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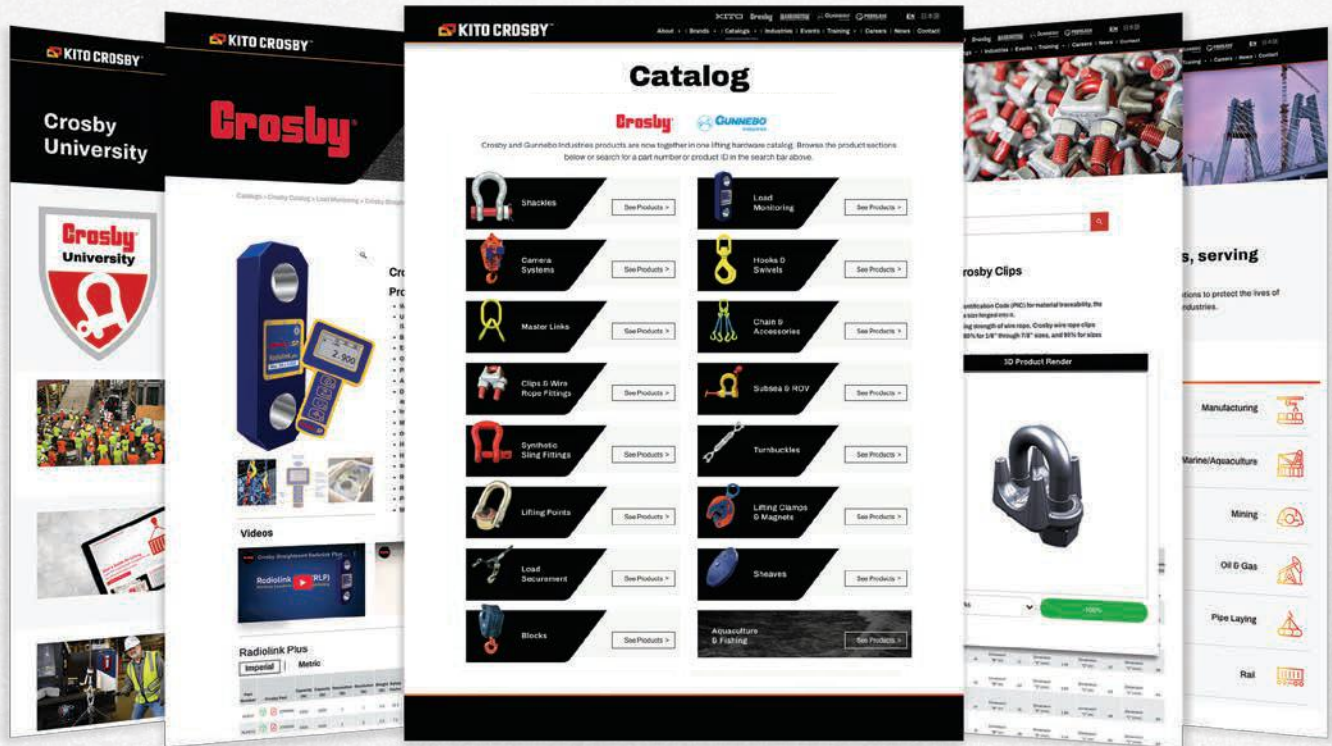
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Vol. 47, No. 3

CONTENTS

FEATURE ARTICLES:

[A Crane's Life: "The Ready Line"8](#)

A crane's life begins with its purchase and proceeds through six distinct stages: transport, setup, capacities, rigging, load movement, and finally, securing the crane at the job's end.

By Dennis O'Rourke

[World's Highest Bridge16](#)

The Huajiang Grand Canyon Bridge surpasses China's previous global achievement as the highest bridge in the world.

By Pete Hildebrandt

[Solving the Employees Benefits Puzzle22](#)

Keeping up with benefit trends and today's workplace expectations can help you keep your most prized employees on board.

By Phillip M. Perry

New WRN&ST Column:

[Below the Hook26](#)

Industry is constantly finding new uses and applications for No Release Hooks.

By Darrin Noe

**BE INCLUDED IN THE 2026
SUPPLIERS DIRECTORY: PAGE 71**

**Advertisers
Index
Page 69**

DEPARTMENTS:

[News in Our Industry28](#)

[Inventor's Corner49](#)

[Products in The News.....58](#)

[Denny's Crane & Rigging Notes.....64](#)

[People in The News65](#)

[Puzzle Page70](#)

[Classified Ads72](#)

[Suppliers Directory Information71](#)



Cover photo:

A 400-ton Grove truck crane inside the Vehicle Assembly Building (VAB) at Cape Kennedy, FL. This nimble lifter, "goes where no other crane has gone before".

Photograph courtesy of Dennis O'Rourke

See article on page 8

A Crane's Life: "The Ready Line"

Part 1

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

Cranes and rigging are esoteric terms, meaning they are intended for, or likely understood, by a small number of people with specialized knowledge or interests. However, the attention they attract from the general public is due to the number of accidents they cause, their obvious precariousness, and a person's instinctive sense that gravitational force is relentless. This six-part series follows the chapters in a book I began writing about forty-five years ago and never completed.

Among other duties at that time were investigating crane accidents and serving as an expert witness. A legal term means you can give your opinion about causation; other witnesses need firsthand knowledge to testify. I compartmentalized the *Life of a Crane* to help me determine the facts of the accident, as the witness statements were unclear. Much of the confusion came from deposition questions intentionally structured by attorneys to elicit contradictions—getting witnesses to tell the truth in different ways. This was aimed at identifying the root causes of the accident and who would cover the costs, not necessarily assigning fault.

I formed an outline with three categories and subtopics. My would-be book title, *To and From the Ready Line and Below the Hook*, sums up the outline. These, to me, are the categories that logically separate the responsibility for how a crane will survive. The categories are:

1. Who owns the crane and makes it available,
2. Who takes the crane and uses it, and
3. Lastly, who rigs the load?

The topics in the first category include purchasing/renting a crane by the owner, certifying its condition and testing, and placing it **on the Ready Line** for use. The crane is now metaphorically on the "ready Line" and is available.

The second category's topics are for operating personnel and include daily start-up inspections and testing, traveling, and transit to the worksite. At the worksite, blocks and attachments are installed, thus configured, preparing the crane for lifting. Then, setting up and leveling the crane on a firm support and determining the crane's capacity as configured. Finally, the operator performs smooth load movements and secures the crane during normal operations or in an emergency.

Lastly, the third category's topics are determining the load's weight, selecting rigging gear, and attaching the



Fig. 1. Heavy-lift cranes are often leased for up to five years for plant construction.

load to the hook. This last topic also includes properly signaling crane movements and clearing a safe pathway for the load's travel.

CATEGORY 1: SELECTING A CRANE

The first step in establishing responsibility for crane operations is to verify who owns the crane. If there is a single employer who owns the crane and hires operators to work on their sites, performing maintenance work or constructing buildings, they have total control over when, where, how, and who will use the tool.

The importance of ownership lies in ensuring that the crane's readiness is certified as correct before it is made available to operating personnel. If a crane rental company offers cranes to the public, the condition of the equipment is its respon-

sibility while the equipment is standing 'on the ready line' for display.

Let's say a petrochemical corporation owns five cranes and parks them outside the shop on a 'ready line' for its company operators to take, start up, and set up to lift, thereby giving it total control over crane condition and operations. Let's compare the petro company to someone who owns a crane and rents it out; the renter hires operators to operate the crane. In this case, there could be three or more employers responsible for making a lift: the crane owner, the crane user, and those attaching the load.

We begin with an employer's need to lift an object, which prompts the selection of a crane to do the job, setting in motion all subsequent activities. Cranes are versatile. Yes, they all lift, but they do so differently, with advantages and

continued on page 10

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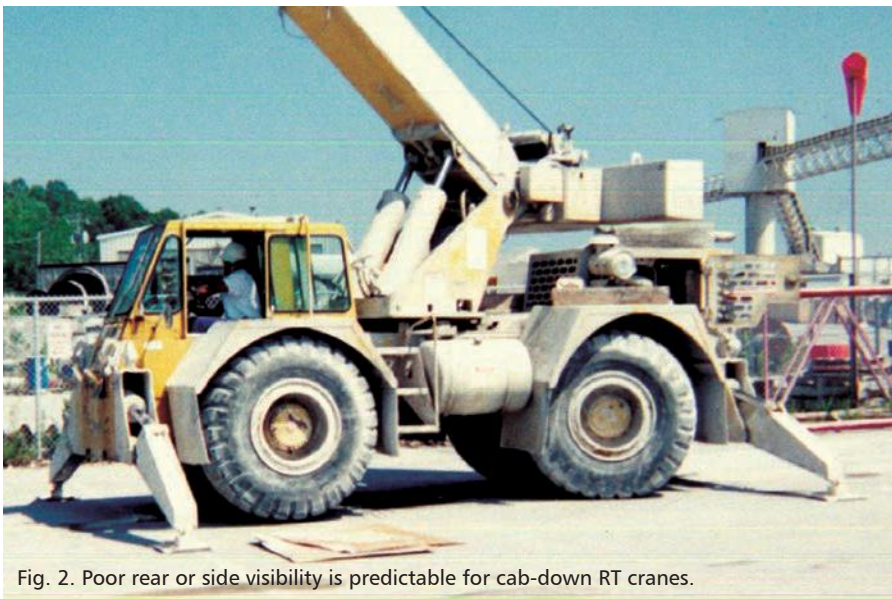


Fig. 2. Poor rear or side visibility is predictable for cab-down RT cranes.

continued from page 8

disadvantages to their designs. Selecting the most suitable tool for the task is an important decision. The reason for using a particular crane on the job is influenced by several key factors, including cost, availability, maneuverability, capacity, and access, as well as the need to respond to an emergency.

Whatever leads to the choice of which crane to use will affect the efficiency and safety on the job, which is the employer's responsibility. The crane size and the needed site mobility can determine ownership. Heavy-lift cranes are often leased to general contractors under long-term contracts for specific lifts (Fig. 1).

POOR SELECTION

For example, an employee operating a cab down a self-propelled hydraulic crane (Fig. 2) to unload steel from a flatbed truck, which required rotating the load approximately 180° from the truck to the storage bin. This type of crane has a low center of gravity. The cab is located on the carrier, and the turntable supporting the boom is mounted behind the cab; thus, the operator does not rotate with the boom and always looks forward. They need to twist their neck for side viewing (called a neck breaker by operators). It is well-suited for on-site pick-and-carry work, placing construction materials at various locations along the travel direction for which it was designed.

The operator had little visibility to the rear of the crane, so when he rotated the boom to the rear, the load struck a pipe rack, knocking it down, killing a bystander. An example of the wrong crane for the job raises the question: who is responsible? An industrial model crane

properly positioned with good driver-side visibility could have prevented the tragedy, as illustrated in Figure 3.

For many users who rent cranes, selection is essentially an economic decision. The larger the equipment, the more it costs; thus, people try to get by as cheaply as possible. If they plan to pick up 15 tons, they will want to rent a 15-ton crane! This philosophy can lead to accidents during critical lifts,

where nearly perfect execution and ideal weather are required for success. Is this expectation unreasonable?

Management has been primed for this one rating misinterpretation, dating back to the 1930s and 1940s, when the capacity of a mammoth portal crane was advertised as a 25, 40, or 50-ton crane, with only this one capacity displayed to everyone on the dock. These cranes were rated in this manner for the safety of the workers. A crane's rating was sufficient for that load at any point the hook would reach. The shipbuilders knew the weight of a section was 20 tons, and old #9 (a 25-ton American Whirly portal crane) could reach it with its boom flat out; they could pick it up. These cranes have sufficient stability to lift at the maximum radius. The limiting factor was the main hoist parts of rope reeving, typically consisting of four parts.

When 'heavy or designated engineered' lifts were required, the portal cranes could be reconfigured. The main hoist was reeved, which could be increased to 16 parts, greatly strengthening line pull. The booms were raised to minimum radii, where the load was compressive on the cord members, their strongest position, and the ten-

continued on page 12



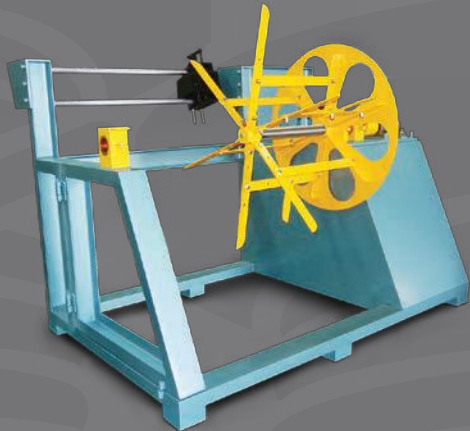
Fig. 3. Industrial cranes with side-mounted cabs often offer good driver-side vision.



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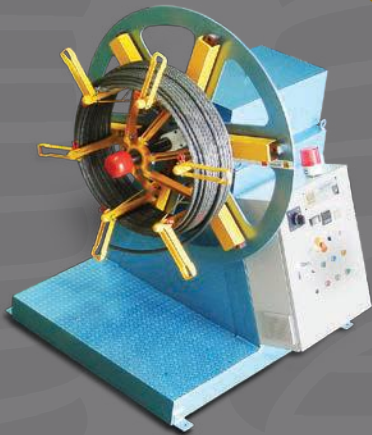
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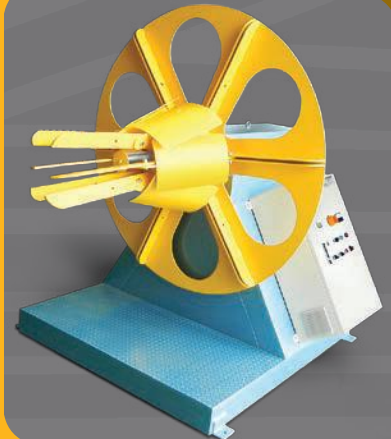


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continued from page 10

sion on the luffing ropes was probably the lowest. After the heavy lift, the cranes were reconfigured and returned to normal shipyard activities (Fig. 4).

Shockingly, this 'branding' carried over to mobile cranes when owners bragged about replacing their 60-ton crane with a new 120-ton crane and thought they could now pick twice as much at the same radius at work sites. But that's not true, especially if the older 60-tonner was a lattice boom and replaced with a heavy hydraulic boom model.

Some years back, the Society of Automotive Engineers (SAE) required mobile cranes to have a rating in two parts, for example, 100 (tons)—39 (thousands of pounds). This designation indicated the maximum capacity, with a minimum boom length at the minimum radius and a full number of rope parts. The crane's maximum rating was 100 tons at its minimum radius and shortest boom length. With a 50' boom at a 40' radius, it was rated for 39,000 pounds. This allowed users to evaluate the magnitude of capacity differences between models and make informed choices for their work. The practice is no longer practical due to the complexity of newer cranes.

CAPACITY

A crane lifting over 80% of its capacity is considered a 'critical lift' that requires specific action by the user. Statistics show that overloading accounts for 40% of crane accidents. Many times after an accident, I've heard people say they should have used a bigger crane! I have always preached that when planning, follow the "50s rule. Looking back on the



Fig. 4. Portal cranes can be reconfigured for heavy lifts.

1950s, everything was easier then: gasoline was 35 cents, new cars cost \$2,200, and high school football scores dominated fall conversations in small towns. So it is with a crane: 50% of boom length at a 50-foot radius and loaded to 50% of its capacity—the lift is easy. For the most part, mistakes like being off 10% on the load's weight, not being set up exactly level, or having an 8-foot longer radius were forgiven by the reserve capacity.

Moving forward to the 1980s, 90s and beyond, things get trickier, increasing

the number of years or using over 80% of the crane's capacity makes everything more critical, such as \$3.56 for gas, \$75,000 for a pickup truck, or using 95% of the chart to hoist a load to the 20th floor of a building—things get tougher. So, if you have a choice, don't plan for a critical lift.

GETTING PREPARED FOR THE READY LINE

Records: A crane is purchased from a manufacturer, dealer, or auction, either new or used, and its life begins. The first thing to do with all newborns is to thoroughly check them over to ensure all parts are present and function properly. To be ready for use, they must be certified. The unit's structural, mechanical, and functional operating specifications are verified and recorded in the crane's 'historical equipment file,' (birth certificate) established at this time and maintained with updates/editing throughout its life, so it reflects major repairs, accidents, overhauls, modifications, accessories, and wire rope certifications for the rope presently installed on the unit. Just like their human counterparts, their medical records enable a competent evaluation of their life experiences.

These equipment files, by serial number, establish a 'benchmark' that allows trends and normalcy to be reviewed and guides future action. An example of 'not normal' is replacing a torque converter

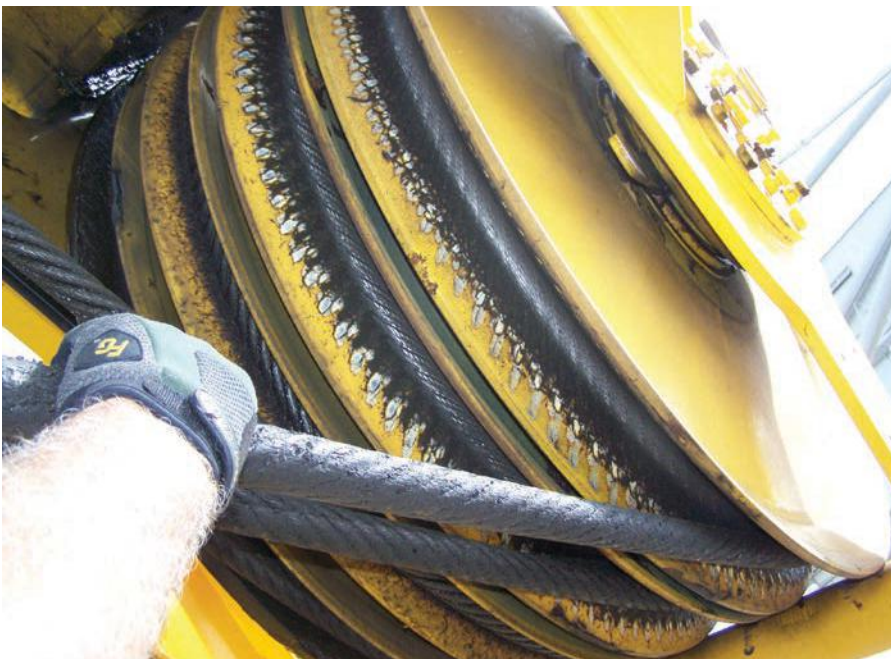


Fig. 5. Poor sheave alignment.

continued on page 14

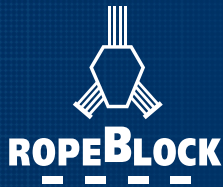


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continued from page 12

three times in two years. Similarly, reviewing the boom rope reveals that it is replaced each time the crane is moved from one job to another. The competent person is alerted and can seek an answer to stop both of these unusual, short-lived components!

The topic of crane certification is specific, and verification should be based on the manufacturer's manuals or engineering. These include details on configuration, condition, functioning, parts and accessories, correct servicing, and testing.

The Navy crane standards require a full review of the Historical crane file at each annual inspection to rectify any unusual occurrences. It's called being proactive! During a major Port annual certification, I reviewed a crane's file and noticed that some sheaves were out of alignment and recommended repair. Still, no notation of any work was entered. I wondered why maintenance hadn't noted this issue, which could have shortened the rope's lifespan. Upon inspection, the condition still existed. To be of any value, the files must be readily available, analyzed, and action taken. Why go to the expense of producing paperwork and not take advantage of the information (Fig. 5).

Inspection: The next step after reviewing the files is a physical inspection of the equipment, including oil and fluid samples for type and contaminants, as well as installed accessories such as blocks, jibs, and boom extensions, per the manufacturer's published specifications; sometimes disassembly is required for inspection access. Locating the crane in an area where inspectors can work safely, away from traffic and pedestrians, and without needing to move the crane halfway through the inspection, causes problems, so choose the right spot to start.

For example, an accident occurred because an unsuitable location was selected for the rope inspection. The crane boom was laid on the ground, and the dead-end wire rope socket was removed to visually inspect for broken wires and distortions. Then, a foreman wanted clearance to drive a truck full of material out of a warehouse. The inspection work (low priority from the production's perspective) stopped, and the operator was signaled to raise the boom to 50 degrees. At that point, the loose rope slid back down the boom, knocking out a bystander.

Suppose aerial lifts or other equipment are needed for access and for setup space. In that case, planning is necessary rather than making spur-of-the-moment



Fig. 6. It is important that the overload weight is correct and movements are slow.

decisions that have led to past accidents.

Initially, a survey of the crane is to be completed by competent people trained in the maintenance of the specific model. Their knowledge and experience enable them to recognize discrepancies in dimensions, pressures, and movement, and they have ready access to pertinent manuals.

To emphasize the importance of Initial survey (inspection) skills, we will evaluate two very distinct cranes: a refurbished 4000 C Manitowoc and a Liebherr EC1100. Inspection is needed for the decision-making process of placing a crane on the Ready Line. The necessary skills and tools that the certifiers must possess differ significantly. To put it plainly, you wouldn't take a 1955 Chevy to a Honda dealer for repairs. However, if you're lucky, you may have a dealer who employs a Chevy Classic MacManic with tools!

The 4000 C is a 100-ton 1976 friction construction crane with a lattice boom. All controls are mechanical over air. This crawler traveler was modified, refurbished, and structurally and mechanically updated by a well-known, reputable after-market dealer. The 2024 EC1100 Liebherr features a 100-ton hydraulic boom, winches, six axles, and hydrostatic drives with numerous accessories and operating configurations. The crane features modern electronic control systems and overload detection safety devices connected to its central computer processing unit. Thus, the two cranes being so obviously different require different training for the mechanics!

Overload Testing requirements

for cranes vary widely between jurisdictions. Notably, OSHA maritime regulations are mandatory, whereas in the general industry, they are at the owner's discretion. In contrast, the construction industry cranes that are modified or structurally repaired must be tested. In truth, testing takes place based on the user's assessment of the 'consequence of failure'.

The philosophy of testing is to prove stability, structural strength, and load control on a specific date. The ability to repeat the lift at a future time will depend on the crane's condition, setup, and the operator's skill. Not because it did it once before. What is critical is that the overload weight is correct and movements are slow (Fig. 6).

SUMMARY

Getting a crane certified to operate requires proper selection, maintenance/condition, and inspection/testing, which are the owner's responsibility. Many different people with varying skills and motivations make important decisions on the journey *To the Ready Line*, and some of them are wrong! A reason for oversight!

There is a staggering difference between crane types and work criticality. The person(s) making the selection better know what and who they're using to lift. **WRN**

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



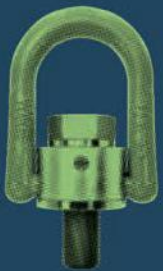
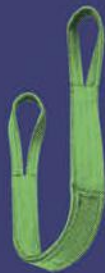
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World's Highest Bridge Recently Opened in China

2,051 Terrifying Feet Into the Sky

by Peter Hildebrandt

You may get dizzy just staring at the pictures. Aside from being a tourist attraction featuring a glass elevator going even higher above the earth and one day serving as a base for bungee jumping and paragliding, the Huajiang Grand Canyon Bridge now achieves highest bridge in the world status.

With its glass walkway 1,900 feet above the canyon sparking a mix of emotions in visitors, China reminds us how much they like building high bridges. Already boasting the world's highest bridge—characterized as the most distance between the

bridge deck and the Earth below—China broke its own record with the Huajiang Grand Canyon Bridge, just 600 feet less than one half mile above the canyon and Beipan River below.

The new opening bypasses the former record-holder, Duge Bridge, built

in 2016 standing 1,854 feet above the Beipan River. All this record-breaking puts the highest American bridges well down on the list. The highest bridge in the United States, Colorado's Royal Gorge Bridge, built from 1,257 wooden

continued on page 18





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continued from page 16

planks stands a relatively paltry 956 feet above the Arkansas River.

The Huajiang Canyon Bridge employs traditional suspension in its construction. The structure in Guizhou, China opened to the public September 28, 2025. The bridge crosses the Beipan River as it steadily carves out the deep Huajiang Canyon. As the world's highest bridge, it measures 2,051 feet from the bridge deck to the bottom of the gorge.

