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Link-Belt 218|V Lattice Crawler Crane: FIVE GENERATIONS OF PERFORMANCE DEVELOPMENT



Link-Belt Cranes recently released its latest lattice crawler crane, the 110-ton 218|V. With the 218|V representing the fifth generation, an impressive range of customers have enjoyed the 218 Series' versatility and strong lift chart for over 35 years.

"Larger cranes often get more publicity for making eye-catching big lifts, but the daily, versatile workhorse in the industry is this size of machine," said Columbus Equipment Company VP of Lift Division, Bob Weber.

"Larger cranes often get more publicity for making eye-catching big lifts, but the daily, versatile workhorse in the industry is this size of machine."

Bob Weber; VP of Lift Division, Columbus Equipment Company

The 218|V's Cummins QSB 6.7 Stage 5 engine delivers 281 hp of efficient power for fast, responsive, fingertip control providing simultaneous operation wherever it is needed.

The 218|V can be run on hydrotreated vegetable oil (HVO) which is also fully mixable with regular diesel fuel. Greater fuel economy is also one of the benefits offered with the 218|V's Eco Winch system, resulting in lower operating cost, less engine RPM under load, fewer emissions, and all the line pull you need with 26 mm rope. Also, standard equipped is operator-selectable "auto-engine shutdown", as well as an extended hydraulic oil

service interval to 4,000 hours (previously 2,000 hours), which is new for the 218|V.

The 218|V comes with the same reputable and bulletproof undercarriage components and two-speed travel as the previous 218 HSL but is now equipped with quick deploy swing-out axle extenders.

The 218|V's main load transports under 100,000 lbs. Self-assembling with 68,000 lbs. of upper counterweight and 30,200 lbs. of lower car body counterweight, the 218|V's counterweight removal system is also common to Link-Belt's telecrawler lineup and comes with a remote control for single person operation. An additional 12,000 lbs. of counterweight provide a 5 percent average capacity gain over the previous, market-leading 218 HSL.

Maximum main boom length is 230 ft. and maximum fixed-jib length is 75 ft. Maximum boom-and-jib combination gives the 218|V a maximum tip height of 279 ft.

A new 12 in. touchscreen LMI operating system offers better visibility with improved sightlines for the 218|V. The new display features an operator interface with new counterweight sensing for live readout of stacked counterweight, live ground-bearing, swing angle indicator, list and trim indicator, engine RPM monitoring, improved diagnostics, night vision ... and so much more. A new, optional lighting package also provides impressive, low-light visibility around the cab.

Contact your local Lift Division representative today for more on one of the industry's most dependable and impressive workhorses. ■



(Left to right) Members of The Great Lakes Construction Co. team: Ryan Kemer, Allie Monyak, Kevin Stefancin, Dave Graf, Pat Nelson, Tyler Macali and Danny Groudle on the Sandusky Wastewater Treatment Plant project site.

The Great Lakes Construction Co.: LINK-BELT AT HEART OF TRANSITION TO SMOOTH LIFTING



About a decade ago, The Great Lakes Construction Co. (GLC) purchased a Link-Belt 138, the first new crane it had bought in nearly 30 years. At the time, the company's crane fleet was "zero percent Link-Belt," noted Tyler Macali, equipment manager. "Today, our fleet is 75% Link-Belt."

Great Lakes recently added two more Link-Belt cranes, a TCC-750 and a 238 HSL. The company now has seven Link-Belts. "We like Link-Belt quality and durability," Macali said. In addition to the new cranes, GLC has three Link-Belt 50-ton rough terrain cranes, two 138 HSL cranes, and three lattice boom cranes from other manufacturers.

The 238 is one of the most expensive equipment purchases Great Lakes has ever made, and it indicates the industry's direction. "There's a big push in transportation and water treatment for good-sized cranes," said Jim Fox, vice president of operations. As the company takes on projects for larger bridges and structures, it needs larger cranes to have the capacity to drive pile, put in heavy deep foundations and erect heavy, structural steel.

Safety standards have also gotten stricter, Macali observed. "Ten or 15 years ago, if a crane could lift something, it was considered the correct crane for the job. With current safety standards, now you not only need to be able to lift the beam, you need to be a certain percentage over to allow for safety."

