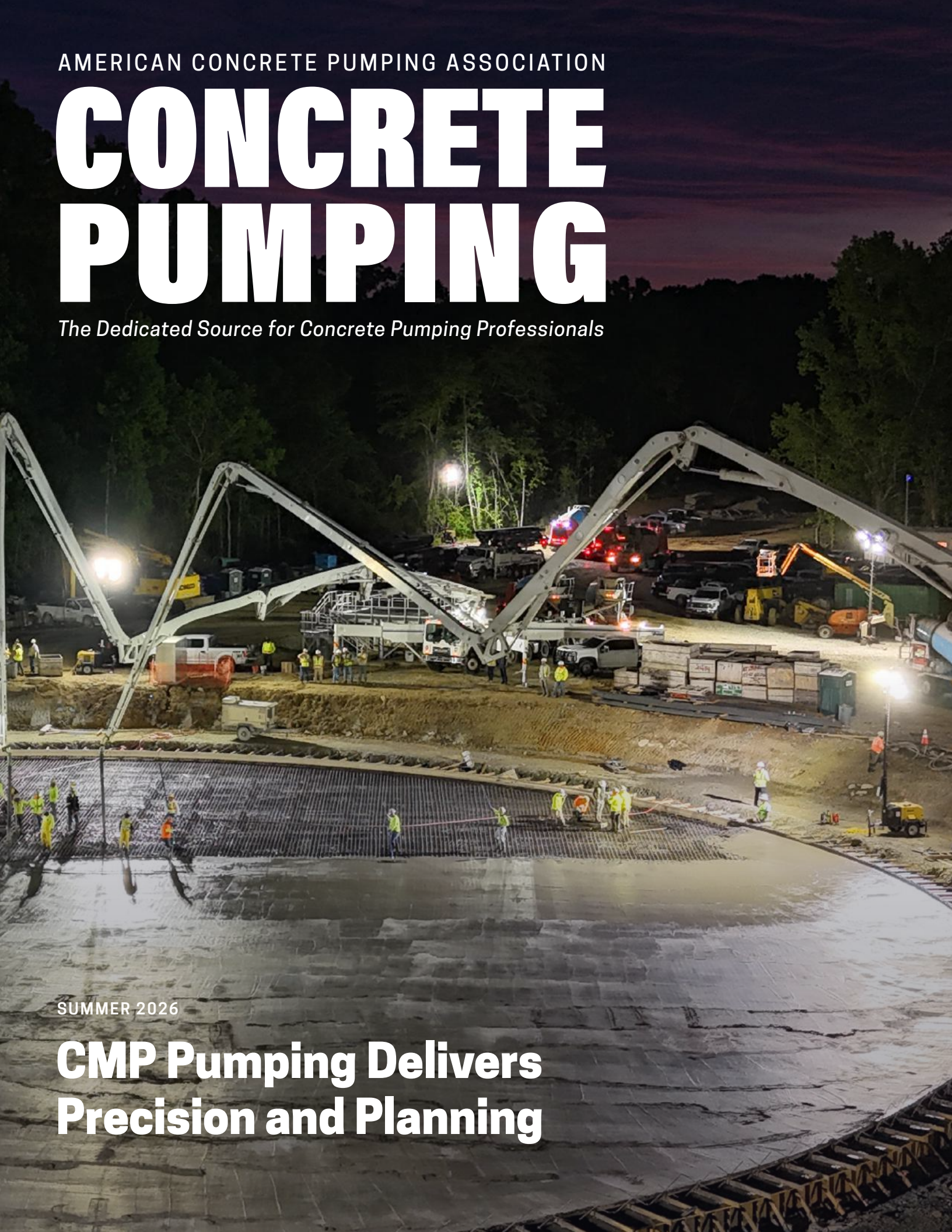
AMERICAN CONCRETE PUMPING ASSOCIATION

CONCRETE PUMPING

The Dedicated Source for Concrete Pumping Professionals



SUMMER 2026

CMP Pumping Delivers Precision and Planning

You still need a reason to try DY?

Don't let others tell you why you shouldn't.
Here's why you buy DY.