Among the reasons for the construction of the bridge were the revitalization of a very rural region, and the promotion of tourism, with the projected creation of a center for extreme sports at the bottom of the canyon. Guizhou is economically depressed, exceptionally rugged, and for much of its history isolated from the rest of China by its karst topography. The canyon crossing time, which previously took 70 minutes, will be reduced to just over one minute.

Construction began on January 18, 2022. Not much more than a year later, on April 21, 2023, the first tower of the suspended part reached 653 ft in height and the construction of the upper transverse beam had begun. The load test for the Huajiang Canyon Bridge was successfully completed by August 21, 2025. A few weeks later, on September 28, the bridge was officially opened.

BRIDGE DIMENSIONS

The bridge has a total length of 9,480 feet, including a 4,660 foot main span. Two main 860-foot towers make up its primary support. As a result, the difference in elevation between the deck and the water level of the river reaches a world record 2,051 feet. The bridge carries the Guizhou S57,

There are no three days without rain, no three acres without a mountain and no three coins in any pocket.

Liuzhi-Anlong Expressway highway connecting Liuzhi Special District and Anlong County.

A fiber optic load cell cable is embedded in three of the 217 carrying cable strands to provide live monitoring of the bridge state.

TOURISM

At the level below the car deck, there is a glass sightseeing walkway. There is a glass enclosed elevator and staircase beside one of the bridge towers. On top of one of the bridge towers there is a specialty coffeehouse with panoramic views, 800 meters above valley

floor. The bridge has facilities for extreme sports such as bungee jumping and paragliding integrated by design.

The Chinese Province of Guizhou is known for having the greatest collection of high level bridges in the world but even for this mountainous Province, the Huajiang Grand Canyon Bridge is in a league of its own. Located along the Liuzhi to Anlong Expressway that began construction in 2021, the greatest obstacle along this route was a river that has become synonymous with high level bridge crossings.

THE BEIPANJIANG.

The Beipan or North Winding River is the only waterway in the world to have not one, not two, but now three successive world's highest bridge records. The first was in 2003 when the Beipanjiang Guanxing Bridge became the first suspension bridge in the world to surpass the 1,000 foot height barrier.

In 2016, the Beipanjiang Duge Bridge bested the 500 meter height barrier with a cable stayed span that was built with an innovative truss traveler. Now, almost 10 years later, the deepest part of the Beipan River has been crossed with the longest high level bridge in history while also shattering the 2,000 foot height barrier for the first time.

With the Huajiang deck level need-

continued on page 20

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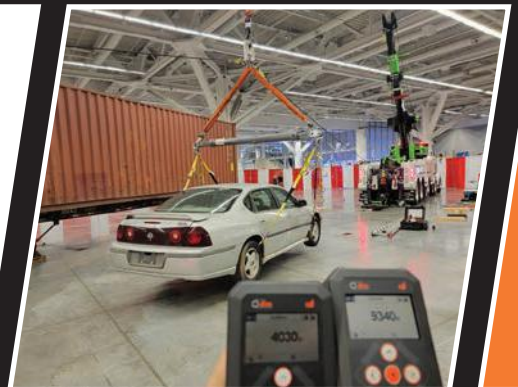
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ing to be at an elevation of at least 1,100 meters, the engineers had no choice but to go across the 625 meter deep gap with a suspension span of titanic proportions. The decision was made to go with a stiffened steel truss with a main span of 1,420 meters or 10 meters longer than the Humber Bridge, a suspension span in the UK that held the record as the world's longest suspension bridge for 17 years. The steep slope on the north side of the Huajiang Canyon also required the construction of a concrete tower 262 meters tall with the south tower being a more normal-sized 205 meters tall. The total length of the bridge is 2,890 meters with more than two dozen approach spans of 40 meters.

As common as steel truss stiffened suspension bridges are, the designers of the Huajiang Bridge wanted to give the span a classic look that would remain timeless. Nowhere is this more evident than in the tower connections which harken back to the Art Deco-era with a layered tower top connection that has dramatic setbacks that will remind many of the Golden Gate Bridge in San Francisco.

With only one small road winding through the remote canyon location, the crossing has an untouched natural beauty that is simply stunning. Project superlatives caused Zhenfeng County leaders to turn the bridge into a full tourist attraction, unique for a suspension bridge on any continent. These new attractions would add enough weight and wind resistance to the original design that the planned 7.5 meter deep truss needed to be extended to a depth of 8 meters.

First up will be a glass elevator that will rise to the very top of the south tower where guests can enjoy the Stargazing Bar and Café that will be located directly between the two main cable saddles more than 600 feet above the road deck. At a level just below the road deck the elevator drops guests off inside the truss where an 800 meter long walkway will lead through several tourist rooms with glass floors that will allow guests to have the illusion of floating 224 and 404 meters above the ground.

The third and final thrill awaits guests at the very last platform where the truss walkway reaches a maximum height of 2,020 feet above the Beipan River. Here the [what is billed as the] "World's Highest Bungy Jump" lets those who dare to leap into the void of the Huajiang Grand Canyon. For

those who are not so fearless the last platform will have more glass panels to walk across as well as another café to eat and enjoy views of Guizhou's deep-est river canyon.

The Huajiang Canyon Bridge site will also have a huge Zaha Hadid-style tourist center building showing the development of the suspension bridge as well as the ancient history of the canyon and its regional people. Guests wanting to see more in the area have private bungalows overlooking the bridge—and time for a more leisurely road trip to the bottom of the canyon where an old chain bridge from 1898 offers some historical context to the past 125 years of Chinese bridge development.

The first hint of Guizhou's high bridge aspirations came in 2001 when the Liuguanghe beam bridge opened as the World's Highest Bridge on a 2-lane expressway between the capital city of Guiyang and the smaller county of Bijie in the Northwest corner of the Province. In the 25 years that followed, expressway construction has been in full gear with four and now six-lane expressways connecting cities both large and small regardless of how difficult the mountain terrain may be.

An old saying states that in Guizhou there are no three days without rain, no three acres without a mountain and no three coins in any pocket. They may have to amend that and add that there are no three kilometers of expressway without a high bridge.

Today the Province of Guizhou is home to more high bridges than every other country on earth combined. By 2030 Guizhou will have more than 1,000 bridges over 100 meters high as measured from the road or rail deck to the water. Compare that with Italy which has the world's second greatest number of high bridges with only 60 spans exceeding 100 meters in height. Of the world's 50 super-high spans that exceed 300 meters from deck to water, all are in China except for three.

The explosion of road and bridge construction in China first began in 1989 when China launched the National Trunk Highway System, a network of 5 north-south and 7 east-west expressways with a total length of 22,000 miles. Divided into three stages of development, the second stage, from 1998 to 2005, was completed a decade ahead of schedule, allowing the entire infrastructure to be completed by 2009.

The goal was to link more than 90 percent of all cities with a population of over half a million and 100 percent of all cities with a population of more

than a million. During this time period of 20 years, the total number of highway bridges in China doubled.

In addition to the National Trunk Highway System there is a secondary National Expressway Network composed of several independent routes collectively known as "7918". The number 7 is for several radiating routes around the city of Beijing while the other numbers refer to 9 North-South routes and 18 East-West routes. Many of these smaller highways connect cities with populations of just 200,000 people. With much of this system still unbuilt, these will be the highways to look forward to for high bridges until their completion in 2040. All of these expressways have tolls.

Since there are many Chinese bridges described online, a few tips about word translation are in order. Often you will see the addition of the word "Jiang" or "He" at the end of a Chinese bridge name. Jiang means large river and is only used for the biggest and mightiest in China—the equivalent of the Columbia, Ohio or Mississippi rivers in the U.S. or the Rhine river in Europe. The word "He" is used for all other rivers.

Aggregate names are often given to the same highway based on the two cities the highway pass between. Thus a section of highway between Yichang and Huangshi is called the Yihuang expressway, taking the first half of each city name and combining them.

With a single highway having multiple names, there was often confusion—especially to those traveling long distances. Therefore in 2010, the Ministry of Transport renamed 50,000 kilometers of expressways with uniform numbering and naming including origin and destination signs as well as new exit numbers based on kilometers traveled rather than the previous system that was based on a sequential number of exits passed on the route.

Improved graphics as well as numerical digits for each expressway were also implemented. Informal local names of the past were replaced by more formal names that cover larger sections of expressways making travel easier for everyone.

Chinese ingenuity has resulted in a structure implementing both the latest technology and a link to the recent past with the use of classic suspension bridge design, instead of a cable stayed construction. Their ancestors would understand completely. **WRN**

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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Solving the Employee Benefits Puzzle

How to Design a Package that Retains Your “A Players”

by Phillip M. Perry

To attract, motivate and retain “A Players,” employers must tailor their benefits to society’s evolving demographics and lifestyles. Today’s worker expects more than the standard health care policy and retirement savings plan. Employee surveys, focus groups, and utilization tracking can help fine tune a company’s offerings while balancing worker expectations against budget realities.

Employers are retooling their benefits to meet the needs of a new workforce. The goal is to attract, motivate and retain top quality employees. “It used to be that health insurance and a retirement savings plan were all a company needed,” said Lauren Winans, Chief Executive Officer and Principal Consultant at Next Level Benefits. “Times have changed. Today’s younger employees want benefits that help them achieve work-life balance and prepare for the future.”

What’s driving the change? Two important forces are the ubiquity of two-income families and the need for intergenerational care. These have led to an increase in the prevalence of childcare subsidies, caregiver support, and flexible time off. “The biggest trend I have seen recently is toward offering paid parental leave,” said Mark Stratton Berry, Senior Human Resource Specialist at Insperty.

Mental health coverage is also on the upswing, as younger people express a heightened sensitivity to the importance of psychological well-being. Employers, for their part, are starting to realize that stressed workers find it difficult to be fully engaged and are likely to have high absenteeism records. (For a comprehensive list of trending benefits, see the sidebar, “The New World of Employee Benefits.” on page 24)

Offering just the right benefits mix can enhance performance throughout the workplace, raising profitability. “Providing benefits helps keep your employees well, physically and mentally,” said Julie Stich, Vice President of Content at the International Foundation of Employee Benefit Plans (IFEPP). “And that means they will be more productive.”

Turnover, too, can be reduced when people are happy with their employer’s perks. “Managers need to understand the importance of benefits when it comes to employee retention,” said Stich. “Replacing a top performer who leaves for greener



Illustration by Jay Srinigam

pastures can take a real hit to the bottom line. The many costs begin with the need to post the job, and then proceed on with interviewing, onboarding, and training. And while the worker’s position remains vacant, other team members have to step in and do the necessary work, resulting in lower productivity.”

TREADING CAREFULLY

Good intentions are one thing. Selecting the right providers is another. That’s particularly the case with mental health coverage. “Many employers believe they are offering psychological support benefits through their insurance carriers,” said Winans. “But the fact is that there are often insufficient counselors, therapists, psychologists, and psychiatrists to help all of the people in need.”

Today’s Employee Assistance Plans (EAPs) often include mental health services, typically providing lists of nearby doctors, therapists and psychologists but leaving the employees to track down appropriate providers. That task can be nerve-racking in itself, adding to employee stress. And the scarcity of avail-

able professionals means obtaining help can take a long time. In response, noted Winans, many companies are utilizing new technologies in the form of free counseling apps, and memberships in private services that provide help with meditation or with connecting to counselors at convenient times.

Employers may also sign up third-party intermediaries to proactively match employees with appropriate providers, saving considerable time and energy. These services often work with whatever insurance company the employee has and will even find free or low-cost services for people with no insurance. They may also follow-up to ensure that employees connect with therapists who are helpful and appropriate.

UNIQUE NEEDS

Every workforce is different. What employees want at one company may differ from what they want at another. “The benefits environment is not one-size-fits-all,” said Suzanne Haslam, Senior Vice President at Woodruff Saw-

continued on page 24



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continued from page 22

yer. “Employers should inventory their demographics and customize their benefits plans appropriately.”

Haslam gives some examples:

- Younger individuals. Consider family-forming coverage such as support for fertility, adoption, and surrogacy. Once these individuals have families, expand services to include lactation consulting, return to work support, and childcare services.

- College graduates. Potential benefits include debt consolidation services and financial wellness and home buying support.

- Middle aged people. Do they need assistance in planning for their child’s education? Is someone in a sandwich generation caring for both kids and parents? Would elder care services be appropriate?

- Older people. Women may be looking for menopause support services. Individuals approaching retirement may appreciate financial wellness and Medicare planning support services.

If demographics can affect the makeup of a benefits package, the fact remains that employers must satisfy some baseline requirements. “Comprehensive and affordable health insurance coverage, retirement saving plans, and paid time off are considered basic requirements,” said Alicia Scott-Wears, Director of Total Rewards Content Strategy at consulting firm WorldatWork.

TAKING SURVEYS

The variety of possible benefits is extensive, and assembling the right package can incur serious costs. Employers can get the most bang for their buck by carefully selecting benefits that pull their weight. And that means going to end users for input.

Surveys, conducted every year or two, can help. Employees should be

approached with a statement such as this: “Are the company’s offerings meeting your needs? If not, we want to hear about it so we can make our benefits program more meaningful. That will make it worth your while to work here, and also make it worth our while from a dollars and cents perspective. As an employer, we don’t want to spend money on benefits you’re not going to use.”

Once survey results are in, take action. “Be sure to acknowledge employee input,” said Berry. “Let people know the survey findings in terms of what the company needs and what steps you will take as a result. Be transparent. Employees need to feel that they have a voice, that they have been heard and acknowledged.”

While surveys are the most effective channel to ferret out employee needs, companies can also solicit feedback from small work groups that dialog about benefits. Too, some sleuthing can fill in the gaps. “It’s important to find out what your competitors are offering,” said Berry. “That ties into recruiting and retention, as you want to make sure you’ve got what it takes to keep your best people from jumping ship.”

Finally, employers can fine-tune company offerings by monitoring utilization. Providers can report on which benefits are being accessed and how often. “You might think that one benefit is the best one ever, and then discover that maybe only 10% of your employees signed up for it,” said Stich. “You might conclude there’s a more effective way to spend your money.”

KEEPING IT REAL

Designing an ideal benefits package is one thing. Funding it is another. Health coverage is expensive, and the dollars required to support physical wellness can hamper ambitions to extend coverage elsewhere. “It’s hard to balance the need for benefits against

THE NEW WORLD OF EMPLOYEE BENEFITS

Most employee benefits programs must include coverage for health care and retirement. But there’s a wide array of additional benefits in today’s marketplace. Employee surveys will reveal which of the following are most valued:

- Parental leave
- Mental health coverage
- Dental insurance
- Family planning
- Financial planning
- Retirement planning
- Childcare
- Eldercare
- Professional development
- Telemedicine
- Flextime and paid time off
- Commuter support
- Hybrid work arrangements
- Virtual team bonding activities
- Fitness perks
- Emergency savings accounts
- Student loan repayment assistance
- Long term disability insurance
- Educational & career advancement opportunities
- Free food at workplace

limited resources,” said Winans. “The cost of healthcare goes up every year, and tends to eat up the rest of the benefits budget. That makes it harder to offer a competitive retirement plan contribution rate, or a supplemental mental health program, or even give people more time off.”

When there are budget limitations, Haslam suggests employers look at the programs already in place for underutilized perks. “For example, many medical carriers offer expended mental health solutions, or programs for target conditions such as weight loss or diabetes,” she said. “And make sure that employees understand everything offered in your current programs. Engage in communication all year long, not just at renewal time. And use different methods of communication. These can include written notices, videos and audios. Everyone learns differently.”

One possible tool for reducing the benefits bill: so-called “voluntary benefits.” In these arrangements, employees can select from a menu of benefits that their employer does not normally offer. While the employee pays 100% of the bill, the premiums are reduced because the employer has arranged for a group policy. Among the benefits commonly found in the voluntary mix are insurance for life, supplemental disability, and auto

HAVE YOU CREATED AN EFFECTIVE BENEFITS PACKAGE?

Does your company benefits mix attract, motivate and retain top performing employees? Find out by taking this quiz. Give yourself 10 points for each “Yes” answer. Then total your points to assess your success.

1. Have you surveyed employees on their benefits preferences?
2. Have you reported survey results to the workforce?
3. Have you acted on survey results?
4. Have you matched benefits with staff demographics?
5. Do you monitor the quality of provider performance?
6. Have you obtained assistance from third party services when providers fall short?
7. Have you studied the benefits offered by your competitors?

8. Do you obtain utilization reports from providers?
9. Have you considered offering so-called “voluntary benefits?”
10. Do you remind employees regularly about the benefits to which they are entitled?

What’s your score? Over 80: Success! You are creating an effective benefits package. Between 60 and 80: Time to fine tune your offerings. Below 60: It’s a good idea to re-gear by instituting ideas in the accompanying story.

continued on page 70

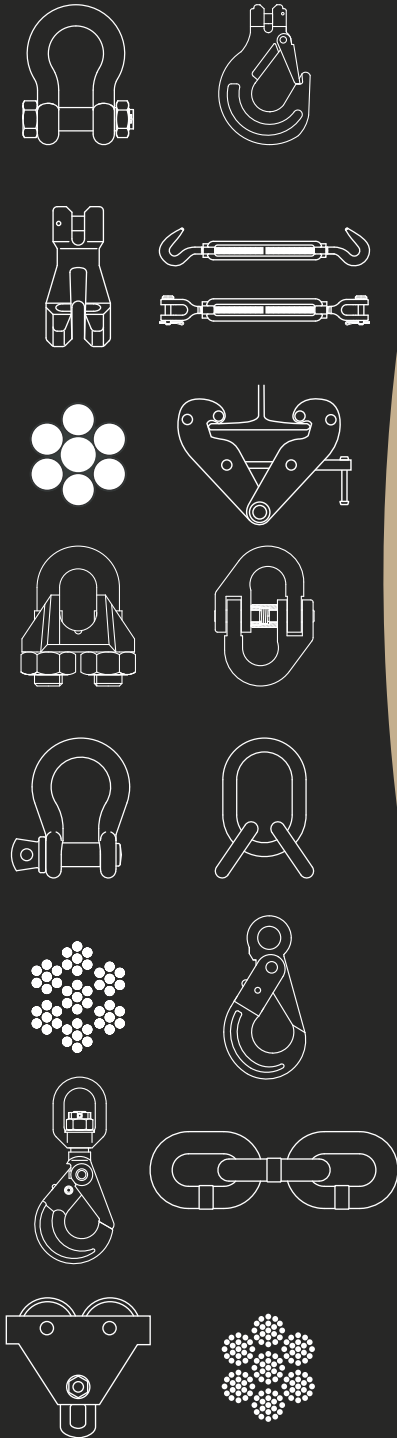


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Below the Hook

No Release Hooks

by Darrin Noe, director of sales and marketing at The Caldwell Group
There are manual and radio-controlled hooks that are designed so they cannot release rigging while loaded. Industry is constantly finding new uses and applications.

Whether you call products lifters, lifting attachments, or something else, the below-the-hook industry is still rapidly evolving. In fact, there are many solutions that people might not know as well as they think they do—or at all—meaning the right material handling tool for the job is not always selected.

Material handling supply chains, in particular those at the point of use, should be more aware of the solutions that are out there. There remains many scenarios where an engineer in a specialized field is surprised at the breadth of lifter available and the capabilities of each.

This is why education remains one of the most powerful tools in our industry. As applications become more complex and safety expectations rise, the gap between what's available and what's understood only widens. By taking the time to explain lifting principles, showcase emerging technologies, and demonstrate how different attachments perform in real-world scenarios, manufacturers can help end users make better, safer, and more efficient choices. Ultimately, increased awareness doesn't just improve individual lifts—it elevates entire operations.

Hooks are a good product sector to expand this point further. Take two manual and radio-controlled versions, for example. Both are designed so they cannot release rigging while loaded, ensuring that even in demanding applications the connection between the hook and the load remains secure and predictable.

You can get the manual version up to 20-ton capacity; and the remote-releasing version in 2.5- and 5-ton models. Manufacturers can customize this type of product, but the standard options tend to meet demand. Both are easy to rig, lift, set, and release, and come with a lock-and-capture feature that can engage with small load weights for optimal safety.

It is the radio-controlled versions that really gets people talking, despite the period (decades) that they've been available on the market. What makes it feel like a new product is that industry is constantly finding new uses and applications.

These products are typically designed for rugged, outdoor use, but just as many people use them in indoor production and manufacturing environments. The development started with a target market for construction crane applications, but we've sold units to a company that loads large heating, ventilation, and air conditioning (HVAC) systems on trailers that didn't want their employees going up on ladders to remove rigging.

There are applications where multiple hooks are used together to empty medical waste bins; and they've even been used underwater, where end users set rebar and other gear on the seabed.

A user might want four hooks on a four-point beam that are set to release in coordination with each other or, with simple programming, release in a different sequence. It is all possible.

The standout safety advantage is that the product is designed not to release under load. It is physically unable to release until the load has been set. Movie companies have wanted to use the solution, but strategically drop a load. In those cases, we've had to say, "No".

Operating at a safe distance from a lift is another benefit. A



This hook is unable to release the load until it has been set.

crane operator can release rigging once set using the remote control, all from the safety of the cab or a safe place on the shop floor. Nobody under the load. Nobody near the lift. Nobody climbing to release rigging.

Modern products arrive with rechargeable batteries, chargers, and vehicle adapters. The batteries might be designed to last an eight-hour shift, depending on the frequency of operation. Once out of the box, set-up on the hook or spreader beam is easy.

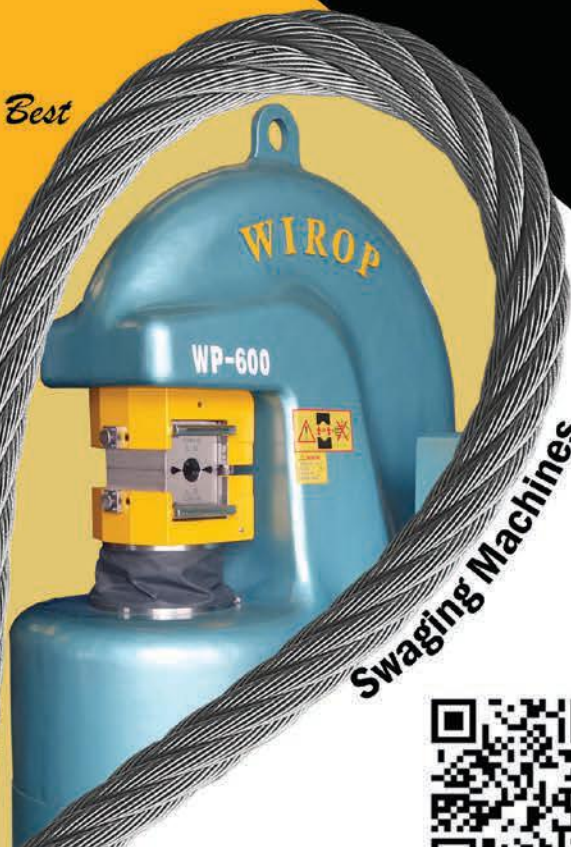
One of the challenges with the product ironically arose because of its efficiency. In many geographies and industries, pay-per-hour is a historical variable used to determine price. So, \$100 per hour for a six-hour job is \$600. Remote-releasing hooks, however, make it a three-hour or \$300 job. These folks are increasingly looking at these jobs as a project cost; \$400 to \$500 would leave both parties happy.

Further, where a crane operator might previously have combined with two workers supporting a long load and a person in the middle that releases rigging, at least one of them can be eliminated. The product is calculated to be three to five times less expensive than some other similar concepts.

"You can bring it along every time and charge me extra for it, if you need to," one user told a contractor recently. [WRN](#)

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It also offers award-winning SupraNano digital chips, which can be embedded directly into steel or retrofitted to snatch blocks and other products using tags. In fact, YOKE's complete range of lifting and rigging products is now equipped with Digital Product Passports (DPP), as industry conforms to the European Union's Ecodesign for Sustainable Products Regulation (ESPR).

However, another important facet of the business is training. As Steven Hong, president at YOKE, explained, at the center of training endeavors is elimination of accidents and incidents to zero.