"The railroad industry requires cranes to have 150%

capacity for a lift," Fox noted, and that requirement led to GLC's need for a higher-capacity crane.

Great Lakes has an \$85 million design-build package with ODOT in Cincinnati for the I-74/I-75 interchange. The project, part of a massive improvement plan for the Mill Creek Expressway, is Great Lakes' largest contract ever. GLC will build bridges over many railroad tracks along the expressway, including an 1,800-foot flyover bridge. "We need larger cranes to have the capacity to build the substructure and erect the beams over those railroads," Fox said. With the 238 HSL, Great Lakes has that capacity.

The 150-ton 238 HSL lattice crawler fills a gap in the company's fleet, Fox added. "We own a few 80- and 100-ton cranes and a 230-ton crane. We felt we should get something midsized to bridge the gap." Not much was available when company officials began searching for a suitable crane. They looked at used cranes, including different brands, to find the best value. They even considered transporting a used crane from California.

Bob Weber, head of Columbus Equipment Company's Lift Division, "suggested we look closely at buying new and showed us the numbers," Fox said. Great Lakes decided the longevity of a new Link-Belt made the 238 the best long-term value. They ordered it in the spring and took delivery in December, using rentals in the interim.

"The important thing about the 238 is that it wasn't

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Magni is recognized as the industry leader for the development of rotating telescopic handlers. With 16 RTH models, Magni machines are the ideal choice for those requiring optimal performance and reliability in extreme conditions. They are the undisputed champions. When it comes to both heavy-duty and confined-space applications.



RTH 5.21 RTH 6.25 RTH 6.30 RTH 6.39 RTH 6.51 RTH 8.25

Maximum Lifting Height	67' 3"	82'	97' 9"	127' 7"	167' 4"	81' 8"
Ground Clearance (HTH) Machine Weight (RTH)	35,050 lbs	39,685 lbs	48,060 lbs	52,910 lbs	80,240 lbs	52,910 lbs
Maximum Lifting Capacity	11,000 lbs	13,200 lbs	13,200 lbs	13,200 lbs	13,200 lbs	17,500 lbs
Capacity at Max. Reach	5,500 lbs	4,850 lbs	5,500 lbs	5,000 lbs	4,400 lbs	11,600 lbs
Max. Reach	57' 1"	69' 10"	85' 4"	88' 7"	113' 2"	69' 2"

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just bought for one or two jobs,” Macali said. “It’s going to service Great Lakes across multiple sectors of our business over the next two decades. That’s really where buying the quality of Link-Belt comes in.” In addition to transportation work, GLC is known for power plants, water treatment plants and industrial work. Placing structural concrete is one of its specialties.

“We like Link-Belt quality and durability. It has been very solid for us over the years compared to other brands.”

Jim Fox; VP of Operations, The Great Lakes Construction Co.

Great Lakes also recently purchased a Link-Belt TCC-750 telescopic crawler crane that had been a rental from Columbus Equipment Company. Great Lakes had used the 75-ton crane for noise wall and structural work. “We found it to be very versatile and a nice alternative to the rough terrain cranes when we’re in a tight situation. We were impressed with the capacity and the ability to mobilize it very quickly,” Fox said. “Knowing it was in the Columbus Equipment fleet and maintained by their folks was another great thing for us to consider buying it outright.”

“Two mechanics can break the TCC-750 down and load it on a truck in an hour,” Macali said. Great Lakes operators enjoy the advanced technology on the crane, including telematics allowing remote monitoring of the crane and a camera system that helps operators monitor blind spots and see the cable wrapping around the drum.

Great Lakes’ transition from no Link-Belts to mostly Link-Belts has been based on the contractor’s

assessment of the quality and value the cranes offer.

“We like Link-Belt quality and durability. It has been very solid for us over the years compared to other brands. We perform deep foundation and pile driving work, and we like the capacity to have a third drum for pile driving. Link-Belt is the best suited crane for foundation work,” Fox said.

“The operators love the Link-Belts,” Macali said, citing safety features like the camera system and operator comfort features. “From a serviceability standpoint, the mechanics that assemble and move them really like them as well.” Transportability is also essential, as Great Lakes may move some cranes multiple times in a month, depending on the project.