1. No Chinese Steel.
Ask for the material reports, or better yet, ask your boom inspector.

2. Family Owned and Operated.
Would you rather be treated like family, or just another sale?

3. High Pressure, Closed Loop System.
Ask a DY owner or operator if there's a mix they couldn't pump.

4. 24/7 Direct Support - No Call Centers.
The technicians answering the phone are the ones who work on your machine.

5. 360° Continuous Turret.
Operators who have it don't ever want to go back.

6. Our Standard is Other's Up-Charge.
High horsepower chassis is standard. You'll see the cost difference on the first hill.

7. We Keep Things In-House.
Drivelines, hydraulic lines, pipe systems, paint, and vinyl produced in-house.

8. Over 300 Years Industry Experience.
Our team has been in your shoes. From top to bottom, we know pumping.

DY
Concrete Pumps Inc.

BUILT TO *PERFORM*

360° Continuous Swing Boom

Look, we could keep listing reasons.

But the only way to understand the DY Difference is to see it in-person.

Come visit our Texas based factory, talk to our team, or get behind the remote yourself.

Once you do, you won't need another reason.

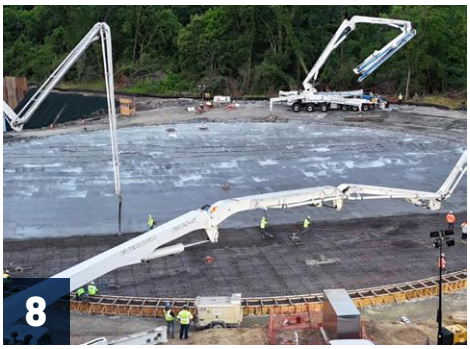
1-844-397-8677
www.DYConcretePumps.com

CONCRETE PUMPING

The Dedicated Source for Concrete Pumping Professionals

AMERICAN CONCRETE PUMPING ASSOCIATION
SUMMER 2026

FEATURES



CMP Pumping Delivers Precision and Planning on Major Columbia Infrastructure Project

Using Nanotechnology to Reduce Concrete Pumping Pressure

Surviving a DOT Inspection: A Practical Guide for Drivers and Fleet Operators

COLUMNS

ACPA NEWS

DEPARTMENTS

AMERICAN CONCRETE PUMPING ASSOCIATION

COVER IMAGE

Cover image submitted by ACPA Member CMP Pumping.

Send address changes, letters and comments to: **606 Enterprise Drive, Lewis Center, Ohio 43035.** *Concrete Pumping Magazine* is published and copyrighted 2026 by the American Concrete Pumping Association. *Concrete Pumping Magazine* is not responsible for the accuracy of any data, claim or opinion appearing in this magazine, and opinions expressed do not necessarily represent the views of the magazine or its publisher. The appearance of any new product information does not constitute the endorsement of any product by the American Concrete Pumping Association. The publisher reserves the right to reject any material that may be misleading or does not meet the standard of acceptable material.

CHARGE WHAT YOUR SERVICE IS WORTH

By Nathan Germany

Increasing costs and decreasing margins have been the theme of what we have heard from pumpers across the country. Whether it is increasing insurance rates, tariffs or fuel costs, we have all felt their effects over the last year or so. While we have been seeing modest relief in prices at the pump over the last couple of weeks, higher energy prices will be affecting the cost of the parts and goods we use for the next six months to a year. This means there will be downward pressure on our bottom lines for that same duration, and for those pumpers who do not adapt to these changing forces, I fear they may be forced to close their doors.

So how can you survive the volatility in this economy? Get to know your business. Dig deep to find every expense, every charge, both fixed and variable, to figure out what it costs you to pump every yard of concrete. Then examine areas like labor and maintenance costs for inefficiencies. That does not mean to stop training, maintenance or boom inspections, because the modest savings achieved by cutting out those areas will never outweigh the potential risks. It means fine tuning your preventative maintenance programs and maintaining boom inspections and repairs. A thousand dollars spent in these areas will prevent tens of thousands of costly repairs and a much larger negative impact on the bottom line when compared to any savings you get by cutting those corners.

Reducing costs and increasing efficiencies will only get you part of the way there. The other part is increasing revenue, which can be accomplished by carefully analyzing your expenses and thoughtfully determining which costs are appropriate and reasonable to pass on to your customers, ensuring transparency and fairness in your pricing. If you are not already, you should consider line items such as permit or toll fees to cover any oversized/overweight permit costs and toll charges. Other pumpers are charging for prime out to cover the costs of slick packs and have increased their travel charges or implemented fuel surcharges to help cover the cost of fuel and labor for long travel times caused by traffic. While these costs may seem small, every dollar adds up over the span of a year and can help cover your shortages.