He said: "Lifting in many cases looks simple but safety always hinges on important behind-the-scenes details, like sling angles, load distribution, hardware selection, and inspection criteria. Without proper knowledge, incorrect operation can lead to equipment failure or even serious injuries."

Hong continued: "Training is the backbone of professionalism and trust. Customers feel more confident when they know how to use the equipment properly. Training boosts their skills, improves real-world performance, and strengthens their trust in YOKE as a reliable partner."

YOKE's BlueSupra digital chips integrate with RiConnect Inc.'s Asset Management Platform, which helps different stakeholders solve common asset management challenges.

A DPP is a data management tool that records a product's lifecycle information, including material composition, energy performance, maintenance guidelines, and recycling methods. A DPP, therefore, promotes compliance and transparency, while improving resource efficiency and supporting circular economy goals. YOKE has campaigned for digital chips and Software as a Service (SaaS) to be more widely utilized by the lifting industry for many years — and remains dedicated to simplifying and digitalizing the processes around compliance and traceability for



YOKE Industrial Corp. regularly delivers Lifting Equipment Engineers Association (LEEA)-accredited training to the point of use.

equipment management.

Hong said: "Asset Management, through RiConnect it is aimed at customers who require comprehensive asset tracking and management.

"Meanwhile, our DPP-ready program is for manufacturers, focussing primarily on meeting regulatory requirements. These two approaches combine with our training ethos to help customers understand how digital tools improve safety, inspection transparency, and operational efficiency."

The EU's ESPR will introduce a mandatory DPP for certain product categories. This shift requires manufacturers to provide transparent traceability, digital documentation, and sustainability

data. To support the industry's transition, YOKE offers a DPP-ready solution, helping manufacturers easily meet these requirements, while reducing manual workload and ensuring full compliance.

SEE ADS PAGES 4 & 15

Caldwell Leads Welding Education Outreach Program

Rockford, Illinois-based The Caldwell Group Inc. has launched a welding education outreach program to create a pipeline of welders by reaching local students.

Caldwell, a manufacturer of lifting and material handling products, is already partnering with five high schools

continued on page 30



The Caldwell Group's welding education program is led by Amy Garris, education outreach and executive assistant.

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Forged Steel Structural Hardware

continued from page 28

and two community colleges — and the project looks set to generate a full staff of dedicated, well trained welders.

The U.S. continues to struggle with a skilled labor shortage, in part because both industry and education have historically done a limited job of engaging young people in trades like welding and industrial engineering. Too often, these careers are under-promoted, leaving students unaware of the opportunities, earning potential, and professional respect available in the skilled trades.

Doug Stitt, president and CEO at Caldwell, said: “There is a huge shortfall in the number of new welders the U.S. is producing versus demand. It is an alarming trend largely driven by experienced welders approaching or passing retirement at a time where manufacturing, infrastructure, energy, and construction businesses need this specialized skill more than ever before.

“We have set a clear goal to help fuel our pipeline of welders by reaching students who already have an interest in and talent for welding. We want to expose them to the great opportunities welding and Caldwell can offer and help them see what a strong career path manufacturing can be.”

The program is being led by Amy Garris, education outreach and executive assistant, at Caldwell. Having spent the last 24 years as an educator, Garris has a clear understanding of what students respond to, as well as the challenges, pressures, and limited resources many teachers face. Schools frequently operate on small budgets yet continue to change the lives of students.

Garris said: “Prior to joining Caldwell, I saw this from the other side of the fence in the education setting. Finding ways to support schools is very important to me. Educators in this area are known for accomplishing a great deal with minimal resources and understanding that reality helps Caldwell identify mean-

ingful ways we can provide support.”
We make cool stuff

Caldwell’s ‘We make cool stuff’ tagline is a good example of how the business is trying to champion its work and demonstrate what welding can help to achieve in the wider world. It frequently attends careers fairs, where its virtual welder training tool is especially popular among students. The concept allows people to practice welding in a safe, virtual environment before working on real materials. Using a simulated welding gun, helmet, and screen, trainees learn proper technique, positioning, travel speed, and angles without sparks, heat, or wasted material.

The company’s U.S. Youth Apprenticeship Program, meanwhile, is a structured work-based learning initiative that combines paid on-the-job training with classroom instruction for high school or early post-secondary students (aged 16 to 18). It is designed to give young people real-world experience while they earn academic credit and industry-recognized credentials.

Garris added: “We like to spin the fact that if you weld with us, you aren’t welding the same exact thing every single day. That’s important. Lifting is one of the most exciting, diverse industries in which to be a welder. Aerospace, automotive, and energy, for example, sound fun, and they are inescapably home to some of the most talented welders and engineers in the world, but a below-the-hook equipment manufacturer can offer a welder significantly more variety and exposure than a company producing just one or two standard products.”

All Caldwell welders are AWS D1.1 certified—the standard published by American Welding Society (AWS) that covers welding of structural steel: design, fabrication, inspection, qualification, and repair of steel structures made from carbon and low-alloy constructional steels.

Learn more at caldwellinc.com.

SEE AD PAGE 17

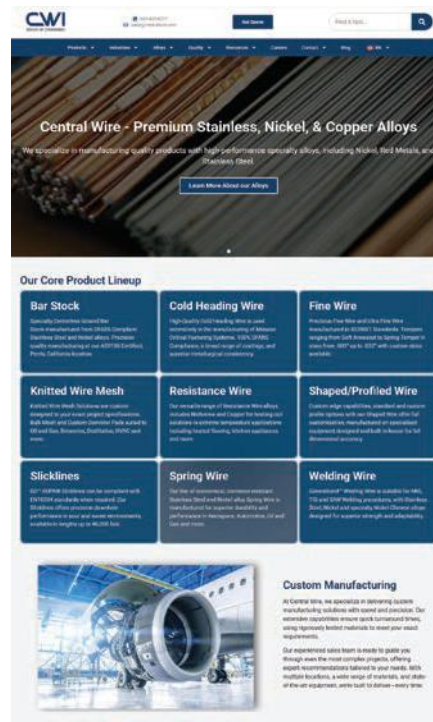
Centralwire.com New Website Launched

We are excited to announce that Central Wire Industries Ltd., Central Wire Inc., and Central Wire Industries UK, Ltd. will be operating under one collective and newly redesigned website at centralwire.com, signifying a further alignment as the Wire division under the Central Wire Group of Companies umbrella. This change has taken place and the site is “live” as of this past December.

Our new website is driven by our desire to provide the best customer experience possible. We’ve made it easier for you, our customers, to gain access to all of the manufacturing capabilities across the Wire Division of Central Wire Group of Companies.

The new comprehensive website supports the user procurement experience of all old and new customers within our division. The full product lineup is sorted into categories with clear distinctions between our various Wire Division product lines. The quote cart

continued on page 32



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continued from page 30

feature allows for more specific and detailed ordering than ever before.

The site conveys the vast, specialized manufacturing capabilities across this division. The industry expertise section positions Central Wire as trusted sources for: Aerospace and Defense, Automotive, Construction, Industrial, Marine, Oil and Gas and more.

Our available alloys, custom manufacturing capabilities, expertise, and technical resources are all featured on the site to allow users an in-depth look at the company and its product and custom capabilities.

Learn more at centralwire.com.

SEE AD PAGE 21

OZ Lifting Continues K9 Police Dog Program

Winona, Minnesota-based

OZ Lifting Products LLC has funded another police dog, as its OZ canine donation program continues to positively impact local communities and law enforcement.

The manufacturer of davit cranes and industrial lifting equipment is committed to funding training for a new police dog every year. Having placed dogs at the City of New Hampton and Pleasant Hill Police Departments, the latest animal is bound for the Buffalo County Sheriff's Department, Buffalo County, Wisconsin.

Trace Erickson, a former law enforcement officer, leads 12-week training programs; he even utilizes an out-building on the property of OZ Lifting's facility. As part of the agreement, OZ Lifting-funded dogs that pass through Erickson's program will have 'OZ' somewhere in their name. Ozzy, a German shorthair pointer, will be trained with handler, Deputy Joslin Carothers, this spring.

Interestingly, Deputy Carothers was specifically looking for a non-biting K9. The Sheriff's Department is located on the Mississippi River, surrounded by bluffland, where it is not uncommon for hunters or hikers to go missing or get lost. Ozzy will also need to be able to interact with children and elderly people, after special passive signaling and non-aggression training.

Erickson will tailor the training program to focus on detection and patrol support. Special attention will be given to drug detection in addition to search and rescue. Such dogs can cover wide areas quickly, with more accuracy than their human counterparts. Search and rescue operations could require Ozzy to help find elderly members of the public with Alzheimer's or dementia, lost



Pictured (left to right): Jane Napieralski, Steve Napieralski, Deputy Joslin Carothers, Ozzy, and Trace Erickson.

hunters, hikers, fishermen, children, and special needs individuals. The K9 will be trained by signaling with passive alerts (e.g., laying down), rather than biting or making physical contact with the subject; this is different to bite-apprehension-trained dogs, like Ozzy's predecessors on the program.

Steve Napieralski, president at OZ Lifting, said: "Each K9 that gets allocated to an officer represents a landmark for the program. When I first spoke to Trace, having met through our local YMCA, I was immediately enthused about backing such a meaningful concept that will benefit local communities. However, it has already exceeded our expectations. The response from both the community and the industry has been overwhelmingly positive, which tells us we tapped into something that truly matters to a lot of people."

Deputy Carothers and Ozzy will cover an area of 710 square miles with a population of 13,000 people. Buffalo County was selected based on need. It's a large geographic area with limited staffing, and in many cases there are only two officers on duty at a time. Adding a K9 unit significantly strengthens their capabilities and overall safety, making this a situation where the impact will be felt immediately and long-term.

If there is a police department in another city looking for a dog, they are invited to send a written request outlining how they will use the animal in their community.

Learn more at ozliftingproducts.com.

SEE AD PAGE 23

M&G Industries Announces Distribution Partnership with Randers Reb in North America

M&G Industries, a leading North American distributor of wire rope and associated lifting and rigging components, is pleased to announce a new distribution partnership with Randers Reb, the Denmark-based rope manufacturer with 186 years of ropemaking experience.

Through this partnership, M&G Industries will supply Randers Reb Cable-laid Ropes to customers across the United States. Randers Reb Cable-laid rope products will be stocked and distributed in the U.S. through M&G Industries.

Founded in Denmark in 1840, Randers Reb combines traditional craftsmanship with modern manufacturing techniques, resulting in rope products known globally for their strength, durability, and precision. Their Cable-laid rope is widely

continued on page 34

M&G Industries

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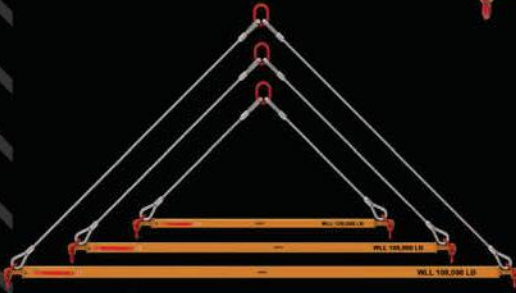
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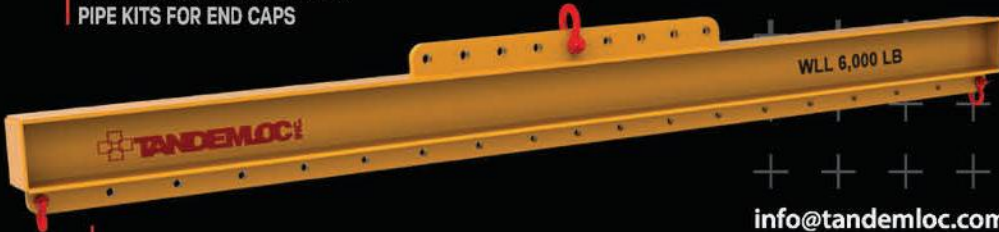
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continued from page 32

specified for applications requiring superior performance and longevity.

“This partnership aligns naturally with M&G’s focus on quality-critical products and long-term customer relationships,” said Brian York, President of M&G Industries. “Randers Reb’s deep technical knowledge and heritage in ropemaking complement our commitment to supplying dependable, high-performance solutions.”

The addition of Randers Reb Cable-laid rope further strengthens M&G Industries’ product portfolio, providing customers with access to a premium European-manufactured solution supported by M&G’s North American inventory, technical expertise, and service capabilities. To explore products, visit: mgwirerope.com/randers_reb/

Caldwell Adds Coil Lifter to SmartSpec Program

The Caldwell Group Inc. has added the Model 85 coil lifter to its SmartSpec program—a digital tool that allows distributors to configure lifting equipment.

The motorized telescoping coil grab is one of the Rockford, Illinois-based manufacturer’s most popular products. While it is stocked in capacities up to 33 tons, it is also one of the company’s most customized lifters. Higher capacities, rotation options, load scales, indicator lights, padding, toe rollers, and other options are available.

SmartSpec is unique in giving customization options to dealers specifically looking for non-standard below-the-hook equipment. Ongoing investment in SmartSpec has created a web platform that allows customers to access pricing, place orders, and even design their own products—any time.

The Model 85 has been added at the same time as the Model 80H, which is a Dixon coil C-hook with pivoting wedge. By maneuvering that wedge in between two stacked coils, an operator can separate them and begin a tilt, allowing the rest of the hook to slide in and do its job. It is stocked in capacities up to 5 tons. The Model 60 heavy-duty sheet lifter, meanwhile, is one of a catalog of products already available on the SmartSpec platform.

Jeff Ferchen, director of business development at Caldwell, said: “SmartSpec is rapidly getting a reputation for facilitating selection of BTH [below-the-hook] equipment, when customers need it. The Model 85 is a good example of the power of the platform; it takes one of our most popular products—one



The Model 85 coil lifter is a landmark addition to Caldwell’s ever-growing catalog of products available on the SmartSpec digital product configuration tool.

of our most customized—and now customers can get quotes faster than ever. In fact, they can get drawings and quotes in minutes.”

Doug Stitt, president and CEO at Caldwell, said: “Speed, especially in today’s world, is critically important. Customers want to be taken care of quickly and efficiently. They order their consumer items to be delivered the same day. They have thousands of hours of entertainment content on their smart devices—now. These trends continue to drive our investment in the [SmartSpec] platform.”

He added: “We’re meeting our customers where they are. Some prefer the focus and portability of our smaller, targeted catalogs, covering below-the-hook lifters; construction lifters; mill duty lifters; Renfroe clamps; or RUD lifting points. While others—sales reps, purchasing agents, and even

some end users—prefer everything in one big book. Of course, others want everything online. We’re happy to make sure everyone gets what they need.”

SmartSpec users can see the multitude of Caldwell’s products’ key features. The Model 85 coil lifter, for example, offers motorized leg drive that maximizes the efficient handling of coils; marrow aisle stacking, that maximizes coil storage floor space; curved lifting pads, for coil protection; and high impact plastic toe rollers, for prevention of lifter foot contact. Caldwell’s Ferchen also pointed to the anti-clamp limit switch, which protects coils during closing of the lifter; and heavy-duty torque limiting drive protection.

New items are being continually added to SmartSpec; the Model 25 twin hoist lifting beam will be available soon.

Learn more at caldwellinc.com.

SEE AD PAGE 17

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Tele Radio Expands Facility and Remote Control Stock in India

Tele Radio India Pvt Ltd has moved to a new 290 square-meter facility in Pune, reflecting the company's rapid expansion in one of the world's fastest-growing industrial markets. This growth underscores Tele Radio India's strong position as a trusted provider of safe and reliable radio remote-control systems.

Tele Radio India was established in May 2020. Prior to that, its products were available through partners and distributors, but 2021 marked the establishment of a dedicated local operation with direct sales, service, and support. The latest relocation is the company's third expansion, having grown exponentially from an original 12 square-meter site. Six members of an ever-growing team will be located in Pune.

The new facility strengthens the company's subsidiary as a strategic regional hub, serving customers across India, Sri Lanka, Bangladesh, Nepal, Bhutan, and the Maldives, with faster delivery, enhanced service, and greater customization capabilities.

Sharad Role, managing director at Tele Radio India, said: "Moving into a bigger office is a clear sign that our

customers trust in our solutions for their most critical applications. I have been [managing director] since 2020; in that time, we have grown from a small, start-up-style office into a full facility with expanded customer support and operational capability. India is in a strong growth phase; it is becoming a global manufacturing hub. Industrial radio remote controls have moved beyond early adoption and are now becoming a standard safety and

productivity solution. Surrounding markets are at earlier stages of the same growth curve."

The new facility is designed to facilitate sales, service, and warehousing, in addition to local customizations and assembly. It already houses stock and spare parts, to further support faster deliveries and quicker service turnaround. The building is located in a modern corporate district with excel-

continued on page 37



Tele Radio India has moved to a new 290 square-metre facility in Pune.

Complex Escalator Replacement Showcases Advanced Rigging Solutions

courtesy of All Material Handling

Replacing an escalator is never a straightforward task. With heavy components, tight structural envelopes, and limited overhead clearance, every move demands deliberate coordination and rock-solid rigging. A recent project (captured in the accompanying image) highlights how modern riggers are using advanced hardware and concise planning to safely execute one of the most challenging lifts in the vertical transportation world.

Central to the setup are CARTEC in-line chain sling shorteners, deployed to maintain precise load control while navigating the confined geometry of the tunnel. These devices allow riggers to fine-tune sling lengths and leg angles on the fly, ensuring the suspended escalator sections remain level during extraction and repositioning. In operations like this, where inches matter and shifts in load distribution can create serious hazards, the ability to make micro-adjustments is critical.

Equipped with CARTEC integrated shortening hooks, the chain slings eliminate the need for additional hardware or improvised solutions. The hooks positively engage the chain links without degrading working load limits, enabling fast, secure shortening while keeping the rigging envelope compact—a major advantage in low-headroom environments. This integrated approach reduces clutter, minimizes snag hazards, and helps crews maintain a clean, predictable load path throughout each phase of the lift.

The image shows these components working in unison: chain slings balanced across multiple lift points, tension equalized through strategic shortening, and hoists rigged to accommodate both vertical and angular load demands. It's a real-world example of how integrated shortening of chain slings is driving efficiency and safety in complex escalator replacement projects.

For the riggers who tackle these demanding lifts, this job serves as a reminder that while the challenges may be significant, the right rigging—paired with experience and craftsmanship—makes even the most complex replacement achievable.

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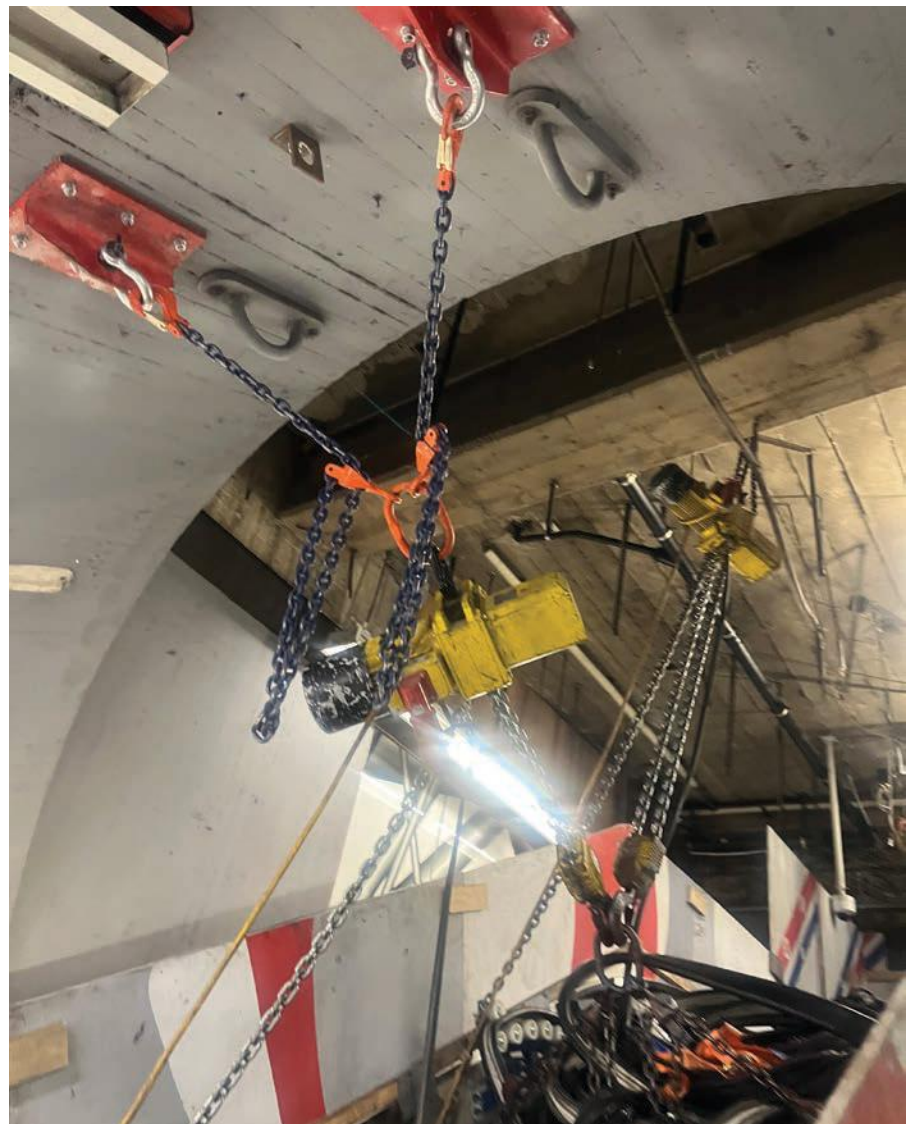
tinues lifting expectations across the material handling sector.

“We take pride in delivering top-tier equipment and service—with a personal touch,” says President and Owner Peter Brettner. “When you reach out to AMH, you’ll speak with knowledgeable, friendly representatives who care

about your needs.”

Contact All Material Handling today for CARTEC G100 chain and fittings and many more rigging products, such as hoists, and plate lifting clamps: 877-543-8264; sales@allmaterialhandling.com; www.allmaterialhandling.com.

SEE AD PAGE 59





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continued from page 35

lent connectivity to highways and other infrastructure, positioning Tele Radio India closer to its core customer base in cranes, material handling, construction, mining, and mobile hydraulics.

Role added: “The expansion also represents continued alignment with the industries we serve. Customers are demanding faster responses and shorter lead times—they don’t want to wait weeks for critical controls. That is aligned with rising compliance expectations as our marketplace matures, meaning supporting documentation and certifications are now more important than ever.”

As part of the Allgon Group, Tele Radio India benefits from a global research and development (R&D) footprint, a wide product portfolio, and a strong focus on safety and certification, including Equipment Type Approval (ETA) and Bureau of Indian Standards (BIS) approvals for the Indian market.

“We are investing ahead of the curve,” said Role. “This move is not the end of our journey — it lays the foundation for our next phase of expansion.”

Tele Radio India is currently recruiting for various sales, business development, and operations roles.

Learn more at tele-radio.com.

Pelican Rope Works & U.S. Rigging Supply Open New 24,000 sq. ft. Distribution Center in Louisiana

Pelican Rope Works and U.S. Rigging Supply announced the opening of a new 24,000-square-foot distribution center at 12047 Old Baton Rouge Hwy in Hammond, LA, just north of New Orleans. The facility marks a major expansion for the companies, increasing national stocking capacity and improving delivery speed and costs for customers across the United States.

The new Gulf Coast location comple-

ments the company’s Santa Ana, CA, headquarters, which continues to operate as the primary manufacturing and West Coast shipping center. With two hubs positioned on opposite coasts, the companies will offer faster and more efficient fulfillment—particularly for customers east of the Mississippi.

The Hammond facility will provide Will-Call pickup, on-site demos, project consultation and planning, and a full inventory of rope and rigging gear. Its location strengthens service to marine operators along the Gulf Coast; arbor-

continued on page 40



Pelican Rope Works & U.S. Rigging Supply’s new distribution center in Louisiana.

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continued from page 37

ists working throughout the heavily forested Eastern and Southern U.S.; and utility and construction teams serving some of the fastest-growing major markets in the country, including Texas, Florida, and the Carolinas.

