is seeking a Technical Sales Manager/Product Specialist to help run a 95+ year company that has many opportunities to grow. Candidates are primarily responsible for taking the lead on high level, technical sales quotes and must be familiar with the technical and engineering aspects of the chain & wire rope industry, overhead lifting, and material handling solutions market.

Candidates will also be responsible for growing revenue, developing new and key accounts, and overseeing two outside sales reps. Position

*continued*

## Place Your Ad!



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**minimum 3 issues**

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We'll set it up, send you a proof and quote the price.

Remember to include all your contact information for people to reach you and choose one of the existing headings which your ad is to appear under.

Ad may not be published if your submission has incomplete billing or ad information.

also responsible for streamlining internal operations. Must have a BS/BA and be reliable, honest, a team player, and have knowledge of the wire rope industry. Technical aptitude is required. Engineering background preferred.

Competitive salary and benefits package including medical, life, 401K and profit sharing. Email resume to pstpierre@stpierreusa.com.

**Sales & Operations Professional – Lifting and Rigging Products**

Located in the heart of Upstate South Carolina, Stren-Flex has become a manufacturing leader in the overhead lifting industry.

We are seeking an individual with technical sales and production experience in the lifting industry to assist our production team, sales professionals, and distributors with their knowledge of sling manufacturing processes, product offerings and industry applications.

You must be familiar with the technical aspects of lifting products, overhead lifting, and the material handling industry. Candidates will have responsibilities within all aspects of production and sales management and will work closely with the VP of Sales & Operations and President of the company to ensure continued growth and prosperity.

Must have at least (5) years' experience in the lifting and rigging industry. Must be reliable and have used an ERP operating system. Technical aptitude is required. Engineering background preferred. Spanish speaking would be an asset. Must be the example of the company's essential core values of: Accountability, Teamwork, Commitment, Integrity, Respect, Quality, and Communication.

We are offering a competitive salary with benefits including profit sharing. Relocation packages are available for the right Candidate. If interested, please e-mail your resume to: jocilyn.waycott@stren-flex.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.certified-slings.com/careers](http://www.certified-slings.com/careers) or send resume to [HR@certifiedslings.com](mailto: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 inspections. Benefits include paid health insurance and the possibility to take over the business. Send inquiries to [trshiring@gmail.com](mailto:trshiring@gmail.com).

**Our Product Lines are Growing, and So Is Our Team:**

From our current headquarters in Saco, ME and Salisbury, NC, Yale employees unite around a common passion for solving problems by constantly pushing the boundaries of cordage technology. Yale is a company with passion, where quality is part of the culture and integrity drives our sales. If you're a sharp and enthusiastic sales professional who thrives on solving problems and has a gift for building genuine relationships, we'd love to meet with you... and if you're already a rope aficionado, even better. Visit our website, [yalecordage.com](http://yalecordage.com) for a complete list of openings and job descriptions.

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](http://www.houwire.com).

College degree preferred – Industry knowledge a must. Send resume in confidence to: [marketing@southernwire.com](mailto: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 resum e 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](mailto:brianc@wcwr.com).

A 34 year-old successful Western USA Wire Rope Distributor is looking for a General Manager to manage the various departments of the company. Many benefits include paid Health Insurance and a retirement plan. Please email resume as well as salary requirements to: [job2017@uymail.com](mailto:job2017@uymail.com).

**POSITION WANTED**

Outside sales professional with 20+ years experience seeking full time position. Willing to relocate. Reply to [mrrigging@gmail.com](mailto: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 environ-

ment 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](mailto:employmentjoboffer9@gmail.com).

Loos & Co., Inc. manufactures stainless 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](http://www.loosco.com)  
Forward resumes to [careers@loosco.com](mailto: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](mailto: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](mailto: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](mailto:bjones@gotbolts.com).

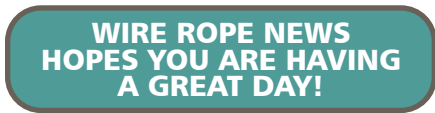
**REPS WANTED**

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](http://www.kwschain.com) and contact us at [h.kurz@thiele.de](mailto: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](http://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](mailto:info@etiflex.com) or call 866-ETIFLEX for information.

**CLASSIFIED ADS**  
*are continued on next page*



**CLASSIFIED** *continued*

**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: johng@meritsalesinc.com or call Johnny at 713-664-7723.

**HARDWARE FOR SALE**

New Ropes for Sale in NE PA; IWRC; 1770, BRT, A3 RHL, Uncoated. Sizes: 3 1/2" 6x49(SF); (2) 800' & (1) 397' ; 3" 8x50(SF) (1) 670' & (1) 682'. Call John (570)450-5086 Ext. 201 for pricing and more details.