Dealer support is another factor the company considers heavily when purchasing equipment, Macali said. “Dealer support and parts availability are more important than ever. With Link-Belt and Columbus Equipment Company, we haven’t seen any issues that we might have come across with other companies. We haven’t had nearly the same amount of delays.”

“Columbus Equipment is a great partner with Great Lakes. Bob Weber is very helpful. He made sure we understood everything about the 238, from the boom configuration to its delivery date. He was a huge help to us,” Fox said. “Link-Belt and Columbus Equipment Company understand Great Lakes and our work better than anyone, and that’s why we are very comfortable partnering with them.”

Repeat business is a strong indication of customer satisfaction with a quality product. Great Lakes’ transition from no Link-Belts to majority Link-Belts in the span of a decade speaks volumes about the contractor’s experience with Columbus Equipment Company and Link-Belt cranes. ■

SOME HEAVY LIFTING MAY BE REQUIRED

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85|RT

85-Ton | 80 mt Rough Terrain Crane

- ✓ 5-section full power boom
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- ✓ Less than 105,000 lbs of transport weight



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ConExpo-CON/AGG 2023: PERFECT SHOWCASE FOR LINK-BELT CRANES' POWER LINEUP



ConExpo-CON/AGG 2023 topped expected attendance numbers with a 6-percent uptick from 2020 figures. The Las Vegas-based show—held every three years—drew more than 139,000 construction and fluid power professionals from 133 countries from March 14 – 18, 2023. With more than 2,400 exhibitors from 36 countries spread out over 3 million square feet of exhibit space, ConExpo-CON/AGG 2023 reinforced its position as the largest trade show in North America.

ConExpo-CON/AGG 2023 drew more than 139,000 construction and fluid power professionals from 133 countries.

“The ConExpo-CON/AGG event really is a unique opportunity within the industry,” said Columbus Equipment Company, VP of Lift Division Bob Weber. “We’d like to sincerely thank all those who attended the show and look forward to seeing you again at ConExpo-CON/AGG in 2026,” added Weber.

Link-Belt Cranes displayed its all-new, 300-ton 300|AT All-Terrain Crane, as well as the newly announced 120-ton 120|HTLB, which boasts a main boom length of 197 ft. Also on display, the new 218|V Lattice Crawler Crane, 55-ton TCC-550 Telescopic Crawler Crane and 85-ton 85|RT Rough Terrain Crane, which featured Link-Belt’s new

patent-pending, battery-powered APU (auxiliary power unit).

Link-Belt provided show-goers with three, daily demonstrations, introducing new product, as well as an in-person demonstration of the company’s long-time success story, Link-Belt SmartFly, which is now found across Link-Belt’s entire telescopic crane product lineup.

“The ConExpo-CON/AGG event really is a unique opportunity within the industry. We’d like to sincerely thank all those who attended the show and look forward to seeing you again at ConExpo-CON/AGG in 2026.”

Bob Weber; VP of Lift Division, Columbus Equipment Company

“We have had a great response from customers and distributors here at ConExpo 2023. There’s a lot to be excited about going forward for this year, and into 2024,” said Link-Belt’s North American Sales Manager, Gary Lane. “You really get a pulse of the crane market when you get the chance to get everyone together like this and it’s a great opportunity to clear the way for long-term goals and growth for the next 18-24 months.” ■

Meet Mark Kennedy: LIFT DIVISION'S NEW PRODUCT SPECIALIST



Veteran crane technician Mark Kennedy has assumed the role of product specialist for the Lift Division, replacing Chuck Amnah, who recently retired.

Kennedy has been with Columbus Equipment Company since 2014. He has nearly 20 years of experience as a crane technician working on all crane brands. He is an expert in Link-Belt cranes, having attended every class Link-Belt offers for technicians.

“Mark is very technical, very thorough, very detailed, a great mechanic and troubleshooter.”

Bob Weber, VP of Lift Division, Columbus Equipment Company

As the product specialist, “I am basically a liaison between the technicians and the customer and Link-Belt,” he said. When technicians or customers have a question about cranes, he finds the answer for them. Frequently, customers contact Kennedy for parts numbers or to get advice on whether they can fix an issue on their cranes or should have a Columbus Equipment Company technician tackle the problem.

Kennedy also oversees assembly of new cranes. “I’m there helping, and making sure the mechanics have everything they need.”