“This new facility positions us closer to the customers who rely on our products every day,” said Jacob P. Williams, Executive Vice President of U.S. Rigging Supply and Pelican Rope. “By expanding our footprint into the Greater New Orleans region, we’re able to deliver faster, support more industries, and provide the kind of responsiveness that today’s contractors, climbers, and other professionals expect. It’s an exciting step forward for our entire organization.”

The company also highlighted the broader significance of the expansion following its recent 50-year milestone.

“As we enter our next chapter, our focus remains exactly where it started — Making Difficult & Dangerous Work Easier & Safer,” said Terry Walker, CEO of U.S. Rigging Supply and Pelican Rope. “This new distribution center strengthens our ability to support the people who build, climb, lift, and protect. It expands our reach, deepens our commitment, and reinforces the promise we’ve carried for

decades: to deliver gear that workers can trust, day in and day out.”

The Louisiana site includes office space for regional staff, further expanding the companies’ presence across the Gulf and Southeast, where teams are already established in both Louisiana and Florida.

Learn more at USRigging.com and PelicanRope.com.

William Hackett and Vulcan Hoist Strike a Strategic Partnership Deal

Landmark agreement gives customers access to a broader product range on both sides of the Atlantic. From the new year, Vulcan Hoist will distribute William Hackett’s comprehensive range in North America.

William Hackett, a trusted global supplier of safety-critical lifting, rigging and chain solutions, has signed a strategic partnership with Vulcan Hoist.

The agreement brings together two highly respected hoist manufacturers from both sides of the Atlantic. Founded in 1892 in the UK, William Hackett is a global leader in the manufacture of bespoke chain solutions and lifting products. It offers a broad range of manual hoists, along with chains

and associated equipment. Based in Montreal, Vulcan Hoist Co. Ltd. is the only Canadian manufacturer of electric hoists and trolleys, with a history stretching back more than 60 years.

From 2026, the new partnership includes reciprocal product sharing, meaning that Vulcan’s customers in Canada and the USA gain better access to William Hackett’s comprehensive range of hoists and lifting equipment. This will start with the William Hackett Quad Pawl hoists range, with the portfolio gradually expanding throughout 2026. William Hackett will also benefit from Vulcan’s electric hoist expertise.

Mick Howard, CEO at William Hackett said: “This strategic partnership is the perfect fit for both parties. Like William Hackett, Vulcan has a family-run ethos



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with strong family values and a customer-first approach. By working together, we strengthen each other and most importantly, bring the benefits of a broader product range and enhanced stock availability to our clients worldwide.

“In addition, our existing teams can now draw from a larger pool of expertise and experience, to ensure the high-

est levels of customer service.”

This collaboration marks a significant milestone in William Hackett’s expansion into the Canadian market, combining its century-long expertise in lifting equipment with Vulcan’s specialized knowledge in electric hoist technology. The partnership will accelerate product availability and en-

hance service capabilities across a broader range of industries, including energy, infrastructure, commercial, and construction sectors.

While Vulcan Hoist was founded as a limited company in 1964, it can trace its roots back to 1947. Known for its electric hoists, it has also offered manual chain hoists, ratchet pullers, beam and plate clamps and other lifting related products since 1973. Along with sales it offers equipment rental as well as hoist certification, maintenance and repair services.

All William Hackett lifting products are supplied through its facility in Alnwick, in North-East England, which has been operational for 35 years.

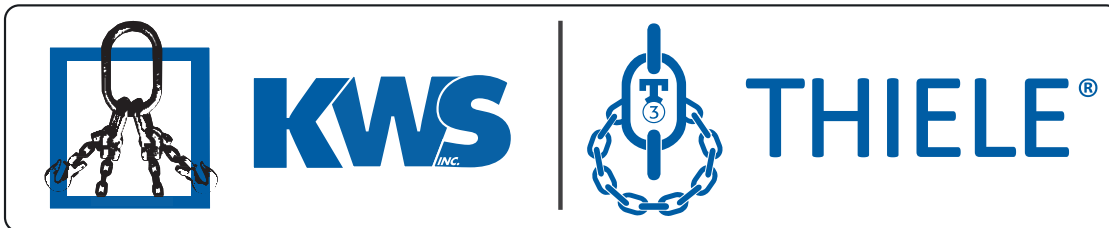
“The partnership with Vulcan Hoist will accelerate our plans for expansion into Canada, an important market for William Hackett,” added Mick. “It is also our goal to be a full-line provider of hoists and associated equipment. The ability to offer our global customer base electric hoists built with the same quality and care as our manual hoists and our recently launched pneumatic hoists, represents a major step forward in that strategy.”

For further information, visit: www.williamhackett.co.uk/en-gb/about.






William Hackett Quad Pawl hoists will be the first available to Vulcan Hoist customers.

More News on next page

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AISI Releases November SIMA Imports Data Finished Import Market Share Estimated at 14 Percent in November

Based on the Commerce Department's most recent Steel Import Monitoring and Analysis (SIMA) data, the American Iron and Steel Institute (AISI) reported that steel import permit applications for the month of November totaled 1,679,000 net tons (NT)*. This was a 4.5% increase from the 1,607,000 permit tons recorded in October and a 3.0% decrease from the October final imports total of 1,730,000. Import permit tonnage for finished steel in November was 1,130,000, down 15.4% from the final imports total of 1,335,000 in October. For the first eleven months of 2025 (including November SIMA permits and October final imports), total and finished steel imports were 23,704,000 NT and 17,550,000 NT, down 11.3% and 15.1%, respectively, from the same period in 2024. The estimated finished steel import market share in November was 14% and is 19% year-to-date (YTD).

Steel imports with large increases in November permits vs. October final imports include heavy structural shapes (up 79%), tin free steel (up 46%), blooms, billets and slabs (up 39%), line pipe (up 16%) and cut lengths plates (up 14%). Products with significant year-to-date (YTD) increases vs. the same period in 2024 include stainless pipe and tube (up 38%), tin plate (up 31%), line pipe (up 19%), oil country goods (up 17%) and wire rods (up 16%).

In November, the largest steel import permit applications were for Brazil (254,000 NT, down 14% from October final imports), Canada (252,000 NT, down 19%), South Korea (185,000 NT, up 44%), Mexico (163,000 NT, up 6%) and Japan (99,000 NT, up 29%). Through the first eleven months of 2025, the largest suppliers were Canada (4,285,000 NT, down 29%), Brazil (3,875,000 NT, down 12%) and Mexico (2,684,000 NT, down 16%).

*Note that import permits data are counts of tonnages requested in applications for licenses to import steel prod-

ucts 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.

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

pewag UK Group Launches Innovation Campaign

pewag UK Group is placing a spotlight on practical innovation across its specialist lifting brands—pewag UK, Modulift, Load Monitoring Systems (LMS) and Aberdeen Web (AWL). Through its Innovating Together initiative, the group is showcasing proven lifting and load monitoring solutions from its complete below-the-hook portfolio, helping end users improve safety, extend equipment longevity and reduce the risk of lifting-related accidents.

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Increasing Working Load Limits Safely

Increasing load capacity without up-sizing chain slings allows for heavier lifts without compromising on safety. The pewag Load Distributor increases Working Load Limit (WLL) of chain slings: for example, a 3-leg Grade 12 chain sling at 0–45° has a WLL of 10.6t without a Load Distributor. With the component fitted, the WLL increases to 14t — a 32% rise in capacity.

Extending Service Life Through Wear Reduction

The Modulift Clevis Drop Link and Delta Plate, used with a MOD spreader beam, eliminates sling bunching and crowding in fourpoint lifts with angled slings, reducing damage to both slings and shackles.

Aberdeen Web round slings can be specified with a Tough Outer Sleeve, offering significantly increased abrasion resistance compared to standard sleeves. The enhanced outer layer protects loadbearing fibers, extending service life in heavy lifting applications.

Supporting Safe Load Distribution and Sling Assessment

The pewag Oversized Master Link, designed for use with 2- and 4-leg slings features an upper curve for im-

proved contact with the crane hook. Its design provides a clear visual reference of sling leg angles, aiding quick assessment on site. 0–45°, sling legs naturally position themselves in the center of the ring, while at 45–60°, they move towards the outer corners, giving operators a clear, visual indication that angles are approaching their upper limits.

Reducing the Risk of Accidents

The Oversized Self-Locking Hook reduces the risk of accidental opening and hook damage. The trigger sits flush with the hook rather than protruding, and the recessed trigger design makes it easier to operate. Integrated wear and deformation indicators provide a clear visual reference of the hook's con-

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dition, helping prevent unsafe use.

Assessing Center of Gravity

Accurate load data supports safer lifts and better rigging decisions. LMS-LOG100 Load Cell Data Logging Software includes a Center of Gravity (CoG) feature that calculates and displays the load's CoG in real time, enabling riggers to optimize sling angles and improve load distribution.

Verifying Pad Eye Integrity After Installation

Once a pad eye is fitted, the LMS Digital Pad Eye Tester ensures it is safe for use. Commonly used in offshore applications, the tester verifies that the anchor point will not stretch, bend, or fail under load. By checking pad eyes after installation, it helps reduce risk, improve on-site safety, and support reliable, efficient lifting operations.

Proven Solutions for Safe, Reliable Lifting

Together, these products underline pewag UK Group's commitment to practical innovation, providing solutions that address real-world lifting and load monitoring challenges across global industries.

Justin Whelan, Managing Director, pewag UK commented "Innovating Together isn't just about lifting solutions—it's about helping end users

make smart, safe, long-term choices. By investing in high-quality equipment, from Load Distributors that safely increase lifting capacity to LMS systems that provide real-time CoG data and verify pad eye integrity, our solutions improve safety, extend equipment life, and give teams confidence when handling complex loads."

For more information go to modulift.com/innovating-together.

Ascent Lifting, Inc. Announces the Acquisition of Hoisting Wire Rope and Sling

Ascent Lifting, Inc. ("Ascent Lifting"), a portfolio company of Shorehill Capital ("Shorehill"), announced that it completed the acquisition of Hoisting Wire Rope and Sling LLC (Hoisting Wire Rope and Sling) in late October 2025. This marks the fifth acquisition for Ascent Lifting, a leading



Ascent Lifting, Inc. announces the acquisition of Hoisting Wire Rope and Sling.

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value-added distributor and fabricator of lifting and rigging products with 42 locations nationwide.

Hoisting Wire Rope and Sling is a Corpus Christi, Texas-based supplier of wire rope, slings, hoists, and other industrial rigging and lifting equipment offered directly to end users. The company also provides rigging services including wire rope splicing, mooring, and field installation, supported by a long history of hands-on expertise. Following the acquisition, Hoisting Wire Rope and Sling will operate as a branch within Ascent Lifting's CERTEX division, further strengthening CERTEX's service capabilities in the region. This acquisition expands Ascent Lifting's presence in Texas and builds on the strong performance of its other branches across the state.

"We are thrilled to welcome Hoisting Wire Rope and Sling to the Ascent Lifting platform," said Dee Schweigert, CEO of Ascent Lifting. "Their industrial expertise and long-standing presence in the market enhance our ability to support customers across Texas with comprehensive lifting and rigging solutions. This partnership supports our mission to be the preferred partner in the U.S. rigging industry."

"We are excited to join the Ascent

Lifting family," said Jay Anderson, CEO of Hoisting Wire Rope and Sling. "Our extensive industry experience and deep understanding of customer needs align well with Ascent Lifting's commitment to operational excellence. As part of CERTEX, we will continue building a strong future rooted in quality, service, and shared growth."

"Hoisting Wire Rope and Sling is an exceptional addition to the Ascent Lifting platform," said Robert Jackson, Managing Director at Shorehill. "Their experience, industry insight, and strong customer relationships position the platform well for continued growth and value creation."

DICA Earns Multiple Industry Honors for Product Innovation and Jobsite Performance in 2025

DICA received multiple product recognitions in 2025 for its new LevelRight and EcoMax products. With awards from Green Industry Pros, Equipment Today, and Lift & Access, the honors reflect how the company approaches equipment setup and ground support design for contractors and fleet owners.

"Our development process is rooted in real-world feedback from the field.

When customers share where setup is challenging or equipment support can be improved, those insights guide our engineering work, and it's rewarding to see that commitment acknowledged

continued on next page



DICA earns multiple industry honors for product innovation and jobsite performance in 2025.

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by the industry,” said Kris Koberg, CEO of DICA.

LevelRight received a 2025 Green Industry Pros Editor’s Choice Award. The publication recognized LevelRight for the way it helps arborists achieve a more controlled, predictable setup when equipment is positioned on uneven or sloped ground. Tree care contractors using LevelRight have reported more consistent footing and less time spent improvising in the field.

Equipment Today’s Contractor’s Top 50 New Products of 2025 is an award influenced by construction contractor engagement throughout the year. Editors recognized EcoMax’s balance of strength and ease of handling, particularly its ability to provide dependable ground support while remaining practical to move and redeploy.

EcoMax was also selected as a Finalist in the Lift & Access LLEAP Award in the Features & Components category. Judges noted its engineered surface profile and load-distribution design, which support stable contact under load and long-term material performance in demanding jobsite environments, such as building construction, heavy civil and infrastructure projects, and utility

maintenance and construction.

“These acknowledgements speak to the dedication of our engineering, manufacturing, and customer service teams,” added Koberg. “Our focus remains on delivering durable, field-tested solutions that help crews work safer, faster, and with greater confidence.”

For more information about DICA and its award-winning solutions, visit www.dicausa.com.

Registration is Now Open for SEAA’s 2026 National Convention & Trade Show

The Steel Erectors Association of America (SEAA) will host its National Convention & Trade Show May 5–8, 2026, at the Sheraton Kansas City at Crown Center in Kansas City, Missouri. The event brings together steel erection and fabrication professionals for practical business and workforce



SEAA President Jack Nix speaking at the Convention and Trade Show.

We Now Stock the Grip Safe Locking Hook from Yoke



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Since 1966, Weisner Steel has been an industry leader, providing rigging products and wire rope to meet the most demanding requirements.

Yoke continues to be innovative. Their new line of ergonomic Grip Safe Locking Hooks are fatigue rated at 1.5 times the working load limit and proof tested at 2.5 times the working load limit. Grip Safe Locking Hooks are available in Eye, Clevis and Swivel configurations. Yoke Grip Safe Locking Hooks come in sizes to accommodate Grade 100 chain from 3/8 to 7/8. All Weisner warehouses stock numerous Yoke products.

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development discussions and opportunities to connect directly with peers and industry leaders. Attendees will also have access to the Trade Show, featuring new technologies and solutions for steel contractors.

The keynote speaker for the 2026 Convention will be Jim “The Rookie” Morris, whose remarkable career shift from high school science teacher to Major League Baseball pitcher was immortalized in the Disney film *The Rookie*. Morris will speak on mentorship, leadership, and the impact of surrounding yourself with people who elevate your potential.

“The Convention & Trade Show is where our members get the chance to learn from each other and reconnect,” said Carrie Gualajan, Chair of SEAA’s Events Committee. “Kansas City offers a welcoming setting and a strong local industry community, which makes it a great place to focus on both business and relationship building.”

The 2026 program will include education sessions led by industry professionals, along with networking events such as the George R. Pocock Memorial Golf Tournament and Clay Brooker Live Music Night. The week concludes with the President’s Dinner and Awards Pre-

sentation, recognizing achievements in steel construction and safety.

“SEAA is built on collaboration,” said Pete Gum, Executive Director of SEAA. “When contractors, suppliers, and training professionals have the chance to come together, share what works, and support each other, the whole industry benefits. This event is about making that possible in a real, meaningful way.”

Early Bird registration rates will be available through February 21, 2026.

Learn more at seaa.net.

CM Labs Set to Reveal Major Simulation Training Advancements at CONEXPO 2026

Visit booth #N11839 for a first look at the latest simulation technology innovations that continue to advance workforce development.

CM Labs Simulations, the leading vendor for simulation-based training solutions in the ports, construction, and utilities industries, returns to CONEXPO-CON/AGG 2026. From March 3-7, 2026, at booth #N11839, CM Labs will demonstrate how its innovative, industry-leading simulation-based training is helping teams train

smarter, close skills gaps, and address labor shortages.

CM Labs will introduce a set of new features within the Intellia Training System, designed to enhance instructor oversight and training efficiency. The company will also feature an expanded construction equipment portfolio, giving organizations more flexibility when building operator training programs.

Advancements to CM Labs’ soil technology will bring even greater realism and accuracy to the simulation experience, influencing how machines respond and how operators develop judgment in changing conditions. CM Labs will also signal its expansion into adjacent markets, with the intention of strengthening and supporting the construction industry through broader, cross-sector training solutions. Live tech demos will round out the booth experience, giving attendees an exclusive look at next-generation capabilities before they’re officially released.

“Simulation is entering a new era, and we’ve been quietly pushing boundaries behind the scenes,” said Alan Limoges, Manager of Product Growth and Partnerships at CM Labs. “Visitors to our booth will get a first look at

continued on next page



CM Labs set to reveal major simulation training advancements at CONEXPO 2026.

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what’s coming next and how it will reshape the way crews learn, work, and operate.”

Attendees are invited to visit booth #N11839 to experience first-hand the company’s latest innovations shaping the future of construction training and bringing simulated experiences closer to real-world jobsite challenges.

Doleco Unveils Redesigned Website Showcasing New and Innovative Cargo Securement Products

Doleco’s new website marks a major step in its digital evolution and has been designed to enhance user experience and to make products easier to identify, specify and order.

Doleco USA, the nation’s fastest-growing manufacturer of lifting sling and load-securing technologies, today announced the official relaunch of its U.S. website, introducing a modernized digital experience designed to better support customers across the lifting, lashing, and load securement

industries. As the 90-year-old company approaches its 12-year milestone in the United States, the redesigned site reflects Doleco’s ongoing growth and commitment to innovation, service, and customer accessibility.

“As Doleco USA continues its remarkable growth trajectory, we want to present our organization to the market at large in the most clear, concise and convenient format,” said Ralph Abato, president and managing director of Doleco USA.

The new website features a cleaner design, streamlined navigation, and an intuitive structure that makes it easier for users to find product information, technical data, and support resources. These enhancements mark an important achievement in Doleco USA’s digital transformation, aimed at making the company’s product portfolio and expertise even more accessible to customers nationwide.

Continuous Product Innovation on Display

Over the last few years, the company has launched a string of innovative and award-winning cargo management and

control products, including most recently:

- **Photorealistic Custom Cargo Straps.** Groundbreaking full-color digital printing technology for cargo securement straps—the first such capability in America. The state-of-the-art digital printer, installed at Doleco’s Charlotte manufacturing facility, transforms traditional cargo straps from basic yellow webbing with black stenciling into vibrant marketing tools capable of displaying photographs, multicolor logos and complex graphics.

- **DoRa Gen 2 Ratcheting Load Binder.** Featuring significant engineering improvements that deliver 33 percent faster tensioning and de-tensioning, as well as enhanced, patent-pending safety mechanisms. The Gen 2 model maintains the original DoRa’s patented telescopic design while adding critical operational improvements that make it a faster and most versatile manually operated load binder.

The redesigned site emphasizes user-friendliness above all. Visitors can quickly locate the information they need, including detailed product descriptions, technical specifications, and service-related documentation. A comprehensive download section provides immediate access to helpful materials to support product selection and application.

“Updating our website and expanding it with new features and content was an important goal for us,” Abato continued. “The site has been significantly improved and now offers a much more complete and customer-focused user experience. We are proud to present this to the market.”

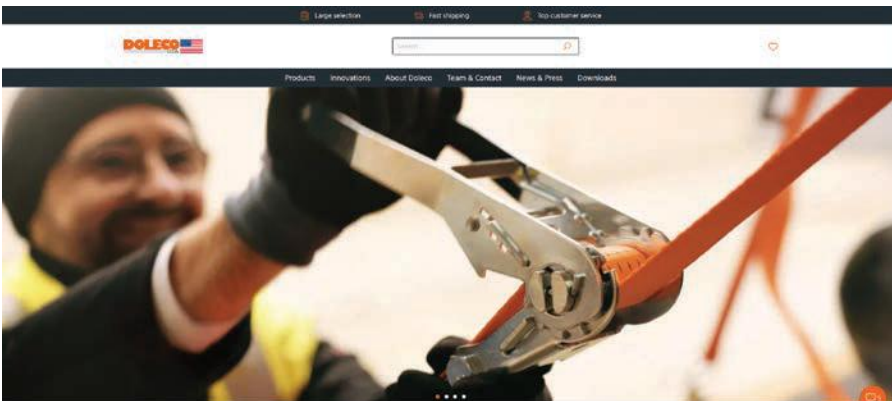
Doleco USA will continue to expand the range of products and resources available on the site over time, ensuring that customers have ongoing access to the latest solutions and information.

For product inquiries, technical questions, or requests for customized solutions, the new website makes it easier than ever to contact the Doleco USA team. With a simplified contact interface and a focus on personal support, customers can expect fast, direct assistance—online and offline.

Availability

Doleco USA products are available in the U.S., Canada and Mexico through the company’s Master Distributor network, which includes over 6,000 distribution points. For information on sales and distribution of Doleco USA products, call +1 (203) 440-1940 or email sales@doleco-usa.com.

To learn more, visit doleco-usa.com. ■



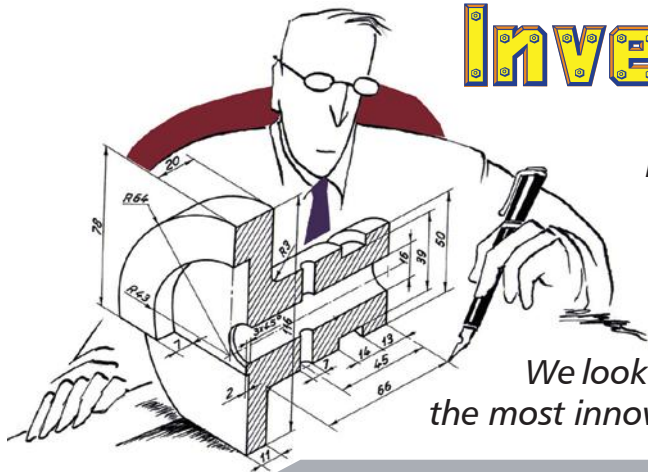
Doleco unveils redesigned website showcasing new and innovative cargo securement products.

Inventor's Corner

by William Fischer

Happy New Year to all of our readers. We hope you all had a great holiday, and can look forward to a happy and prosperous year ahead. As always, thank you for your interest in this column and our publication.

We look forward to another year of bringing our readers the most innovative new ideas and patents in our industry.



Method for inspecting twist of wire ropes

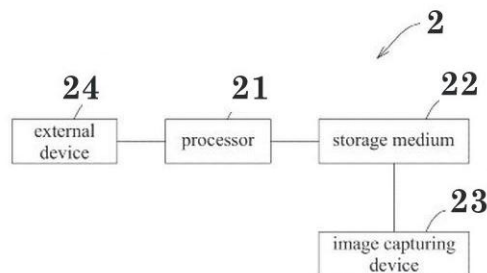
Pat. 12,454,442 U.S. class 1/1 Int. class B66B7/12

Inventor: Ming-chu Chen, Taipei, TW.

Assignee: Ming-chu Chen, Taipei, TW.

A method for inspecting twist of wire ropes is provided. The wire ropes support an elevator car, and each of the wire ropes includes a plurality of strands. The method is to be implemented by a processor and includes steps of: obtaining, for each of the wire ropes during movement of the elevator car, a number of strand segments that are present within a predetermined length of the wire rope; and comparing the numbers of strand segments that are obtained respectively for the wire ropes for analyzing the twist of the wire ropes, wherein the wire ropes are determined as having equal extent of twist when it is determined that the numbers of strand segments are identical, and the wire ropes are determined as having distinct extent of twist when it is determined that the numbers of strand segments are different from each other.