**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 dd@ddslings.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.

Blowout Inventory Sale over 60% off list with a variety of latch kits, hooks, thimbles, clips, links, clamps and more! We also have 3,000 RUD Chain Load Rings available for \$2 each. Email msims@lamcoinc.com for a complete list. Or call 309-236-9689 with any questions.

**HARDWARE WANTED**

Williamsburg Bridge Suspender Rope. I am a very avid collector of bridge paraphernalia and 'Bridge Parts'. I am looking for a sec-

tion 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 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 of 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.

**SWAGING BUSINESS ACQUISITION**

Swaging industry professional with over 30 years experience seeking to expand its current business through the acquisition of a small to medium swaging assembly operation or swaging assembly product provider. We believe that our strong technical background and overall business competitiveness has positioned us to expand our business through a mutually beneficial swaging company acquisition. Please respond to: SwagingOpportunities@gmail.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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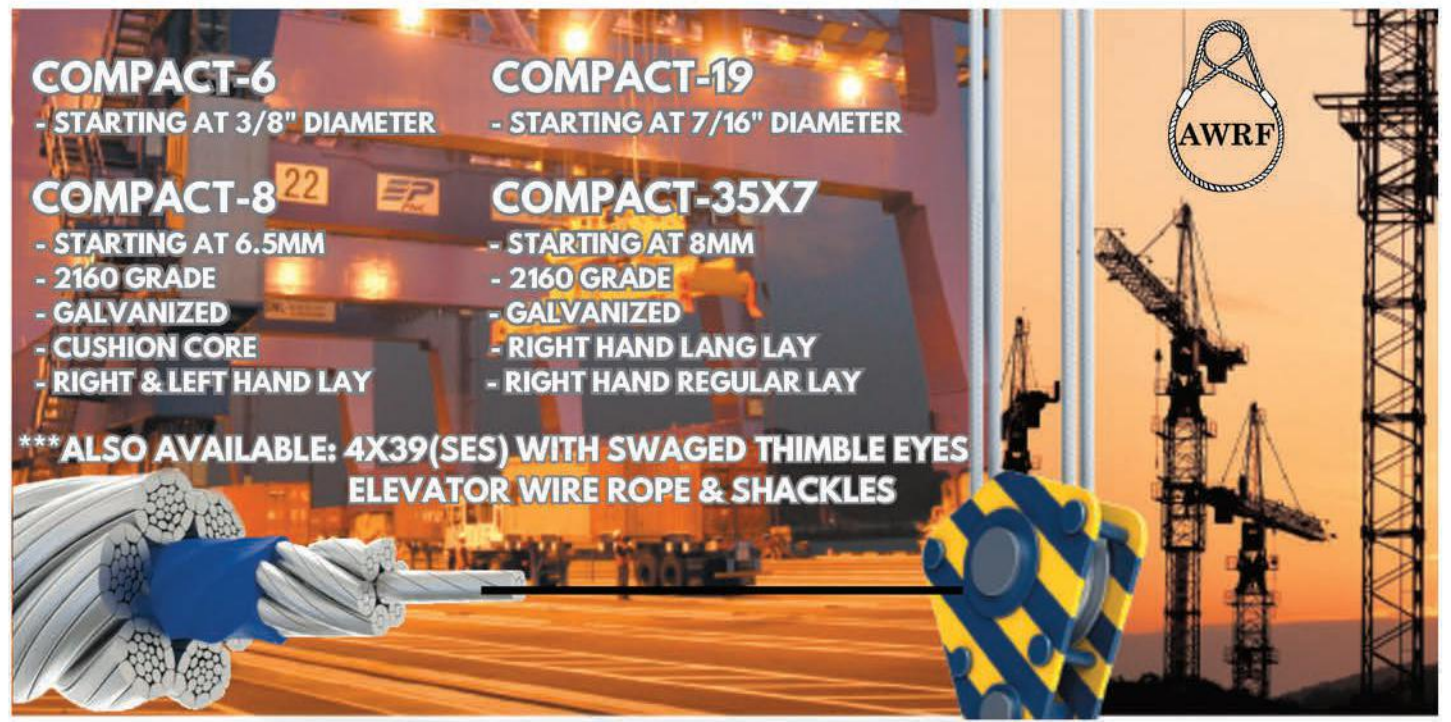
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714-538-9940