“One of the primary goals of Mark’s role is to help develop young talent,” said Bob Weber, vice president of Lift Division. Kennedy makes sure the division’s six technicians get the training and work experience necessary to grow their skills, developing our future experts.

Kennedy, a 20-year military veteran, has many qualities that make him a good product specialist, Weber said. “Mark is very technical, very thorough, very detailed, a great mechanic and troubleshooter. He’s already made a reputation for himself with the manufacturers and other dealers. We’ve been called on several times to help other dealers and the manufacturers with problems, which we’ve been able to do. And Mark has great relationships with the customers.”

Amnah, the previous product specialist, worked for Columbus Equipment Company for 35 years and was in the crane business for more than 40 years, Weber noted. “Chuck did a lot of different things for us over the years. He worked as a field mechanic, a paver specialist and a crane specialist. I depended on him for years and will certainly miss having him around.”

Amnah spent several months working with Kennedy to ensure a smooth transition to the specialist position before he retired. “Chuck and Mark bring different skill sets to the table. We’re confident Mark’s specific talents set him up well to do a great job in this position,” Weber said. ■

\$345,000



2014 Link-Belt RTC-8065 Series II Rough Terrain Crane

- S/N- J9K4-4083
- Approximately 5,300 Hours
- 38' to 115' Four (4) Section, Full Power Boom with 4 Sheave Boom Head
- Two (2) Boom Extend Modes: A-Max and Standard Boom Lifting Capacities
- 6 Speed Powershift Transmission
- Link-Belt Pulse Operating System with Internal Light Bar and Anti -Two Block
- 60 Ton Hook Block
- 8.5 Ton Headache Ball

\$920,000



2023 Link-Belt Model 100/RT Rough Terrain Crane

- S/N- T9L3-7334
- Approximately 50.0 Hours
- 40.6' to 155', Five (5) Section, Full Power Boom with Five (5) Quick Reeve Boom Head Sheaves
- Selectable Boom Extension Modes.
- Powershift- 3 Speed with High/Low Range for 6 Speeds Forward and Reverse
- Auxiliary Lifting Sheave, Boom Mounted
- 60 Ton Hook Block
- 10 Ton Headache Ball

\$475,000



2021 Link-Belt RTC-8050 SII Rough Terrain Crane

- S/N-J6L1-6960
- 600 hours
- 35.5' to 110' Four (4) Section, Full Power Boom with 4 Sheave Boom Head
- Two (2) Boom Extend Modes: A-Max and Standard Boom Lifting Capacities
- Four (4) Steering Modes: Independent Front, Combination, Crab, Independent Rear
- 6 Speed Powershift Transmission
- 40 Ton Hook Block
- 8.5 Ton Headache Ball

Looking to Buy or Sell A Link-Belt Crane?

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\$295,000

2022 Magni, Model RTH 6.25 Rotating Telescopic Handler

- S/N-5321
- 225 hours
- Maximum Lifting Height of 82 ft. and a Maximum Reach of 69 ft. 10 in.
- Maximum Lifting Capacity of 13,200 lbs. @ center of gravity 24 inches
- Magni Industry Leading, Unique Cab Design with Heater and Air Conditioner
- Magni Exclusive Combi Touch Display and Control Panel
- Radio Remote Control



\$360,000

2022 Magni, Model RTH 6.30 Rotating Telescopic Handler

- S/N- 6196
- Approximately 500.0 Hours
- Maximum Lifting Height of 97' 9" and a Maximum Reach of 85' 4"
- Maximum Lifting Capacity of 13,200 lbs. @ center of gravity 24"
- Magni Industry Leading, Unique Cab Design with Heater and Air Conditioner
- Four (4) 445 / 65 R 22.5 Tires
- Maximum Travel Speed of 25 MPH
- Total Unladen Weight of 48,060 lbs.



\$865,000

2023 Link-Belt Model 138HSL Lattice Boom Crawler Crane

- S/N- P8L3-7363
- Approximately 50.0 Hours
- 22' Live Mast with Bridle Assembly, 14-Part Boom hoist Reeving
- Hydrostatically Driven Side Frame Assemblies Provide 14' Extended Gauge
- Auxiliary 5' Tip Extension Provides Clearance Between Working Lines
- Left and Right-side Upper Handrails
- 60 Ton Hook Block
- 12 Ton Headache Ball

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