Referring to *Figures 1 and 2*, a method for inspecting twist of wire ropes is to be implemented by a system 2 according to an embodiment of the disclosure. The system 2 includes a storage medium 22, an image capturing device 23, and a processor 21 that is electrically connected to the storage medium 22 and the image capturing device 23. The processor 21 may be, but is not limited to, a single core processor, a multi-core processor, a dual-core mobile processor, a microprocessor, a microcontroller, a digital signal processor (DSP), a field-programmable gate array (FPGA), an application specific integrated circuit (ASIC), a radio-frequency



Pat. 12,454,442

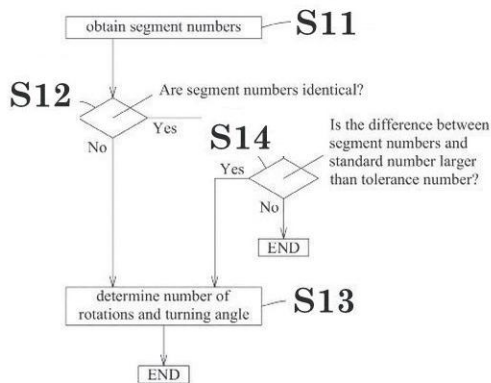
Figure 2: Block diagram illustrating a system for implementing the method for inspecting twist of wire ropes.

integrated circuit (RFIC), and/or a system on a chip (SoC), etc. The storage medium 22 may be embodied using computer-readable storage mediums such as hard disk drive(s), random access memory (RAM), read only memory (ROM), programmable ROM (PROM), and/or flash memory, etc. The image capturing device 23 may be a digital camera, a video camera, and/or a monitoring camera, etc.

Further referring to *Figures 3 and 4*, the method is adapted to inspect the twist of the wire ropes 1 that are supporting an elevator car during movement of the elevator car, and each of the wire ropes 1 includes a plurality of strands 11. The wire ropes 1 hang over and are driven by a traction wheel 3 for moving the elevator car up and down. In this embodiment, four wire ropes 1 are used for explaining the method, and each of the wire ropes 1 includes eight strands 11. It should be noted that the number of wire ropes 1 and the number of strands 11 are not limited to the abovementioned example.

The method for inspecting twist of wire ropes includes steps S11 to S14 according to one embodiment of the disclosure. In step S11, the processor 21 obtains, for each of the wire ropes 1 during movement of the elevator car, a number of strand segments (hereinafter referred to as “segment number”) that are present within a predetermined length of the wire rope 1. Each of the strand segments is a portion of one of the strands 11 that is represented as a diagonal stripe viewing from one side of the wire ropes 1 as shown in *Figure 3*. In this embodiment, the predetermined length is equal to a travel distance of the wire ropes 1 when moving the elevator car between a highest level and a lowest level. In some embodiments, the predetermined length may be a portion of the travel distance of the wire ropes 1.

To describe in further detail, the image capturing device
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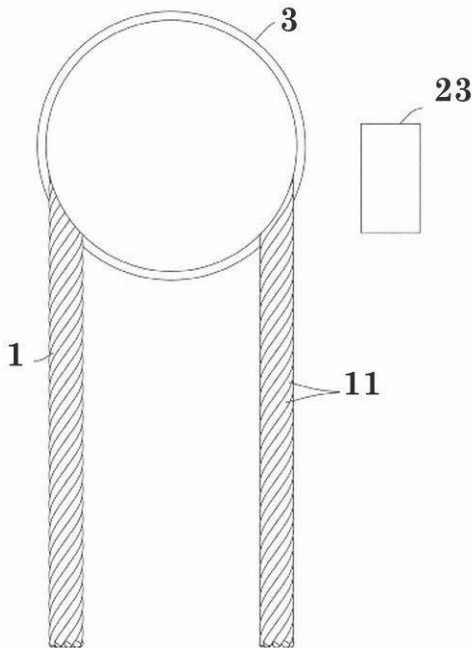


Pat. 12,454,442

Figure 1: Flow chart illustrating a method for inspecting twist of wire ropes.

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23 first obtains image data that records a sequence of images (e.g., a video) of the predetermined length of the wire ropes **1** during the movement of the elevator car, and the processor **21** may then determine the segment number for each of the wire ropes **1** based on the image data obtained by



Pat. 12,454, 442

Figure 3: Schematic view illustrating a set-up of an image capturing device relative to a traction wheel.

the image capturing device **23**.

The image capturing device **23** may be disposed at a position relative to the traction wheel **3** as shown in *Figure 3*. To describe in further detail, the image capturing device **23** may be disposed at a position with a horizontal level that is slightly below the axis of the traction wheel **3**, so as to capture images of straight portions (i.e., not bent by the traction wheel **3**) of the wire ropes **1** as the image data.

In this embodiment, the image capturing device **23** may transmit the image data directly to the processor **21** through a wired connection or wireless technology (e.g., Wi-Fi or Bluetooth®) for real-time analysis. In some embodiments, the image capturing device **23** may store the image data in the storage medium **22**, and the processor **21** may then read the image data that is stored in the storage medium **22** for analysis.

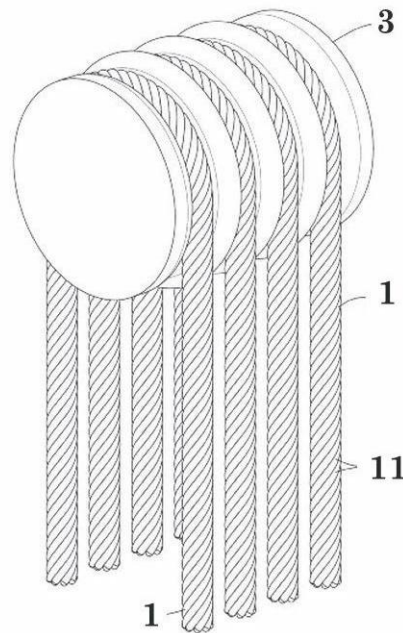
In this embodiment, the processor **21** determines the segment number for each of the wire ropes **1** based on the image data using image recognition technology (e.g., by setting a baseline transverse to the wire rope **1** in the sequence of images, and using Python OpenCV to count the number of diagonal stripes that have passed through the baseline). Various techniques may be adopted when using Python OpenCV to count a number of objects in an image. For example, after the image is loaded, operations of grayscaling, edge detection, thresholding, contour finding are sequentially performed on the image, and the number of contours thus found are counted to obtain the number of objects in the image. It is noted the approach to determine the segment number for each of the wire ropes **1** based on the image data is not limited to the disclosure herein. In one example, the processor **21** determines the segment number for each of the four wire ropes **1** to obtain

four segment numbers respectively of the four wire ropes **1**. In some embodiments, the processor **21** may determine the segment number for each of the wire ropes **1** using a counter that is created in advance using Python OpenCV based on, for example but not limited to, the aforementioned algorithm (i.e., grayscaling, edge detection, thresholding, contour finding, and counting the number of contours).

In step **S12**, the processor **21** compares the segment numbers that are obtained respectively for the wire ropes **1** for analyzing the twist of the wire ropes **1**. In other words, the processor **21** determines whether the segment numbers of the respective wire ropes **1** are identical. When it is determined that the segment numbers of the respective wire ropes **1** are not identical, the wire ropes **1** are determined as having distinct extent of twist, and a flow of the method proceeds to step **S13**; otherwise, when it is determined that the segment numbers of the respective wire ropes **1** are identical, the wire ropes **1** are determined as having equal extent of twist, and the flow proceeds to step **S14**.

In step **S13**, the processor **21** determines, with respect to each of the wire ropes **1**, a number of rotation and a turning angle for adjusting the wire rope **1**. To describe in further detail, for each of the wire ropes **1**, the number of rotations and the turning angle may be obtained by performing a calculation of subtracting a standard number of strand segments from the segment number that correspond to the wire rope **1** to result in a difference value, and dividing the difference value by a number of the strands **11** that are included in the wire rope **1** to obtain a first quotient. The number of rotation is determined as an integer part of the first quotient, and the turning angle is determined by multiplying the first two decimals of the first quotient by 360 degrees.

Afterward, the processor **21** transmits the number of rotations and the turning angle for adjusting the wire rope **1** that are determined with respect to each of the wire ropes **1** to an external device **24** via wired or wireless communications. In some embodiments, the external device may be a computer, a tablet or a smartphone which displays the number of rotations and the turning angle so as to allow a main-



Pat. 12,454,442

Figure 4: Schematic view illustrating a plurality of wire ropes hanging over a traction wheel.

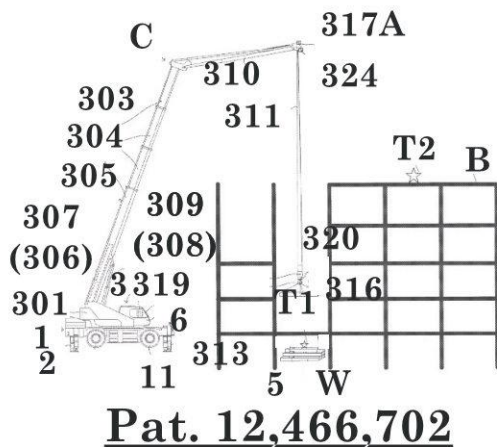
tenance personnel to adjust the twist of the corresponding wire rope 1 accordingly. In some embodiments, each of the wire ropes 1 is attached to an adjustable end connector (not shown) that can be rotated by the maintenance personnel to adjust the twist of the wire rope 1. In some embodiments, an automatic adjustment scheme may be adopted where the external device includes a controller (e.g., a motor controller), and a motor that is coupled to the adjustable end connector to rotate the same. After receiving the number of rotations and the turning angle from the processor 21, the controller controls the motor to rotate the adjustable end connector based on the number of rotations and the turning angle so as to adjust the twist of the corresponding wire rope 1.

In this embodiment, each of the wire ropes 1 includes eight strands 11. Assuming that the segment number of one of the wire ropes 1 is equal to 1150, and assuming that the standard number of strand segments is equal to 1128, then the first quotient of the one of the wire ropes 1 is obtained as an expression, $(1150-1128)/8$, which is equal to 2.75. Since the first quotient is equal to 2.75, the number of rotations is determined as two (i.e., the integer part of 2.75), and the turning angle is determined as 0.75×360 degrees (i.e., multiplying the first two decimals of 2.75 by 360 degrees), which is equal to 270 degrees. Thus, the one of the wire ropes 1 is to be adjusted by rotating two times, and an additional rotation of 270 degrees.

Crane and transportation destination presentation method

Pat. 12,466,702 U.S. class 1/1 Int. class B66C13/46
 Inventor: Kanda Shinsuki, Kagawa, JP.
 Assignee: Tadano, LTD, Kagawa, JP.

This patent presents a crane for transporting a load from a transportation origin to a transportation destination, the crane being provided with: an operation function unit provided so as to be turnable; a hook suspended by a wire rope from a distal end part of the operation function unit; an information-reading unit provided to the hook or a member that moves with the hook, the information-reading unit acquiring information relating to a position of the transportation destination from an information storage unit provided to the load; a control unit for calculating, on the basis of the information relating to the position acquired from the information-reading unit, information relating to an operation of the crane for transporting the load to the transportation destination; and a display unit for displaying the information relating to the position and the information



Pat. 12,466,702

Figure 5: View schematically illustrating a work site where a crane is disposed.



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relating to the operation.

Figure 5 is a side view of a mobile crane (a rough terrain crane in the illustrated case) according to an embodiment in a working state. Examples of the mobile crane include an all-terrain crane, a truck crane, and a loading-type truck crane (also referred to as a cargo crane). However, the crane according to the present invention is not limited to the mobile crane, and may be, for example, a tower crane.

As illustrated in Figure 5, a mobile crane C includes a traveling body 1, outriggers 2, and a turning body 3. Figure 5 is a schematic diagram illustrating a work site where the mobile crane C is disposed.

As an example of transportation work performed by the mobile crane C, the mobile crane C transports a load W from a transportation origin T1 (a position indicated by a small star in Figure 5) at which the load W is temporarily placed to a transportation destination T2 (a position indicated by a large star in Figure 5).

The mobile crane C according to the present embodiment acquires information (for example, coordinates) relating to the position of the transportation destination T2 from an information storage unit 5 provided to the load W by an information-reading unit (an information reading device 320) provided in a hook device 312. In addition, the mobile crane C calculates information relating to the operation of the crane for transporting the load W to the transportation destination T2. Then, the acquired information relating to the position and the calculated information relating to the operation of the crane are displayed on a display unit 6. Hereinafter, a specific configuration of the mobile crane C will be described. The traveling body 1 has a plurality of

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wheels **11**. The outriggers **2** are provided at four corners of the traveling body **1**. The turning body **3** is turnably provided on an upper part of the traveling body **1**.

The turning body **3** includes a turning base **301**, a telescopic boom **302**, an extension/retraction device **306**, a luffing device **308**, a jib **310**, a wire rope **311**, and the hook device **312**. In addition, the turning body **3** includes a cab **313**, a position detection unit **317A**, the display unit **6**, an operation input unit **319**, the information reading device **320**, a second communication unit **323**, an imaging unit **324**, a detection unit **325**, a control unit **326**, and a storage unit **327**. The turning base **301** is turnably supported by the traveling body **1** and is configured to turn the turning body **3**.

The telescopic boom **302** corresponds to an example of a boom and has a proximal end part fixed to the turning base **301**. The telescopic boom **302** includes a plurality of boom elements. Each of the plurality of boom elements has a tubular shape. The plurality of boom elements are combined with each other in a telescopic manner.

Specifically, in a retracted state, the plurality of boom elements are a distal boom element **303**, an intermediate boom element **304**, and a proximal boom element **305** in order from the inner side. As the intermediate boom element **304**, the present embodiment includes two intermediate boom elements. Note that the number of the intermediate boom elements **304** may be either one or three or more. In addition, the boom is not limited to the telescopic boom, and may be a non-telescopic boom.

The extension/retraction device **306** includes a hydraulic source (not illustrated), a hydraulic pump (not illustrated), a control valve (not illustrated), an extension/retraction cylinder device **307**, and the like. The respective elements constituting the extension/retraction device **306** are connected to each other by pipes. The extension/retraction device **306** extends and retracts the telescopic boom **302** on the basis of extension and retraction of the extension/retraction cylinder device **307**.

The luffing device **308** includes a hydraulic source (not illustrated), a hydraulic pump (not illustrated), a control valve (not illustrated), an extension/retraction cylinder device **309**, and the like. The luffing device **308** raises and lowers the telescopic boom **302** on the basis of extension and retraction of the extension/retraction cylinder device **309**. The jib **310** is connected to a distal end part of the telescopic boom **302**. The wire rope **311** hangs down from a distal end part of the jib **310**.

The hook device **312** corresponds to an example of a hook, and is suspended by the wire rope **311** from the distal end part of the jib **310**. Specifically, the hook device **312** includes a hook block **314** and a hook **315**. The hook block **314** has a sheave (not illustrated). The wire rope **311** is wound around the sheave. In the present embodiment, the number of hooks of the wire rope **311** is two. However, the number of hooks of the wire rope **311** is not limited to the case of the present embodiment. The number of hooks of the wire rope may be either one or three or more.

Note that the telescopic boom **302** and the jib **310** correspond to examples of an operation function unit in the present embodiment. There is also a case where the jib **310** is not used depending on a work state. In the case where the jib **310** is not used, the telescopic boom **302** corresponds to an example of the operation function unit.

The position detection unit **317A** acquires information relating to its own position. In the present embodiment, the position detection unit **317A** is a GNSS antenna for receiv-

ing information from a satellite positioning system such as a global positioning system (GPS). The position detection unit **317A** acquires information (coordinates) relating to its own position from the satellite positioning system.

In the case of the present embodiment, the position detection unit **317A** is provided at a distal end part of the operation function unit (the jib **310** in the case of the present embodiment). Thus, in the case of the present embodiment, the information relating to the position acquired by the position detection unit **317A** (hereinafter, referred to as "position information") is also information relating to the position of a distal end part of the operation function unit (the jib **310** in the case of the present embodiment).

Note that the position of the position detection unit **317A** is not limited to the position in the present embodiment. The position of the position detection unit **317A** is preferably a position close to the distal end part of the operation function unit (the jib **310** in the case of the present embodiment). In the case where the jib **310** is not used, the position detection unit **317A** may be provided at the distal end part of the telescopic boom **302**. The position detection unit **317A** transmits information relating to the detected position to the control unit **326**.

Wire rope

Pat. 12,467,200 U.S. class 1/1 Int. class D07B1/06

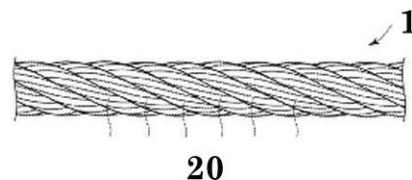
Inventor: Hashimoto Takaya, Seto, JP.

Assignee: Asahi Intecc Co. Ltd.

A wire rope includes a strand that is formed by winding a plurality of metal wires. The strand includes a core wire and side wires. Each of the side wires is arranged on an outer periphery of the core wire. In a transverse section of the strand, each of the side wires includes end portions positioned at opposite ends in a circumferential direction of the core wire. Each of the end portions includes a contact portion in contact with an end portion of an adjacent side wire, and a non-contact portion not in contact with the adjacent side wire. A Vickers hardness of the contact portion is higher by 1% or more than a Vickers hardness of the non-contact portion. A surface roughness Ra of an outer peripheral surface of each of the side wires is 0.10 μm or less.

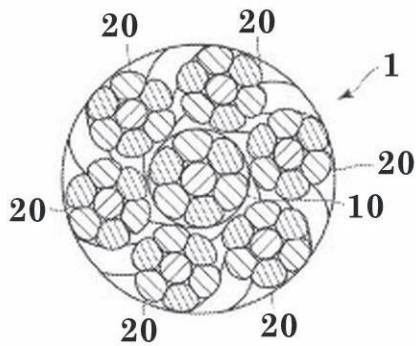
As illustrated in *Figures 6 and 7*, the wire rope **1** includes the core strand **10**, a plurality (six, for example) of side strands **20**, and is formed by a twisted wire in which they are twisted. The core strand **10** and the side strands **20** are each formed by a twisted wire in which a plurality (seven, for example) of wires are twisted. As illustrated in *Figure 8*, the core strand **10** includes, among a plurality of wires, a core wire **11** arranged in the center of the core strand **10** and side wires **12** that are the other (six) wires and are arranged on an outer periphery of the core wire **11** so that each of the side wires **12** is in contact with the core wire **11**.

The core wire **11** is a metal wire with a circular cross section that extends from a distal end to a proximal end in the center of the core strand **10**. The material of the core wire **11** is not particularly limited, and stainless steel or



Pat. 12,467,200

Figure 6: External view of a wire rope.



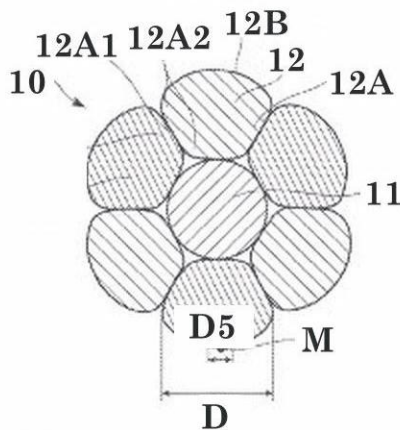
Pat. 12,467,200

Figure 7: Transverse sectional view of the wire rope.

the like is used, for example. The core wire 11 is formed to have higher Vickers hardness at an outer periphery portion in the transverse section than at a center portion in the transverse section. This keeps the core wire 11 flexible, improves the wear resistance of the core wire 11 in contact with the side wires 12, and improves the bending durability of the core wire 11.

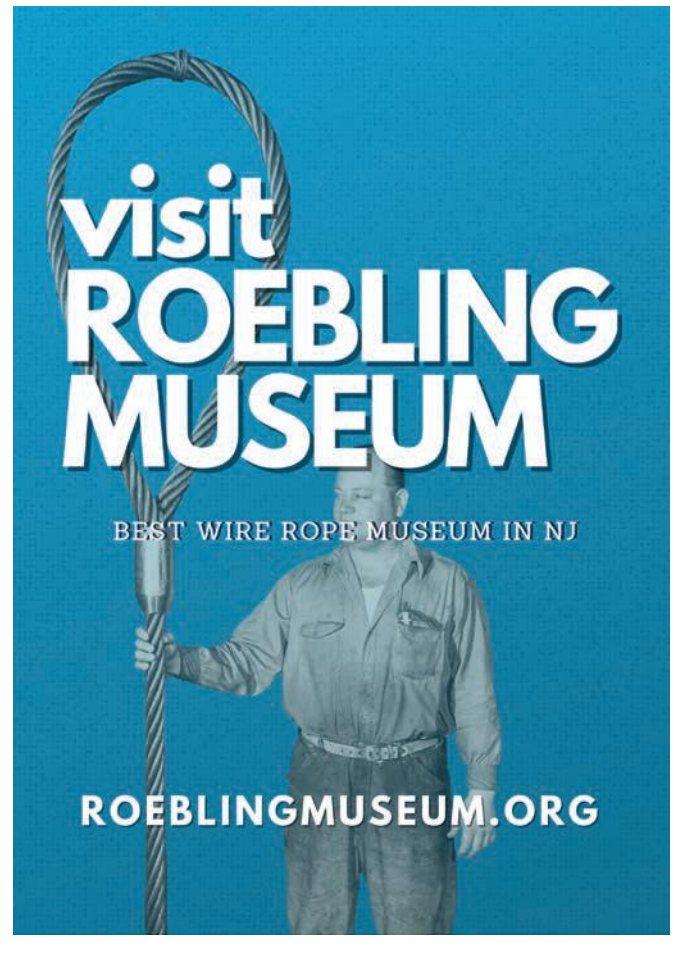
The plurality of side wires 12 are metal wires that are in contact with the core wire 11 and are spirally wound around the core wire 11 along a longitudinal direction of the core wire 11. The material of the core wire 12 is not particularly limited, and stainless steel or the like is used, for example. The transverse sectional shape of the side wire 12 is noncircular and substantially trapezoidal shape. The side wire 12 includes end portions 12A positioned at both ends in a circumferential direction of the core wire 11 in the transverse section. Each of the end portions 12A is in surface contact with the end portion 12A of an adjacent side wire 12. Each side wire 12 includes an outer peripheral surface 12B exposed to the outside.

The end portion 12A includes a contact portion 12A1 in contact with the end portion 12A of the adjacent side wire 12, and a non-contact portion 12A2 not in contact with the adjacent side wire 12. The Vickers hardness of the contact portion 12A1 is configured to be higher than the Vickers hardness of the non-contact portion 12A2. For example, the Vickers hardness of the contact portion 12A1 is configured to be higher by 1% or more than the Vickers hardness of the non-contact portion 12A2. The surface roughness Ra of the outer peripheral surface 12B of the side wire 12 is config-



Pat. 12,467,200

Figure 8: Transverse sectional view of a core strand.



ured to be 0.10 μm or less.

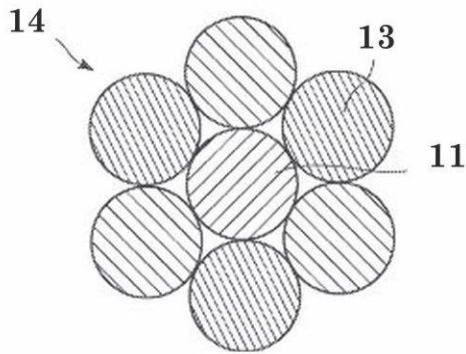
Similarly to the core strand 10, each side strand 20 also includes a core wire 21 and side wires 22, and has the same configuration as the core strand 10. That is, the side wire 22 includes end portions 22A positioned at both ends in the circumferential direction of the core wire 21 in the transverse section. Each of the end portions 22A is in surface contact with the end portion 22A of the adjacent side wire 22.

At the end portion 22A, the Vickers hardness of a contact portion 22A1 is configured to be higher than the Vickers hardness of a non-contact portion 22A2. For example, the Vickers hardness of the contact portion 22A1 is configured to be higher by 1% or more than the Vickers hardness of the non-contact portion 22A2, and the surface roughness Ra of an outer peripheral surface 22B of the side wire 22 is configured to be 0.10 μm or less. In this manner, in the side wires 12, 22 of each strand 10, 20, the Vickers hardness of the portion in mutual contact is configured to be higher by 1% or more than the Vickers hardness of the other parts, and the surface roughness Ra of the outer peripheral surface 12B, 22B of the side wire 12, 22 is configured to be 0.10 μm or less. Therefore, it is possible to improve the wear resistance and bending durability of the strands 10, 20. As a result, it is also possible to improve the wear resistance and bending durability of the wire rope 1.