### COMPACT-6

- STARTING AT 3/8" DIAMETER

### COMPACT-19

- STARTING AT 7/16" DIAMETER

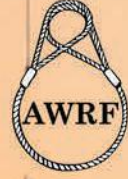
### COMPACT-8

- STARTING AT 6.5MM  
- 2160 GRADE  
- GALVANIZED  
- CUSHION CORE  
- RIGHT & LEFT HAND LAY

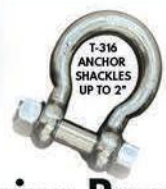
### COMPACT-35X7

- STARTING AT 8MM  
- 2160 GRADE  
- GALVANIZED  
- RIGHT HAND LANG LAY  
- RIGHT HAND REGULAR LAY

\*\*\* ALSO AVAILABLE: 4X39(S) WITH SWAGED THIMBLE EYES  
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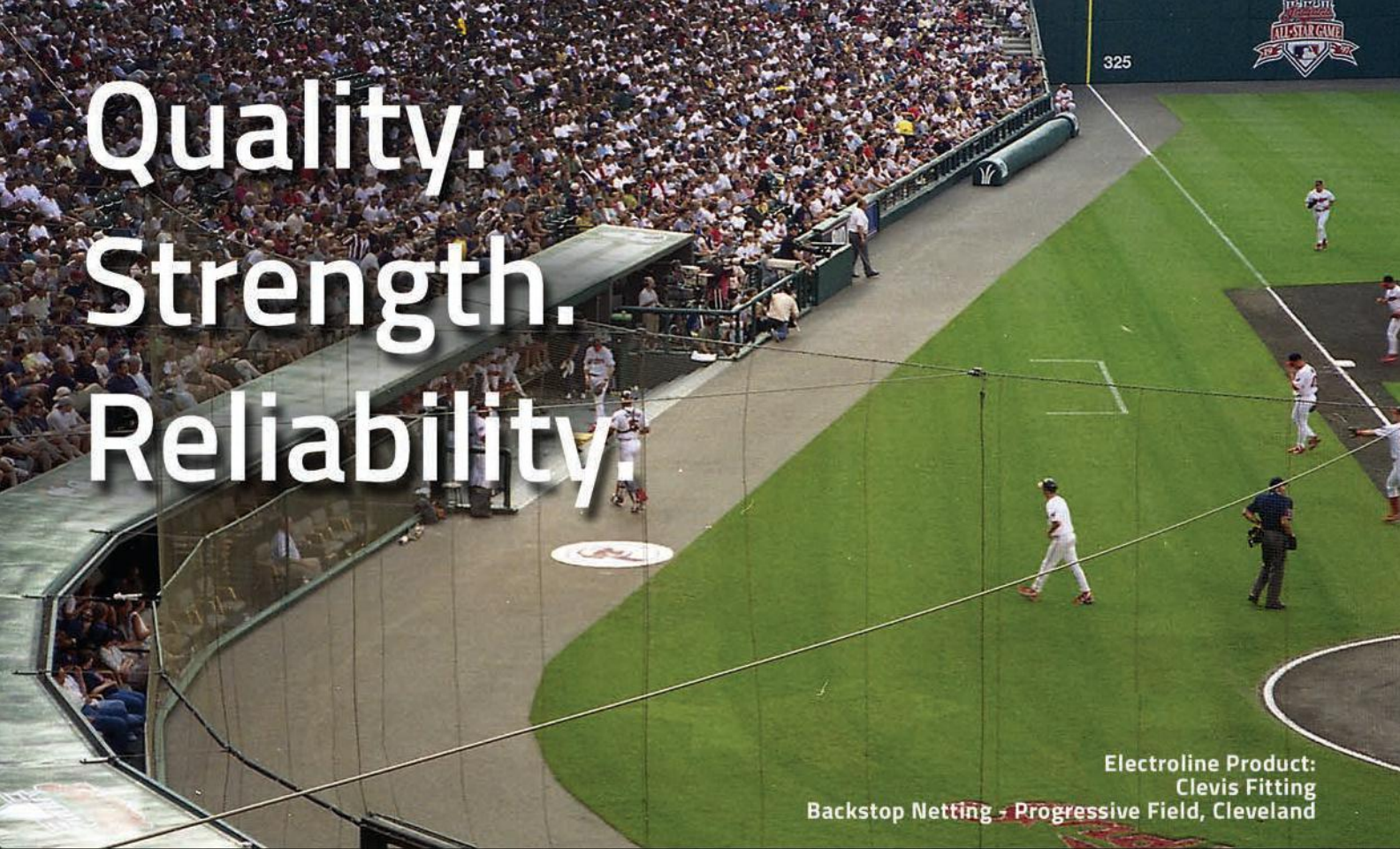


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