The Vickers hardness of the contact portion 12A1, 22A1 is preferably higher by 3% or more than the Vickers hardness of the non-contact portion 12A2, 22A2, and is more preferably higher by 5% or more. Therefore, it is possible to further improve the wear resistance and bending durability of each strand 10, 20. Moreover, the surface roughness Ra of the

continued on next page

continued from previous page



Pat. 12,467,200

Figure 9: Transverse sectional view of a core strand in a manufacturing process.

outer peripheral surface 12B, 22B of the side wire 12, 22 is preferably 0.04 μm or less.

The following will describe an example of a method of manufacturing the wire rope 1. *Figure 9* is a transverse sectional view of a core twisted wire 14 (side twisted wires 24) in the manufacturing process. First, the core strand 10 and a plurality of side strands 20 are formed. The core wire 11 and a plurality of side wires 13 having a circular cross section are first prepared and twisted. In this manner, as illustrated in *Figure 4*, the core twisted wire 14 including wires all having a circular cross section is formed.

The core twisted wire 14 is subjected to dies-drawing, so as to form the core strand 10 including the side wires 12 having a substantially trapezoidal transverse section, as illustrated in *Figure 8*. Also the plurality of side strands 20 are formed, in the same manner as the core strand 10, in that the core wire 21 and a plurality of side wires 23 having a circular cross section are first prepared and twisted to form a side twisted wire 24, as illustrated in *Figure 9*. The side twisted wire 24, which includes the wires all having a circular cross section, is then subjected to dies-drawing, so as to form the side strand 20 including the side wires 22 having a substantially trapezoidal transverse section, as illustrated in *Figure 8*. The wire rope 1 is manufactured by twisting the core strand 10 and the plurality of side strands 20.

The diameter of the core wire 11, 21 is, for example, 0.05 to 0.07 mm, and the diameter of the side wire 13, 23 is, for example, 0.05 to 0.07 mm. The cross-section width of the core strand 10 after dies-drawing is, for example, 0.12 to 0.18 mm, and the cross-sectional width of the side strand 20 after dies-drawing is, for example, 0.09 to 0.15 mm. The material of the core wire 11, 21 and the side wire 13, 23 is stainless steel.

Breakaway cable attachment systems

Pat. 12,473,997 U.S. class 1/1 Int. class F16L3/10

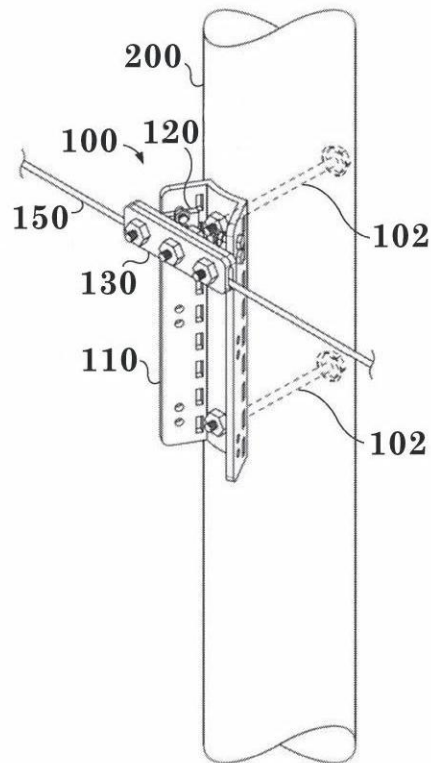
Inventor: Mark Neighbor Khristopher, Peachtree City, GA, Jeffrey R. Giffen, Peachtree City, GA, Donald Pitalo, Metairie, LA, Brian E. Reed, Eden, NY.

Assignee: Osmose Utilities Services, Inc., Atlanta, GA.

The disclosed technology includes a breakaway cable attachment system for attaching a cable to a utility pole. The breakaway cable attachment system can include a rail, a bracket, and a clamp. The rail can be attachable to a utility pole and have a base and two sidewalls extending outwardly from the base and forming a slot. The bracket can have an attachment portion and a mounting portion that extends at an angle away from the attachment portion. The mounting

portion can be configured to extend at least partially into the slot of the rail for attachment to the rail. The clamp can be attachable to the attachment portion and receive and support a cable. The breakaway cable attachment system can be configured to prevent damage to the utility pole and/or the cable when a predetermined load is applied to the cable by detaching the cable from the utility pole.

Referring now to the drawings, in which like numerals represent like elements, the present disclosure is herein described. *Figure 10* illustrates a perspective view of a breakaway cable attachment system 100, in accordance with an example of the disclosed technology. As shown, the breakaway cable attachment system 100 can be attached to a utility pole 200 and be configured to support a cable 150. For simplicity, only a portion of the utility pole 200 and the cable 150 are shown in *Figure 10*. It will be appreciated, however, that the cable 150 can extend to adjacent utility poles 200 and/or junctions and that the utility pole 200 can extend vertically. Fur-

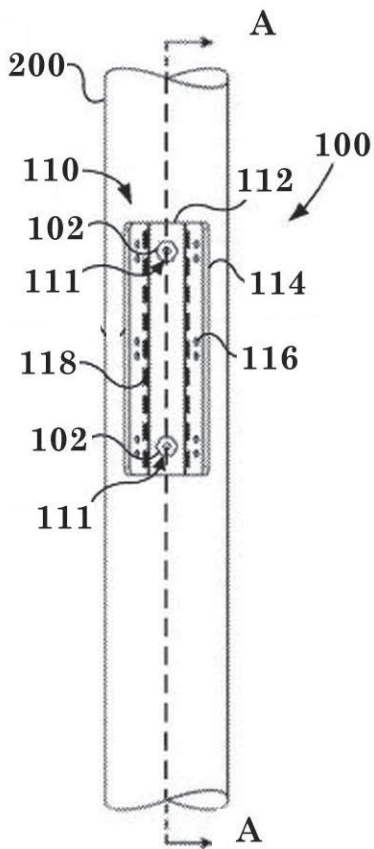


Pat. 12,473,997

Figure 10: Perspective view of a breakaway cable attachment system.

thermore, although not shown, additional breakaway cable attachment systems 100 can be attached to the utility pole 200 as would be suitable for the particular configuration.

As illustrated in *Figures 10-13*, the breakaway cable attachment system 100 can include a rail 110 that can be attached to the pole 200, a bracket 120 that can be attached to the rail 110, and a clamp 130 that can be attached to the bracket 120. As will become apparent throughout this disclosure, the breakaway cable attachment system 100 can be configured to detach the cable 150 from the pole 200 when a predetermined force is applied to the cable 150 (e.g., when a branch or tree falls on the cable 150). In this way, the breakaway cable attachment system 100 can help to prevent damage that can occur to the cable 150 and/or the pole 200 when an object falls on the cable 150. The predetermined force can be a force that is less than a force at which point the cable 150 and/or the pole 200 would be damaged (a thresh-

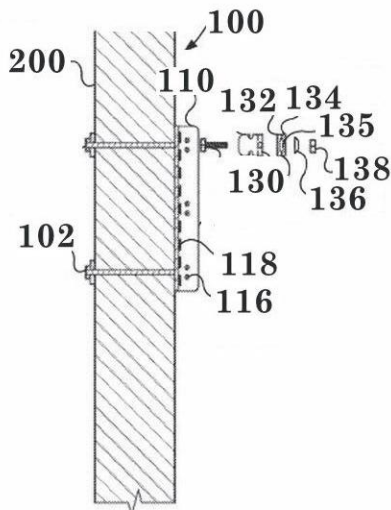


Pat. 12,473,997

Figure 11: Front view of a utility pole and rail of a breakaway cable attachment system.

old force). As a non-limiting example, if the cable 150 and/or the pole 200 would be damaged by a threshold force, the breakaway cable attachment system 100 can be configured to detach the cable 150 from the pole 200 by a force (the predetermined force) that is less than the threshold force to prevent the cable 150 and/or pole 200 from being damaged.

The threshold force can be a function of the type of pole 200, the type of materials used to manufacture the pole 200, the type and size of cable 150, and/or the location of the pole 200 and cable 150 (e.g., it may be less desirable to

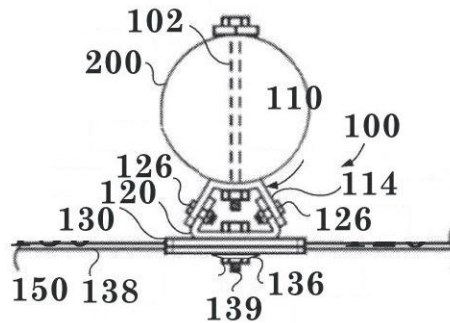


Pat. 12,473,997

Figure 12: Section view of a utility pole of the breakaway cable attachment system shown in an exploded configuration.

have the cable 150 detach from the pole 200 at locations near roads, homes, etc.). Furthermore, the threshold force can be adjusted based on the condition of the pole 200 and/or cable 150. For example, if the pole 200 to which the breakaway cable attachment system 100 is to be attached has reduced strength due to deterioration or damage, the threshold force can be less than when the pole 200 was new and the predetermined force can be adjusted accordingly. In other words, the threshold force can be selected to factor in at least the mechanical properties, location, and condition of the pole 200. The breakaway cable attachment system 100 can be configured to detach the cable 150 from the pole 200 under a predetermined force that is approximately 95% of the threshold force. In other examples, the predetermined force can be approximately between 40% and 99% of the threshold force, approximately between 50% and 90% of the threshold force, approximately between 55% and 80% of the threshold force, approximately between 60% and 70% of the threshold force, or approximately between 60% and 65% of the threshold force. As will be appreciated, the predetermined force can be different depending on the particular configuration.

Further, as will be appreciated, the exact threshold force for cables 150 and/or poles 200 will vary even among cables 150 and poles 200 of the same material and size. This can be due, for example, to manufacturing defects, manufacturing



Pat. 12,473,997

Figure 13: Top view of a breakaway cable attachment system.

tolerances, conditions of the cables 150 and poles 200, etc. Thus, a threshold force for a given cable 150 and pole 200 can be estimated based on the type of cable 150 and pole 200. Thus, the breakaway cable attachment system 100 can be designed to detach the cable 150 from the pole 200 at a predetermined force that is less than the estimated threshold force of the cable 150 and/or pole 200. The threshold force can be determined based on the lowest force necessary to cause damage to the cable 150, the pole 200, or to other components of the utility line. For example, if the cable 150 has a rated breaking strength of 10,000 pounds (lbs) and the pole 200 has a rated breaking strength of 15,000 lbs., the predetermined force can be based on the lower of the force required to damage the cable 150 or the pole 200 (in this case, it would be the cable 150).

As another example, if it is known that the cable 150 has an elastic limit of 8,000 lbs., the predetermined force can be less than 8,000 lbs. to ensure the cable 150 detaches from the pole 200 prior to the yield point of the cable 150. Furthermore, if the cable 150 is attached with fittings or hardware that are known to break at a lower threshold force, the predetermined force can be based on that lower threshold

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force to ensure no damage is done to the cable 150, the pole 200, or the other components. In other examples, the threshold force can be based on a maximum allowable design tension. For example, some fiber-optic cables are designed with maximum allowable design tensions. In this case, the pre-determined force can be lower than the maximum allowable design tension (threshold force).

Estimation apparatus and crane

Pat. 12,492,104 U.S. class 1/1 Int. class B66D1/30

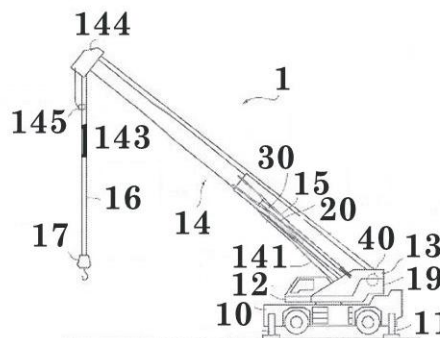
Inventor: Shoji Nishimoto, Kagawa, JP.

Assignee: Tadano Ltd., Kagawa, JP.

Provided is an estimation apparatus for estimating a number of wound layers of a wire rope in a crane including a boom, a winch drum, and the wire rope wound around the winch drum, the estimation apparatus being mounted on the crane, the estimation apparatus including: a calculation unit that calculates a delivery length of the wire rope; a detection unit that detects a rotational amount of the winch drum; and a control unit that estimates the number of wound layers, based on a difference in the delivery length of the wire rope and a difference in the rotational amount of the winch drum between a first orientation and a second orientation of the boom.

As illustrated in Figure 14, a rough terrain crane 1 according to the present embodiment includes a vehicle body 10 as the main body of a vehicle having a traveling function, outriggers 11 provided one-to-one at the four corners of the vehicle body 10, a swivel 12 attached to the vehicle body 10 so as to swivel horizontally, and a boom 14 attached to a bracket 13 (upper portion of a swivel frame) provided vertically on the swivel 12.

The outriggers 11 are each capable of slide-protrusion/side-retraction outside in the width direction of the vehicle



Pat. 12,492,104

Figure 14: Side view of a rough terrain crane.

body 10, due to extension/contraction of a slide cylinder. In addition, the outriggers 11 are each capable of jack-protrusion/jack-retraction in the up-down direction of the vehicle body 10, due to extension/contraction of a jack cylinder.

The swivel 12 includes a pinion gear for transmission of the power of a swivel motor. The pinion gear engages with a circular gear provided in the vehicle body 10 and moves rotationally around the axis of swiveling. The swivel 12 includes a cab 18 disposed on the right in its front, the bracket 13 disposed at the center in its rear, and a counter weight 19 disposed at a lower portion in its rear. The boom 14 includes a base boom 141, one or a plurality of intermediate booms 142, and a front boom 143 in telescopic combination. The boom 14 extends/contracts due to an extension cylinder disposed its inside.

The outermost base boom 141 has a base portion attached pivotably to a support shaft horizontally provided at the bracket 13. The base boom 141 moves upward or downward around the support shaft. Furthermore, a derricking cylinder 15 is provided ranging from the bracket 13 to the lower

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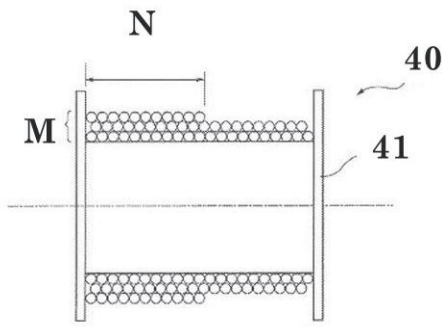
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Pat. 12,492,104

Figure 15: Explanatory view for the number of wound layers (layer position) and the delivery position on a winch drum.

face of the base boom 141. The entire boom 14 rises/falls due to extension/contraction of the derricking cylinder 15. A boom-length detector 511 and a boom derricking-angle detector 512 measure the boom length LB and derricking angle θ_B of the boom 14, respectively. The measured boom length LB and derricking angle θ_B are transmitted to a controller 60 as a control unit.

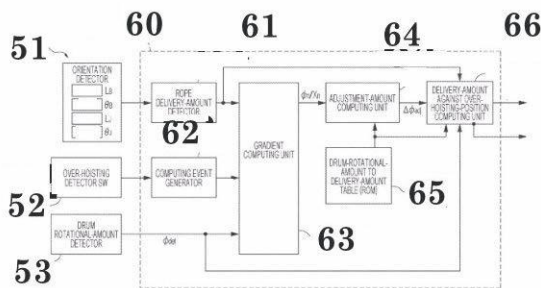
A sheave is disposed at a boom head 144 that the front boom 143 has at its front end. A wire rope 16 passes over the sheave. The wire rope 16 has a front end from which a hook block 17 is hung. Meanwhile, the wire rope 16 has a base end wound around a winch 40. Thus, the wire rope 16 and the hook block 17 can be reeled in or out due to rotation of the winch 40.

In order to prevent the hook block 17 from striking against/being caught in the boom head 144, an over-hoisting detection switch 145 is attached to the boom head 144. The over-hoisting detection switch 145 is hung at a predetermined distance from the boom head 144. Then, an over-hoisting position detector 52 monitors the over-hoisting detection switch 145. The over-hoisting position detector 52 transmits, to the controller 60, the ON/OFF state of the over-hoisting detection switch 145.

Furthermore, a jib 30 and tension rods 20 can be attached to the boom head 144. Note that, referring to Figure 14, the jib 30 having been held laterally is stored. The jib 30 can be detachably attached so as to extend from the boom head 144 (an increase is made in working radius).

The jib 30 is foldable with respect to the boom 14 due to extension/contraction of a tilt cylinder (not illustrated) and is extendable/contractable due to an extension cylinder (not illustrated). The tension rods 20 are each provided ranging from the boom head 144 to the intermediate position of the jib 30 and pull the jib 30 upward. The jib length LJ and jib

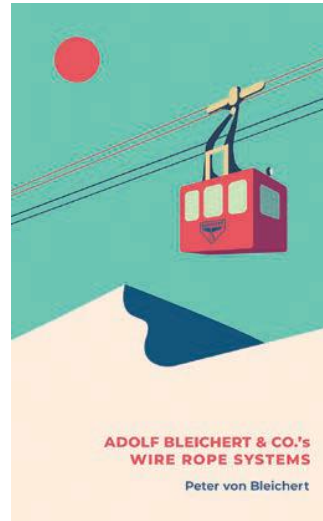
S



Pat. 12,492,104

Figure 16: Block diagram of an estimation apparatus.

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).



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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tilt angle OJ of the jib 30 are measured by a jib-length detector 513 and a jib tilt-angle detector 514, respectively, and then are transmitted to the controller 60.

As illustrated in Figure 15, the winch 40 includes a winch drum 41 (winch barrel) cylindrical in shape, and a hydraulic motor and reduction gear (not illustrated) that serve as a drive unit that rotates the winch drum 41. The wire rope 16 is wound around the winch drum 41. That is, the wire rope 16 is wound systematically in layers around the winch drum 41. Then, the number of layers of the wire rope 16 is defined as M (M is a natural number) and the position in the lateral direction of the wire rope 16 (the ratio or the distance from the flange portion on the winching start side to the current position in each layer to the drum full width that is defined as 1) is defined as the rope delivery position N (N is a decimal).

Next, the configuration of a control system of an estimation apparatus S mounted on the rough terrain crane 1 will be described with the block diagram of Figure 16. As illustrated in Figure 16, the estimation apparatus S according to the present embodiment includes mainly a controller 60 as a control unit. The controller 60 corresponds to a (micro-) computer including a CPU, a memory, a ROM, and an SSD. Then, the controller 60 as a control unit has, as input devices, an orientation detector 51, an over-hoisting position detector 52, and a drum rotational-amount detector 53 connected thereto.

The orientation detector 51 corresponds to an exemplary orientation detection unit and includes, for example, a boom-length detector 511, a boom derricking-angle detector 512, a jib-length detector 513, and a jib tilt-angle detector 514. Then, the boom length LB, boom derricking angle θ_B , jib length LJ, and jib tilt angle θ_J detected by the orientation detector 51 are transmitted to the controller 60. ■

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.

Caldwell Introduces RUD 3D Lifting Points Configurator

The Caldwell Group Inc., based in Rockford, Illinois, is highlighting RUD's new lifting points configurator that features animations and 3D visualization.

The below-the-hook and material handling equipment manufacturer has a longstanding partnership with Germany's RUD to bring lifting points and other products to the U.S. and Canada. A new configurator has been added to the company's digital suite, which can be used to quickly and easily find the right lifting points for customers' rigging projects.

A lifting point is the connection between the lifting gear and the load. It connects the load with the lifting gear both during lifting and rotation as well as during turning and movement of loads. Lifting points include ring lifting lugs, eyebolts, flanges, etc., that

the sling is attached to by using hooks, shackles, or other connection elements.

The configurator, which can be opened in a web browser, allows users to find the right lifting point in a few simple steps, selecting key data such as working load limit (WLL); number of chain legs; and the lifting method. They can also select from boltable or weldable points; the intended contact surface; and the type and size of thread.

It is possible to specify whether the lifting point must comply with certain standards (e.g. ASME) and is to be approved for defined application areas (e.g. offshore). Additional criteria, such as material characteristics (e.g. duplex steel), can also be selected or a filter applied according to a certain design. Once all the relevant information is entered, the configurator ultimately compiles a selection of suitable lifting points, including all technical data and additional information as well as a 3D visualisation.

Intuitive online selection tool

Sarah Stitt, product manager of the RUD range, said: "Choosing the right lifting point for your application is critical to ensuring both safety and efficiency, but with so many options available, it can sometimes feel overwhelming. That's why RUD developed an intuitive online selection tool designed to guide customers through the process. This tool makes it easy to filter through RUD's extensive range of lifting points, compare product specifications, and identify the best fit for your specific requirements. By simplifying the selection process, it not only saves time but also helps ensure compliance with safety standards—giving you confidence that the solution you've chosen is both reliable and optimized for your application."

Meanwhile, Caldwell continues to add to its RUD In-Stock range with popular products such as the ACP-Tornado Automatic Center Lifting Point and VRS Swivel Eyebolts—bringing the total number of stocked lifting point styles and sizes to nearly 200 stock keeping units (SKUs).

Also part of the ever-expanding RUD In-Stock program are remotely operated vehicle (ROV) hooks. Side pull load rings, center pull hoist rings, swivel eye nuts, swivel eye bolts, steel eye bolts, load rings, and fall protection points are among other products available.

Learn more at caldwellinc.com.

SEE AD PAGE 17

Suncor Stainless® Has Developed a New Line of Stainless Steel Swivel Hoist Rings

Suncor Stainless® Inc., is the leading manufacturer for stainless steel hardware in the industrial, marine, government, architectural, OEM and commercial industries. Suncor Stainless announces the launch of a new line of Swivel Hoist Rings. These new Swivel Hoist Rings set a new standard for innovation and reliability in the industry. These Swivel Hoist Rings are protected under U.S. Patent No. 11,167,957 and bring Suncor Stainless



New Line of Stainless Steel Swivel Hoist Rings from Suncor Stainless®.

to a total of 24 U.S. and 4 Canadian patents. These Swivel Hoist Rings feature a dual rotational action. It pivots 180° and rotates 360° to keep the load in line with the ring preventing bending and distortion of the ring. The dual rotation keeps the ring self-aligning with the direction of the load, eliminating workload reductions.

The new Swivel Hoist Rings and all components are made from only 316 stainless steel for optimum corrosion resistance. This premium-grade material offers exceptional corrosion resis-



Choosing the right lifting point is critical to ensuring both safety and efficiency. The Caldwell Group Inc. offering an intuitive online selection tool to help channel partners find the right lifting points for their applications.

tance, ensuring longevity and reliability even in the harshest environments. Furthermore, its superior strength-to-weight ratio makes it an easy choice for lifting applications wherein durability is paramount.

“The launch of our new line of swivel hoist rings represents our continued commitment to safety, strength, and innovation. We’ve engineered these with precision and durability in mind—because our customers deserve lifting hardware they can trust in the most demanding environments.” – Patrick Striebel, President / CEO

Suncor’s new line of swivel hoist rings represents a paradigm shift in lifting solutions and the way we approach lifting solutions. With unmatched versatility, durability, and safety features, these rings are suited for lifting operations across many industries.

To learn more about the world’s most complete and highest quality sources for stainless steel hardware and custom parts, visit our website: suncorstainless.com.

SEE AD PAGES 38-39

AMH Won’t Leave You Hanging

Ongoing supply chain disruptions and the discontinuation of several legacy hoist models have created challenges across the lifting industry, forcing distributors and end users to seek reliable alternatives. All Material Handling, Inc. (AMH) has responded by ensuring immediate availability of



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

two proven manual hoist solutions designed to meet a wide range of lifting requirements without compromise.

AMH currently offers two high-quality manual hoist lines, covering capacities from ½ ton to 30 tons, providing dependable options for nearly any application and budget.

AMH MA Hoist

The AMH MA Hoist is a premium manual chain hoist available in capacities from ½ ton through 30 tons, a broader range than many legacy brands currently support. The MA Hoist features Made-in-USA precision Grade 80 load chain, assembled and tested in the United States, and is engineered for durability while remaining lightweight and easy to operate. AMH’s website features a USA Content Calculator that shows the customer the value of the USA content in the hoist.

The hoist’s robust construction allows it to withstand daily use in harsh industrial environments. Standard lift lengths are available, with custom configurations offered to meet specific job requirements.

Key features include:

- Weston-style mechanical load brake with self-adjusting double pawls
- Sealed ball bearings on the chain wheel for improved efficiency and serviceability
- Self-adjusting, double-pawl disc-type mechanical load brake for positive load control
- Double roller guide for consistent load-chain tracking
- Cast latches for more reliability
- Optional overload protection via a one-directional clutch that slips only in the lifting direction
- Compliance with ASME/ANSI B30.16, OSHA, and NASA-STD-8719.9
- ATEX rated and certified for limited use in hazardous environments

Unlike many competitors that offer only one-year coverage, the AMH MA Hoist is backed by a Lifetime Limited Warranty. All units are in stock and ready to ship from one of AMH’s four strategically located U.S. warehouses.

Badger Hoist

The Badger Hoist line delivers high-quality performance at a competitive price point and is available in capacities from ½ ton to 10 tons. Designed as part of AMH’s value-focused Badger product family, these hoists are built more robustly than many comparable legacy models to better withstand demanding daily use.

Badger Hoists feature zinc-plated Grade 80 load chain for enhanced cor-

continued on next page

Lifting Expectations

Up to
10 ton

Up to
30 ton

**ASSEMBLED & TESTED
USA**

**LOAD
USA
CHAIN**

IN STOCK - READY TO SHIP!

AMH™

Lifting Expectations.

getit@allmaterialhandling.com

continued from previous page

rosion protection and are proof tested to ensure reliable performance. Standard lift lengths are available, with custom configurations offered to meet specific job requirements.

Additional benefits include:

- Lifetime Limited Warranty
- Cast latches for more reliability
- Replacement parts fully stocked and ready to ship, ensuring long-term serviceability
- Optional overload protection via a one-directional clutch that slips only in the lifting direction
- Compliance with ASME/ANSI B30.16, OSHA, and NASA-STD-8719.

Badger Hoists are available for immediate shipment, helping distributors and end users avoid costly downtime.

“At AMH, we take pride in delivering reliable lifting solutions with a personal touch,” said Peter Brettner, President of AMH. “When customers contact us, they speak directly with knowledgeable, service-driven representatives who understand their applications and respond quickly.”

For more information, contact AMH at 877-543-8264 or email sales@allmaterialhandling.com.

SEE AD PAGE 59

Talurit Group Launches Talurit® EB Buttons in North America

Now Stocked in the U.S. and available worldwide

Talurit Group announces the North American launch of its newly developed and validated Talurit® EB Buttons, a compact, high-strength termination for round strand, single-layer wire ropes. The product is stocked at Talurit, Inc. in Warminster, Pennsylvania, enabling faster delivery across North America while remaining available for shipment worldwide. Known in the EU market as EB end stops, the EB Button has been re-engineered to better support today’s performance demands with added confidence in repeatable, validated outcomes.

Manufactured in Sweden from high-grade low-carbon steel specially processed for cold forming, Talurit® EB Buttons are designed as a permanent end termination for round strand wire ropes with fiber core (FC) or independent wire rope core (IWRC). When applied in accordance with Talurit specifications and within validated rope/button combinations, assemblies can achieve efficiencies up to 98% of the rope’s minimum breaking load. The EB

system is validated according to EN 13411-8 and accommodates rope tensile strengths up to 1960 N/mm² (approximately 284 ksi). Sizes from 1/8” to 1 1/4” align with common North American wire rope diameters and are now available from U.S. stock.

To support quality assurance and job-site accountability, each button is marked with the Talurit® logo, batch number, and rope size for full traceability, aligned with the group’s ISO 9001 procedures. The EB Buttons are also compatible with industry-standard swaging die profiles commonly used across North American pressing systems, allowing customers to adopt the system without investing in new die sets.

“This release is about combining performance, practicality, and availability,” says Jason Ruby, General Manager at Talurit, Inc. “Customers across North America can now benefit from the proven engineering and safety of our Swedish-made EB buttons while reducing lead times and simplifying planning. Stocking them here in Pennsylvania is a natural step in our commitment to local service and higher quality.”

The buttons are recommended for 6x19 and 6x37 class ropes in IPS and EIPS grades, right regular lay, with FC or IWRC cores. When used outside these parameters, destructive testing is advised. Suitable for lifting, hoisting, and general industrial applications where space is limited and long-term reliability is essential, Talurit® EB Buttons expand Talurit’s range of validated swaging components.

With this launch, Talurit, Inc. further strengthens its North American offering, providing faster access to validated swaging components that meet the high demands of wire rope professionals and rigging shops. For more information, technical specifications, validated combinations or to request a quote, visit talurit.com or contact your local Talurit® representative.

Learn more at talurit.com.

Ketten Walder GmbH Introduces the cromox® Rotating Double Swivel (CWHD)

Ketten Walder GmbH, manufacturer of the premium stainless-steel lifting brand cromox®, has introduced its latest product: the cromox® Rotating Double Swivel (CWHD). The CWHD expands the company’s established range of Grade 60 stainless-steel roundsling connectors, designed for use in cleanroom, food and beverage, offshore, pharmaceutical, biotechnology,





The cromox® Rotating Double Swivel (CWHHD) is designed for applications where a load must rotate during lifting or material handling operations. Resistance to salt spray and chemical exposure makes the CWHHD suitable for 24/7 offshore use.

water treatment, and other demanding environments.

Designed for rotation under load

According to Ketten Walder GmbH, the cromox® CWHHD is a natural evolution of its swivel connector range. The unit is designed for applications where a load must rotate during lifting or material handling operations.

A dual swivel mechanism allows the component to rotate under load at both connection points, preventing torsion, improving handling, and supporting smoother, safer lifting processes.

Most CWHHD components are manufactured from Grade 60 AISI 318LN Duplex stainless steel, known for high ductility and superior corrosion resistance (DIN EN ISO 9227 > 1008 h). The safety pin, ball bearings, screws, and nuts are also Grade 60 AISI rated. The CWHHD currently offers a Working Load Limit (WLL) of 0.63 t.

Application areas and industries

The cromox® CWHHD is engineered for environments where corrosion resistance, hygiene compliance, and material integrity are critical.

Typical applications include:

- Food & beverage: lifting mixers,

processing machinery, tanks

- Pharmaceutical & biotechnology: handling centrifuges, cleanroom equipment, sensitive systems

- Water treatment: pumps, filtration units
- Marine & offshore: equipment exposed to seawater or aggressive media

Its resistance to salt spray and chemical exposure makes the CWHHD suitable for 24/7 offshore use, where stainless-steel components must withstand extreme conditions.

Customer benefits and product positioning

Franz Walder, CEO of Ketten Walder GmbH, stated:

“The double swivel function is designed to solve under-load rotation challenges directly at the point of use. Combined with the Grade 60 material properties, the CWHHD meets the requirements of many demanding industries. It continues our mission to provide stainless-steel lifting equipment that performs reliably under high corrosion exposure, strict hygiene standards, or continuous offshore operation. We expect the capacity range to expand over time, but 0.63 t is currently our hot runner for rotating connectors.”

To ensure short lead times and global availability, Ketten Walder GmbH is strengthening stock levels in its warehouses in Germany, the UK, and the United States, with direct shipment from headquarters.

Compatibility within the cromox® system

The CWHHD is compatible with several cromox® masterlinks and sub-assemblies, including the CGHF-05, CGS-05, CGSL-05, and CVG-05.

This ensures seamless integration into complete stainless-steel lifting assemblies.

Learn more at ketten-waelder.de.

Tele Radio Shows Remote Controls for Construction at CONEXPO-CON/AGG

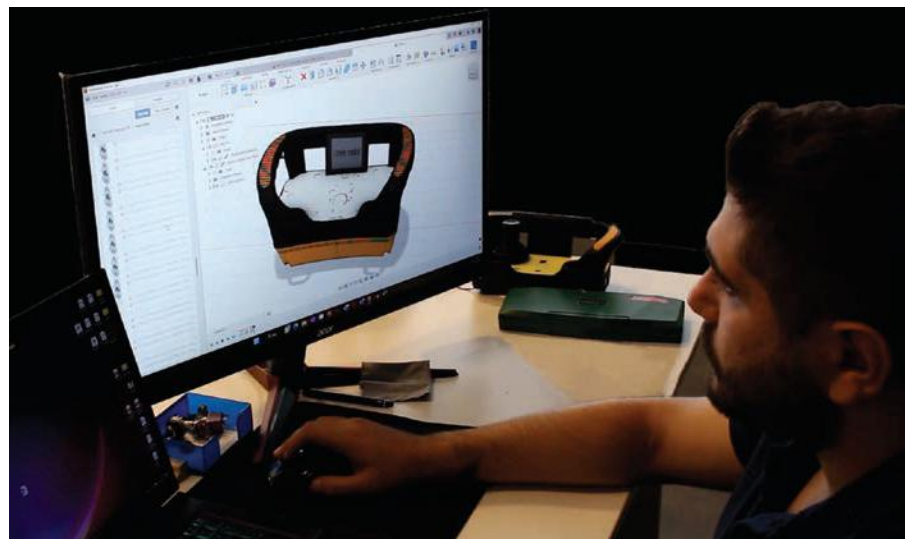
Tele Radio will show a complete line of radio remote controls at the construction industry’s largest trade show, CONEXPO-CON/AGG, which takes place March 3-7 at the Las Vegas Convention Center, Las Vegas, Nevada, USA.

The event is the international gathering place every three years for the construction industries, focusing on construction, aggregates, and ready-mixed concrete. The event features exhibits of the latest technologies and innovations in equipment, products, and services, plus extensive industry-targeted education. It attracts professionals involved in all segments of the construction, aggregates, and concrete industries, including contractors, materials producers, and government and institutional sector officials.

At Booth S63559, Tele Radio will highlight what continues to differentiate its solutions in the construction industry. Visitors will experience the manufacturer’s strengths beyond the hardware itself, including deep application expertise, the ability to customize control systems to specific machines, and close collaboration with original equipment manufacturers (OEMs) and integrators.

Miguel Tellez, managing director at Tele Radio America LLC, said: “The construction sector is a core market for Tele Radio and a key focus of our 2026 strategy. Our wireless control solutions are widely used in cranes, lifting equipment, concrete machinery, service trucks, and mobile hydraulic applications where safety, reliability, and precision are essential. As construction

continued on next page



Tele Radio’s TEQ line is a heavy-duty range for applications requiring more advanced performance, ergonomics, or display feedback.

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equipment continues to evolve toward greater efficiency and operator safety, Tele Radio is expanding its support for OEMs and integrators, while strengthening local stock availability and technical resources in the U.S. to better serve the construction industry.”

Among visitors to Tele Radio’s exhibit will be OEMs from cranes and lifting, concrete machinery, and mobile construction equipment sectors. Engineering and product development teams will also seek the latest wireless control solutions for integration into hydraulic and electronic systems, while system integrators, working on mobile and specialized machinery; and distributors supporting construction and lifting markets, will also be in attendance.

CONEXPO-CON/AGG attendees will see products across three Tele Radio ranges:

- Panther series: compact and flexible solutions for auxiliary functions, service trucks, and mobile construction equipment.

- Tiger series: designed for higher safety levels and suited for multi-function or continuous-duty construction applications.

- TEQ line: a heavy-duty range, including VERSATEQ and SUPRATEQ, developed for advanced crane and lifting applications requiring high performance, ergonomics, and operator feedback. TEQ is targeted at any application where use of waist transmitters is favorable.

The Tele Radio team attending CONEXPO-CON/AGG brings together strong technical knowledge and extensive experience across construction, lifting, and mobile machinery applications. The team on site includes Andreas Bahls, Fred M., and Bud Shipley, who will be available throughout the event to discuss applications, answer technical questions, and help visitors identify the most suitable control solution for their equipment.

Tellez added: “Supported by on-site training, responsive technical support, and strong local stock availability, Tele Radio helps customers implement wireless control solutions built for long-term performance in demanding construction environments.”

DICA to Debut Ground Protection & Access Mats at CONEXPO-CON/AGG 2026

DICA is expanding its product portfolio with the introduction of its own product line of ground protection and site access mats. The new Ranger HD, Defender,

and Titan mats provide contractors with high-performance and cost-effective access options for a variety of jobsites. DICA’s light, medium, and heavy-duty mats will make their debut at CONEXPO-CON/AGG 2026 in Las Vegas.

“Our expansion into ground protection and site access solutions builds on our brand strength: engineered performance that protects people, equipment and worksites,” said Kris Koberg, CEO of DICA. “Whether you work in crane operations, utility, construction, tree care, vegetation management, or concrete pumping, you can expect the same level of quality and reliability from our access and ground protection mats as you do from every DICA product,” he said.

Ranger HD is a 4’x8’ half-inch thick mat, designed for light-duty temporary access where hand deployment and surface protection are primary needs. Defender is a 3’x6’ one-inch thick medium-duty option with overlapping flanges that lock together. It is suited to a wider range of ground conditions, providing a more rigid surface for heavier equipment, such as concrete pump trucks and large material handling equipment, boom trucks and rough terrain cranes. Titan Access Mats provide heavy-duty ground protection. The two-inch thick mats covering 71 sq. ft are designed for higher load requirements, such as heavy mobile cranes and crawler cranes.

In addition, DICA will also feature award-winning and patented ground support products, including SafetyTech Outrigger Pads, FiberMax Crane Pads, LevelRight Leveling Pads, and updated WorkSafe Hole Covers. Designed to help operators work safely on any jobsite, these products reflect DICA’s longstanding commitment to providing durable, performance-driven solutions for lifting and equipment support.

“SafetyTech has been on the market for more than two decades and remains the best-selling outrigger pad in the business,” said Kris Koberg. “At CONEXPO, attendees will get the chance to see why SafetyTech is the industry standard. They are dependable, easy to handle, and trusted in the field.”

See the new products in person, along with DICA’s complete line of

engineered ground support solutions, at CONEXPO-CON/AGG 2026, March 3–7, booth #F42066.

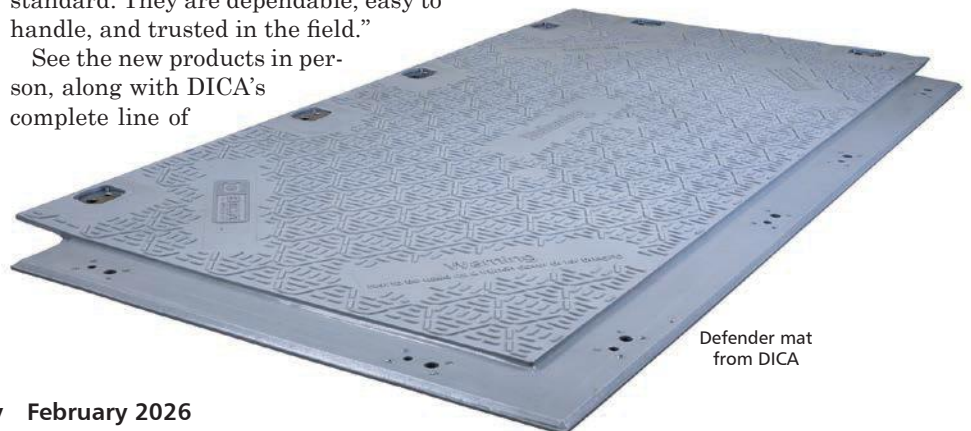
Learn more at dicausa.com.

Talurit Group Expands Gerro™ Combi System with Certified Premium Plastic Components

Talurit Group’s system for playgrounds, Gerro™ Combi, has been used across the globe since the ‘90s. It is famous for the smooth finish aluminium ferrules compliant with both EN 1176 and EN 13411-3, which set the benchmark for quality and safety in the playground industry. Now the company is extending the system with a new range of plastic components developed with the same dedication to safety, efficiency and performance.

For decades, Talurit® has been the leading brand in mechanical splicing systems and wire rope handling solutions for demanding industries where safety, reliability and compliance are non-negotiable. In 1993, the company established a tailored system for the playground industry, applying the same high standards and values. The system, named Gerro™ Combi, quickly became a preferred choice for playground projects where durability and performance are key. Today, Talurit Group is pleased to announce the expansion of this system with a newly developed range of certified plastic components. The new parts are fully compatible with existing Gerro™ Combi solutions and provide a robust option for modern play environments that need to look good and perform well year after year.

The plastic range has been engineered to offer a rope-friendly interface that reduces abrasion where movement occurs after installation, while delivering a smooth, rounded geometry that is safer for busy hands. Molded in a UV-stabilized, high-grade polyamide (PA, Nylon), the components meet EN 71-3, REACH and PAK/PAH limits, verified by TÜV SÜD, a globally recognized third party for safety and quality. This



Defender mat from DICA



Talurit Group expands Gerro™ Combi system with certified premium plastic components.

combination of certified material and precise geometry supports a longer service life while maintaining both safety and visual quality over time.

Initially, the range includes six models, with more to be added. Size 16 mm is stocked and ready to ship, with 18 mm and 20 mm available on request. Customers can choose from six standard colors—red, green, blue, yellow, beige and black—with custom colors on request for projects that require a specific visual identity. A sleek, glossy surface is standard, and a matte finish can be supplied when specified, allowing the plastic parts to complement a wide variety of playground designs. All fixings are stainless steel AISI 316 with rounded Torx® heads, for a clean look and fast, secure installation.

Victor Lindh, CEO of Talurit Group comments: “Gerro™ Combi is already recognized as a leading system for combination wire rope in playground applications, and these new plastic components make the system even more complete. For our customers, it means they can stay within one ecosystem and one supplier for more of their projects. With our global presence and coordinated stock, we can support projects with consistent availability and quality, which ultimately strengthens the value we deliver as a long-term partner.”

For designers and technical buyers, the new components are intended to make the choice of plastic solutions more straightforward. “When custom-

ers pick up these parts they immediately feel the difference in the rope interfaces and the overall finish. We have focused on the details that really matter in use, such as wear behavior, color hold, surface quality and installation speed. The result is a plastic component that supports both the visual expression of the playground and the performance of the combination wire rope over time,” adds Neil Cooke, Managing Director at Talurit UK.

Together with Talurit Group’s advisory services and technical support, the new plastic components form part of a complete system solution that helps customers design, specify and maintain safe and efficient play structures. Customers who wish to evaluate the components are invited to request samples and more information from their local Talurit® or Gerro™ Combi contact.

Learn more at talurit.com.

Brass Knuckle® SmartFlex™ BK360 Gloves:
Cold Out, Comfort In
The best cold-weather work glove in the world

Work is already demanding—and when the temperature drops, it gets even tougher. The Brass Knuckle® SmartFlex™ BK360 cold-weather work glove is engineered to keep hands warm, dry, and productive in punishing conditions. Layer after layer of insulation protects against cold exposure while maintaining impressive flexibility and dexterity.

SmartFlex BK360 begins with a 13-gauge nylon shell over a soft, 7-gauge napped acrylic liner for warmth and comfort. It’s finished with a full foam latex palm and fingers—and three-quarter coverage on the back of the hand—for superior insulation and grip. Unlike standard coatings that stiffen in low temperatures, Brass Knuckle’s foam latex stays pliable and responsive, preserving tactile control in cold environments.

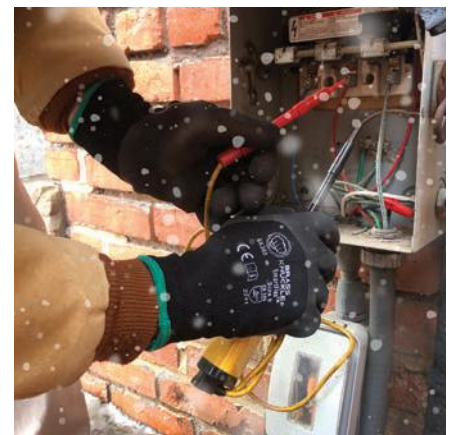
Cold exposure isn’t just uncomfortable—it’s dangerous. According to the National Institute for Occupational Safety and Health (NIOSH), workers exposed to extreme cold may be at risk of cold stress, a condition that lowers skin and core body temperatures and can lead to tissue damage or even death.

The sponge-like foam coating of the SmartFlex BK360 creates a strong, dry grip and draws moisture away from the palm surface in wet conditions to help maintain slip resistance (though latex is not recommended for oil exposure). The glove’s sleek black-on-black styling conceals dirt, while its seamless, stretchable knit wrist seals out debris and cold air.

For those who work outdoors or in refrigerated environments, SmartFlex BK360 delivers the rare combination of thermal protection, dexterity, and comfort—helping workers stay compliant, focused, and effective through the coldest shifts.

Now is an ideal time to stock up for winter. Brass Knuckle offers a sample program for qualified distributors to compare SmartFlex quality and performance against other brands.

For more information, visit www.brassknuckleprotection.com. ■

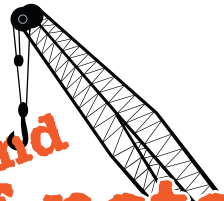


Brass Knuckle SmartFlex BK360 gloves: cold out, comfort in.

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Two-Blocking of Hoists: A Killer

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

The term 'two-blocking' is an old phrase used when most cranes used an upper block and a lower block to increase the line pull in multiple-part reeving. The upper block was connected to the boom point, and the rope parts supported the lower hook block (traveling block). Modern cranes now have many sheaves built into the boom point for multiple-part reeving, replacing the upper block. However, the term means the same. Raising the hook block into the upper sheaves places all the winch's pulling torque on the rope, causing it to fall to the earth (Fig. 1).

The anti-two-blocking device (A2B) is a safety control designed to prevent accidents. The device activates when the



Fig. 1 The rope parted when the hydraulic boom was extended, and a limit switch failed.

load block approaches the boom point sheave(s), stopping winch rotation and automatically applying the load brake without operator action. This device is described as *fail safe*, meaning it requires power to connect the switch and protect against two-blocking. When activated, power is automatically removed by gravity or spring, which is more reliable. This term is misleading because they have failed due to poor maintenance or adjustment.

There are several reasons why the device can be disarmed by a switch on the cab's dashboard, including the need for an additional 1.5 feet of height to land a load, the requirement to travel and prevent the block from swinging, or maintenance tasks. On hydraulic cranes, if the device is activated, hoisting up, booming down, or extending the boom must be interrupted, as these actions would cause two-blocking. However, allowing the reverse motion would decrease the blocking.

One week earlier, photo two was taken, showing the boom point and reeving that supported the overhaul ball lying on the ground in Fig. 1. A five-pound weight, called a bobweight, holds closed a switch mounted on the boom's point, allowing the hoist to function. These switches often malfunction due to the environment they are subjected to. The OSHA safety rules require testing at the start of each shift by raising the load block to lift the bobweight, ensur-

ing it stops the hoist. In this instance, the operator ignored the upper limit switch test.

Here, the operator was extending the hydraulic boom, which possesses a great force. His attention was focused on the load rigged to the main hoist that he was moving to be lowered to a floor 15 feet below. He was following hand signals. As the boom telescopes out, the distance from the winch drum increases, and the overhaul ball must be lowered to maintain the minimum clearance between the point sheaves and the ball. To achieve this, the operator must lower the hoist.

A distracted operator and the upper-limit switch on the auxiliary hoist were not properly connected, causing the accident. Two-blocking is not an isolated occurrence with cranes equipped with hydraulic booms and both main and auxiliary hoists.

This crane was equipped with an accessory *point sheave*, pictured in Figure 2. Meaning that when it is installed, replacing the lattice boom extension, the upper limit switch must be reconnected to function.

Summary

No one was hurt in this *near miss*. Let's review the *domino effect* that caused the incident and who had a shot at stopping it. The set-up was at a high boom angle, over the side, on outriggers, at a 30' radius. What went wrong: 1. When the nose sheave was installed, the limit switch was not connected. 2. The operator did not test the limit at the start of work 3. The operator did not lower the Auxiliary hoist when extending the boom. 4. The signalperson did not flag the operator to lower the auxiliary hoist. 5. Crew members monitoring the work did not flag the operator to lower the Auxiliary hoist.

Five times a *domino* could have been lifted to avoid the accident. Comments at the job were: "\$%!# happens!" **WRN**



Fig. 2: If a block raises the bobweight, the hoist will stop.

PEOPLE IN THE NEWS

Suncor® Stainless Announces the Promotion of Alicia Bacewicz to Senior Regional Account Manager - Southeast

Suncor Stainless Inc., is the leading manufacturer for stainless steel hardware in the industrial, marine, government, architectural, OEM and commercial industries. Suncor Stainless is pleased to announce that Alicia Bacewicz has been promoted to the position of Senior Regional Account Manager – Southeast. In this expanded role, Alicia will oversee key customer relationships, outside reps and drive strategic growth



Alicia Bacewicz

in the Southeast Region. The promotion reflects both strong performance in account management and a deep understanding of customer needs, product applications, and service excellence.

Alicia joined Suncor Stainless as a Key Account Customer Service Representative in 2024, where she consistently demonstrated a commitment to customer satisfaction, cross-functional collaboration, and proactive problem-solving. Her ability to manage accounts, support sales initiatives, and build relationships has made a meaningful impact on both customers and internal teams.

Suncor Stainless congratulates Alicia Bacewicz on this achievement and looks forward to her continued success in this new role.

“I’m incredibly excited for the opportunity to step into this new role and continue building strong relationships with our customers throughout the South-

east. Suncor Stainless has given me the chance to grow professionally while working with a team that truly values quality, service, and long-term partnerships. I’m looking forward to helping our customers succeed and supporting the continued growth of the Suncor brand in the region.” – Alicia Bacewicz, Senior Regional Account Manager - Southeast

You can contact Alicia Bacewicz at abacewicz@suncorstainless.com – (508) 732-9191 x 1009.

Learn more about Suncor Stainless at suncorstainless.com.

SEE AD ON PAGES 38-39

Caldwell Makes Two Strategic Hires

Rockford, Illinois-based The Caldwell Group Inc. has completed two important hires, as the business prepares for its next phase of growth.

Bringing an equal abundance of experience and contacts to the company, Brian Porter has joined the outside sales group as regional sales manager; and Kent Henry has joined the sales team as sales engineer.

Porter will focus on all Caldwell products, including below-the-hook lifters, construction lifters, mill duty lifters, Renfroe clamps, and RUD lifting points. Caldwell partners with the RUD Group to unite their sales and marketing activities in North America for RUD material handling and lifting devices within a common organization. The RUD portfolio includes slings and lifting points for the most complex tasks for integration into almost any application.

Henry, a design engineer, will focus more specifically on Caldwell’s custom products, pointing his efforts at anything from moderate changes on standard products to more complex applications working in conjunction with distributors and end users to consult and develop solutions based lifting equipment. He will support all internal technical sales teams with specific end user applications and develop concept drawings where customers can view the engineered drawing and provide feedback on its feasibility for their project.

Jeff Ferchen, director of business development, said: “Both Brian and Kent bring a great deal of industry experience to our organization. Brian has deep knowledge and understanding of our product offering and has been instrumental in the distribution side of rigging and lifting his entire career. Historically



Brian Porter



Kent Henry

working for some major distributors, he has always partnered with manufacturers to develop rigging solutions for cranes and BTH [below-the-hook] lifting equipment for major industrial, construction and OEM [original equipment manufacturer] end users.

“Kent also comes to Caldwell with a long history and knowledge of BTH lifting equipment. He spent the majority of his career with a major distributor partner of Caldwell’s in the Midwest, focused on engineering support for their sales team regarding any and all custom lifting solutions.

“We are excited to have both of these individuals join our growing team as we expand our solutions offering to better support our distributors and end customers.”

Porter said: “I have known Caldwell for
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all of my nearly 30 years in the industry. I have always admired the company as a leader and have enjoyed working with team members across its brands—people are the treasure of any company.

“It is all about relationships; we need to instill in our customers the attitude of ‘it is easy to do business with Caldwell’. We need to be superior communicators with our customers. The more we interact with them, the more we strengthen our bond with them. We have so many methods to communicate—and just need to utilize them.”

He added: “One particular end user I have already been working with is a leading manufacturer of aluminum sheet, plate, extrusions, and architectural products and systems.”

Henry, meanwhile, said: “I have been familiar with the Caldwell business, having previously worked for a major lifting and rigging equipment supplier with coast-to-coast coverage. I have a proven skillset in delivery of quotes on custom projects; I’m also looking forward to assisting the inside sales department with concept drawings and structural calculations.”

Contact Brian Porter at bporter@caldwellinc.com and Kent Henry at khenry@caldwellinc.com.

Learn more about The Caldwell Group at caldwellinc.com.

SEE AD ON PAGE 17

New Leadership and Ownership at McMillan Design/Sea Catch®

As of Dec 31, 2025, McMillan Design (and its well-known line of Sea Catch® products) will have new leadership and ownership. John McMillan, Sea Catch® founder, inventor, and owner of the business for over 30 years, has decided to turn over the business to Ryan Cole who has been with the company for over 8 years and who has successfully transformed many aspects of the business.

Given that Sea Catch® will certainly outlive him, John is assured that Ryan Cole has distinguished himself through his technical knowledge, computer skills, and innovative abilities and is the right person to continue meeting the needs of users in multiple industries around the world where lines or objects need to be released under load.

Sea Catch® Toggle Release is a mechanical quick release with a well-thought-out design that anticipates the reality of heavy sea conditions, corrosive marine environments, quick release kick-back, inadvertent release,



Ryan Cole

and the hazards of releasing heavy objects. It uses computer-generated parts (precision-cut from aerospace-grade stainless steel plate) and combines unique features such as common shackle connections, multi-directional release capabilities, low friction releasing, a hitch-pin safety lock, and no springs. Units can vary in size from .65-ton SWL to 77 tons SWL and can be fitted with air or hydraulic cylinders for remote applications.

Learn more about Sea Catch® at seacatch.com.

SEE AD ON PAGE 73

Talurit GmbH Managing Director Uli Kaltenbrunner to Leave Talurit Group After 32 Years of Service

After more than three decades of devotion, Uli Kaltenbrunner, Managing Director of Talurit GmbH, will leave the company.

Uli joined the German company (then Gerro GmbH) in the early 1990s and officially stepped into the role of Managing Director in 1997. He has been a central figure in the development of Talurit Group’s business in Europe. Uli always led with professionalism, precision, and a strong commitment to both people and quality. Under his leadership, Talurit GmbH has grown into a modern and efficient facility, serving as a key hub for the Group’s European operations.

Throughout his tenure, Uli has been known for his close connection to the market and his deep understanding of customers’ operations. His expert knowledge of regulations, standards, and best practices has helped ensure that Talurit’s solutions meet demanding

safety and quality requirements, further strengthening the company’s reputation as a trusted partner in mechanical splicing and wire rope handling.

Uli Kaltenbrunner comments, “After more than 32 years, this marks a significant and emotional transition. While it is a difficult end to a long journey, I am grateful and proud for having had the opportunity contributing and being an acknowledged part of Talurit Group.”

“Uli has been instrumental in building Talurit Group’s strong position in Europe, a cornerstone of our success” says Victor Lindh, CEO of Talurit Group. “He has combined deep technical expertise with genuine care for people—employees, partners, and customers alike. His leadership has always been grounded in long-term relationships, trust, integrity and a clear sense of responsibility. On behalf of the entire Group, I want to extend my warmest thanks to Uli for his many years of commitment and outstanding contribution.”

One of many highlights during Uli’s leadership was the expansion of the German facilities in 2015, increasing the factory space to approximately 3 400 m². As part of this development,



Uli Kaltenbrunner

Talurit GmbH invested in solar panels on the factory roof—an initiative that has proven successful both economically and from a sustainability perspective. This investment reflects Uli’s strong advocacy for environmentally friendly and energy-efficient solutions, and his belief that operational excellence and sustainability should go hand in hand.

“Working with Uli has been a privilege. His thoughtful approach and steady leadership created a strong foundation for collaboration across borders.

He's not only a great leader but a great person. We will miss him dearly and wish him all the best in his next chapter." says Neil Cooke, Managing Director at Talurit UK. "He has consistently shown honesty and a genuine interest in others. Many of us in the UK and across Europe have built close, long-standing relationships with him. His integrity, reliability, and humour will be missed—but his influence will remain part of how we work and do business."

An orderly handover process is underway, and Talurit Group will communicate the new management structure for Talurit GmbH at a later stage. During the transition period, operations in Germany will continue as normal, with the team committed to providing the same high level of service and support to customers and partners.

As Talurit GmbH prepares for the next step in its expansion, Talurit Group extends their heartfelt thanks to Uli for his outstanding contributions, tireless service, and the enduring impact he has made within their global team. Wishing him joy, health, and adventure in the years ahead.

Learn more about Talurit GmbH at talurit.com.

The Caldwell Group Restructures in Canada

Rockford, Illinois-based The Caldwell Group Inc. has positioned direct factory representation closer to the point of use in Canadian markets than ever before.

As part of a major supply chain-focused restructure, Caldwell has sliced Canada into strategic regions, each one represented by experienced standard-bearers within the organization.

Brian Sochocki (East), Darrin Noe (Central), Jeff Ferchen (Ontario), and Jay Schroeder (West) will provide dedicated sales, product training, and technical support, covering the Caldwell, Renfro, and RUD portfolios of material handling, lifting, and rigging equipment. These individuals will combine



Brian Sochocki



Jeff Ferchen



Darrin Noe



Jay Schroeder

with a customer service professional and internal product specialist for the more technical applications.

Ferchen, director of business development, explained: "We will now be able to have two Caldwell direct sales people cover each half of the market — Brian and Jeff for the eastern providences; and Jay and Darrin for the west, incorporating major distributor and end users accounts with increased regularity. We will provide product training and offer technical support, along with joint sales calls, focused on our marketing

and product initiatives."

Within the strategy, there is scope for individuals to zero in on a single marketplace, before widening their vision again. With Ferchen taking oversight of Ontario, Sochocki will cover New Brunswick, Newfoundland and Labrador, Nova Scotia, Prince Edward Island,

continued on next page

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continued from previous page

and Quebec; Noe will lead Saskatchewan and Manitoba; and Schroeder will be territory head for British Columbia and Alberta. Each region contains a varied combination of distributors, end users, crane dealers, and original equipment manufacturer (OEM) accounts.

All brands will benefit from front-of-the-line focus, including below-the-hook lifters, construction lifters, mill duty lifters, Renfroe clamps, and RUD lifting points. Caldwell will continue to partner with the RUD Group to unite their sales and marketing activities in North America for RUD material handling and lifting devices within a common organization. The RUD portfolio includes slings and lifting points for the most complex tasks for integration into almost any application.

Ferchen added: “We now have direct factory representation to help our distributors focus on products, as well as gain a deeper understanding for what projects and markets are growing versus contracting, so we know where to spend more of our time to help our partners.”

Learn more about The Caldwell Group at caldwellinc.com.

SEE AD ON PAGE 17

David Cormack Commences Tenure as Chair of the LEEA Board

David Cormack commenced his two-year tenure as the new Chair of the Board at LEEA on January 1, 2026, taking over the role from Oliver Auston. Serving as Vice Chair alongside Auston for the last two years, he has also been a member of LEEA’s Technical Committee.

On taking up the new position, Cor-



David Cormack

mack said: “I would like to thank Oliver Auston for his tremendous work in the role of Chair of the Board. During this time, LEEA has made great strides forward in supporting its members and raising standards in the Lifting Industry. I look forward to helping LEEA continue this progress as we embark on the next exciting stage of our development, with more members around the world joining our gold standard and a new member assessment geared to ensuring excellence is maintained.”

He continued: “A particularly important step in this next phase is the introduction of LEEA’s new end-user grade of membership. By directly engaging organizations that own, procure and operate lifting equipment, LEEA is strengthening its ability to influence safety and best practice at every

point in the lifting lifecycle. This evolution reflects the realities of a modern, global industry and ensures that those with ultimate responsibility for lifting operations are aligned with the same high standards, guidance and education that underpin our existing membership. It is a significant development for the industry and a critical enabler of LEEA’s vision to raise standards worldwide through education, influence and leadership.”

Cormack has spent his entire career in the Lifting Industry, having started as an apprentice with Coubro & Scrutton—a founder member and keen supporter of the Chain Testers Association, which evolved into LEEA. Gaining a broad range of engineering skills, from machining and welding to design work, Cormack rose to become Marine Sales Manager. He said: “LEEAA was always held in great respect at Coubro & Scrutton and when I started my own company I regarded it as important that we become a LEEAA member.”

That company is Delphini, founded by Cormack in 2001 to manufacture lifting, securing and access products primarily for the marine sector, as well as producing specialist structural steelwork. It exports to ship owners, agents and port operators worldwide.

Cormack concluded: “It is important that LEEAA keeps pace with a changing world, while continuing to raise standards and encourage safe practice. I will be working closely with the Board and the LEEAA leadership team to ensure we maintain support for our members, champion the global Lifting Industry and continue our evolution and growth.”

Learn about LEEAA at leeaint.com. ■

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All Material Handling	59	KWS, Inc.	42
Allied Power Products	40	Landmann	9
Associated Wire Rope & Rigging	13	Loos & Co.	21
Atlantic Cordage	37	Morse-Starrett Products Co.	43
Bleichert's Wire Ropeways	57	Oz Lifting	23
Caldwell Lifting Solutions	17	Phoenix Rope & Rigging	(IBC) 75
Casper, Phillips & Associates	51	Roebing Museum	53
Chant Engineering	19	Sea Catch	73
Chicago Hardware	44	Slingmax Rigging Products	(IFC) 2
Cleveland City Forge	29	Strider~Resource	6
De Haan SE	45	Suncor Stainless, Inc.	(CS) 38-39
Dynamic Load Monitoring	19	Tandemloc	33
Elite Sales, Inc.	5	Vanguard	25
Esmet	(BC) 76	Weisner	47
HIT Tools	46	Wirop Americas	11, 35
IPH Wire Rope	41	Wirop Industrial Co., Ltd.	27
Ken Forging, Inc.	31	Yoke Industrial Corp.	4, 15
KITO Crosby	3		

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

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

Word list:
 ASCENT
 BENCHMARK
 BENEFITS
 CALDWELL
 CONFIGURATOR
 CONEXPO
 CROMOX
 DIRECTORY
 EMPLOYEE
 ENGINEERED
 FEBRUARY
 LIEBHERR
 MANITOWOC
 MCMILLAN
 OVERLOAD
 PELICAN
 SPECIFICATION
 SUPPLIERS

EMPLOYEE BENEFITS PUZZLE

continued from page 24

and home. “Voluntary benefits allow employees to pick and choose what’s important to them,” said Stich. “The person who may not care about accidental death and dismemberment insurance, for example, may want pet insurance.”

While voluntary benefits can play a role in the employer mix, the fact remains that benefits are expensive and not likely to get any cheaper. Many times, said Winans, the best the employer can do is identify the most egregious gaps, track down the most impactful programs, and budget for the greatest payback. “Designing an effective benefits package is like playing a game of chess,” said Winans. “Employers need to think strategically about how to invest dollars in the right vehicles.” **WRN**

PHILLIP M. PERRY is an award-winning freelance writer based in New York City. His byline has appeared over 3,000 times in the nation's business press. He can be reached at <https://www.linkedin.com/in/phillipmerry/>

CROSSWORD by Myles Mellor

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

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

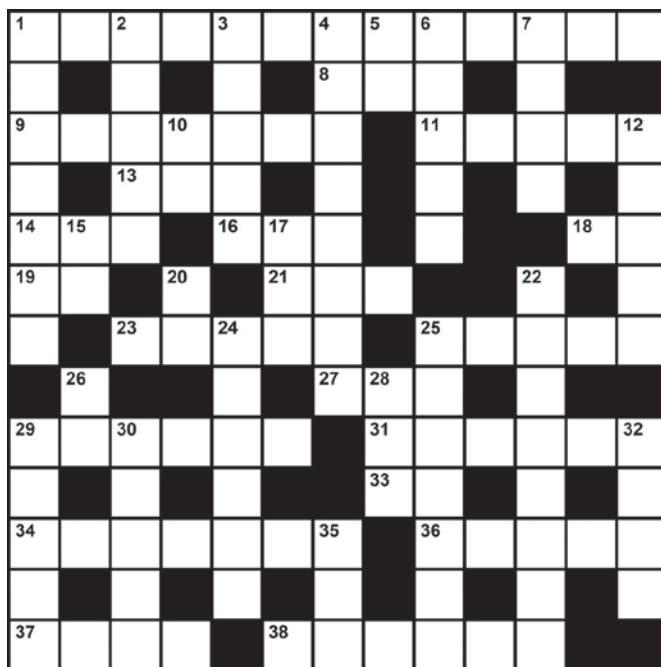
Across

- 1 Hoisting machine used in dry dock operations, 3 words
- 8 Debt acknowledgment letters, abbr.
- 9 Hoisting
- 11 Pal
- 13 Label
- 14 Climbing plant
- 16 Having a high temperature
- 18 Anchorage’s state, abbr.
- 19 Sodium symbol
- 21 River bottom
- 23 State of being joined together
- 25 Heading towards
- 27 It has waves and swells
- 29 Bridge supports
- 31 Famous London insurance market
- 33 Limited liability, abbr.
- 34 Semi-submersible vessel that can be flooded to allow a load to be floated in, then drained
- 36 Make void
- 37 Abbreviation for roll-on/roll-off cargo
- 38 Overhead bridge structure

Down

- 1 Metal-joining process
- 2 Old-fashioned slang for very good, clever or “cool”
- 3 Determine the tonnage
- 4 Makes less heavy
- 5 Behold!
- 6 Volume expression, ____ feet
- 7 Totals up
- 10 Rare, hard, gray, lustrous metallic element- symbol
- 12 Joined together
- 15 Blue Ridge Mountains state, abbr.
- 17 Classified ad abbr. meaning seller is flexible on price

- 20 Popular
- 22 Lifting power in relation to a ship in dry dock
- 24 Dense winter weather phenomenon which contains frozen crystals, 2 words
- 25 ____ water: it controls the ship’s stability
- 26 Peach state, abbr.
- 28 Building wing
- 29 Durable wood
- 30 Purchaser
- 32 It makes sea water briny
- 35 Korean car maker



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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 WHOLE-SALE only, but will consider all applicants from the rigging/industrial/crane sectors of the wire rope industry. Salary plus commission, 100% paid health insurance, 401k after 1 year of employment. Please email a resume' to chris@landmannwire.com and we can schedule a phone call to discuss further.

OUTSIDE SALES: We here at All Material Handling Inc. 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.

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. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance. ALL MATERIAL HANDLING INC, Chicago, IL.

INSIDE SALES: We here at All Material Handling Inc. 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.

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. The position can be full time or part time. We offer paid time off, a 401(k) plan and health insurance. ALL MATERIAL HANDLING INC, Chicago, IL.

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

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-statewire.com

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.

Heco Slings Corp. located in Norfolk VA.

Looking for Experienced Wire Rope Fabricator/Rigger. Fabrication of wire rope slings and chain assemblies. General knowledge of rigging applications.

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

Please send resumé to:

Heco Slings Corp
4570 Progress Rd
Norfolk VA. 23502

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@alpineindustries.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 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 com-

pany'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.certifiedslings.com/careers or send resume to HR@certifiedslings.com. Equal Opportunity Employer/VET/Disability.

GREATER RICHMOND AREA

Rigging Shop Assistant Manager; Required Rigging Fabrication/Sales Experience. We also provide rigging and safety training and inspections. Benefits include paid health insurance and the possibility to take over the business. Send inquiries to 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 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.

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

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.

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.

Established and growing company in the lifting product industry located in Southern California is seeking an inside sales representative to play a key role in growing our new product line that has positioned us for tremendous growth opportunities. Industry experience preferred. Email craig@usrigging.com.

Inside wire rope sales representative:

90+ year family owned business is looking for an experienced inside Wire Rope representative, to replace retiring veteran salesman. Candidates must be reliable, honest, strong work ethic, and demonstrate good communication skills. Our company provides excellent compensation and benefits to our team members, including Paid vacation, holiday, and sick leave, 401K Retirement plan with matching, excellent insurance benefits - Medical, Dental, Vision, RX, Short Term Disability, Life Insurance. M-F. office hours. Drug free workplace.

Please reply to: Attention: Cherise, Rasmussen Wire Rope and Rigging Co. Inc. 415 south Cloverdale Street, P.O. Box 81206 Seattle, WA 98108, Phone: 206-762-3700, Fax: 206-762-5003, e-mail: Cherisem@rasmussenco.com.

Texas Wire Rope Company expanding inside sales department. Individuals must have a strong technical, mechanical and basic mathematical aptitude, including basic computer knowledge. Selected candidates must be quality conscious and able to handle multiple tasks. Previous experience in the industrial supply market is necessary. We offer a drug-free, results-oriented work environment with excellent wages and advancement opportunities. Resumes received confidentially at wrempleyment@gmail.com.

POSITION WANTED

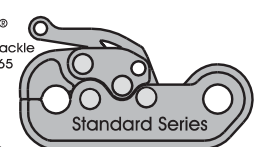
Outside sales professional with 20+ years experience seeking full time position. Willing to relocate. Reply to mrrigging@gmail.com.

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


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

SEA CATCH TOGGLE RELEASE

Standard design for shackle release. Models from .65 to 600 ton SWL.



Standard Series



"M" Series

New "M" Series for release of line or cable.

McMillan DESIGN, INC

jmcmlan@seacatch.com Tel: (253) 858-1985
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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
 Forward resumes to careers@loosco.com

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

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

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

West Coast Wire Rope and Rigging is looking to hire experienced riggers. Please send your resume to: 7777 7th Ave. South, Seattle, WA 98108, attention manager.

HELP WANTED

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

REPS WANTED

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

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

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

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

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

Sales rep wanted for an established manufacturer of labels and sling tags. We are looking for a sales rep that currently calls on sling makers

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CLASSIFIED *continued*

and rigging companies and is familiar with the business. Etiflex is a registered trademark and manufactures custom sling tags for synthetic and wire rope slings and has an excellent reputation in the field. We advertise in trade journals and exhibit at industry shows to generate brand awareness. Please contact us at info@etiflex.com or call 866-ETIFLEX for information.

Sunwood Inc., manufacturer of nets, slings, etc. since 1986, (formerly known as Fl. nets & slings supply) is expanding nationwide & looking for ambitious independent reps in US and Canada. Check our website: www.netsandslings.com before contacting us. We offer several protected territories without any restriction of house accounts. Generous commission paid when order is shipped (not when \$ collected). Call 954-788-7144 or e-mail: sunwoodfl@aol.com.

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

HARDWARE WANTED

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

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@ddsling.com.

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

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.

Extra-heavy wire rope thimbles. 28 pieces of 1.5". Same dimensions as Crosby G-414. Made in China. 10.5 lbs. each. \$400 for lot of 28 pieces. Call Stephen at 401-789-3964 or e-mail to sales@trawlworks.com.

For Sale 8 Spools New 1" 6x36 IWRC Brite Wire at 900 ft each. Domestically made by Washington Wire Rope. \$.98 per ft plus freight. Call Jim 631-477-0671. Email jim@nfws.com.

EQUIPMENT FOR SALE

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

BUILDING FOR SALE

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

COMPANIES: BUYING & SELLING

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

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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 riggermerger@gmail.com.

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- GALVANIZED
- CUSHION CORE
- RIGHT & LEFT HAND LAY

COMPACT-35X7

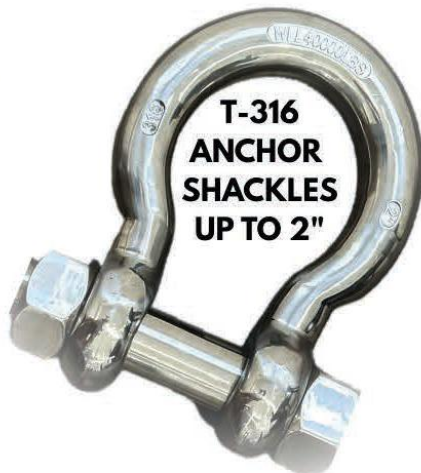
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