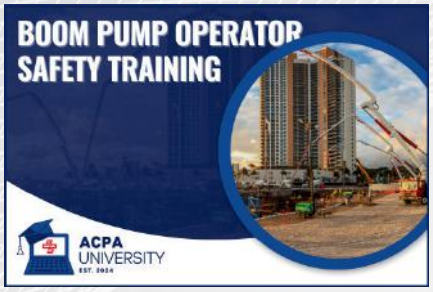
While everyone should be reviewing their pricing periodically, one thing this economic volatility does is provide you with cover to increase your rates and remain viable. We as pumpers should not be afraid to charge what our service is worth. We provide an important service to our customers and the construction industry. Think about it: all your vendors for fuel, parts, tires and pipes have passed on their increase in costs down to you, so why should the trend stop with pumpers? Our customers have experienced price increases for concrete, rebar, lumber, and labor. It is not our responsibility to absorb their entire profit margin on a project. Therefore, do not hesitate to charge appropriately for your services. **CP**

ACPA UNIVERSITY
EST. 2024

THE *Smarter* WAY TO TRAIN & TRACK SAFETY!

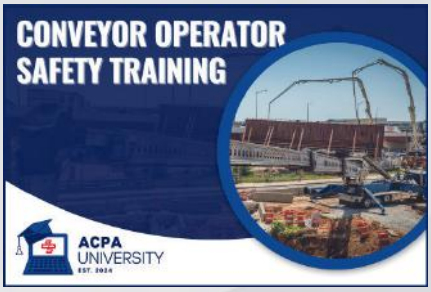
ACPA-U is now the exclusive online training platform* for meeting the education requirement for ACPA Operator Certification.

Featured Paid** Courses at Discounted Rates for Members:



Members	**$150**
Non-Members	**$330**

Members	**$100**
Non-Members	**$250**



Members	**$100**
Non-Members	**$250**

Examples of Free Courses and Content Offered:

- Hand Signals Course
- Driver Training Course
- ICF Safety Manual
- Ready Mixed Safety Manual
- Blowout Cap Safety Bulletin
- Hose Whipping Safety Bulletin
- Power Lines Position Paper
- Wind Velocity Safety Guidelines

Examples of Additional Paid Content Offered:

- Coworker Safety Training **
- Boom Pump Safety Manual **
- Line Pump Safety Manual **
- Line Pump Safety Video
- High Rise Placement Video
- Before and After the Job Video
- Set Up and Clean Out Video
- Safe Work Practices Video

Non-Member **ACCESS**

tinyurl.com/ACPA-U-4-Non-Members

Learn More **& ENROLL**

tinyurl.com/ACPA-University-News

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

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

***These courses are priced per user.*

NO LONGER UNDER THE RADAR

By Christi Collins

I remember a time when many believed that the best way to keep a pumping company safe from lawsuits or OSHA violations was to simply "stay under the radar." The thinking was that if OSHA didn't fully understand how concrete pumps operated, the hazards involved or the responsibilities on the job site, field enforcement would be less likely to target concrete pumps.

That mentality might have sufficed if accidents had never happened. But as our industry grew, so did the number of incidents. Today, with the rise of social media, nothing goes unnoticed, and a concrete pump accident making national headlines on Fox News is a bad day for all of us.

The mindset of staying under the radar ultimately harmed our industry—not just financially, but by failing to prevent worker injuries. Most pumpers can recall incidents caused by a poor mix design, concrete being too low in the hopper or hidden voids beneath the setup location. These oversights led to injured workers, costly back charges, fines and lawsuits. In the end, it was our workers and pumping companies who bore the consequences.

Three years ago, ACPA launched the We Are Safer Together (WAST) initiative to raise awareness of job site responsibilities and promote safe practices established in the ASME B30.27 Safety Standard. We partnered with leading industry organizations, including the American Society of Concrete Contractors, the Tilt-Up and Concrete Foundation Associations and, most recently, the National Ready Mixed Concrete Association. However, we quickly recognized that to truly reach those who needed this knowledge most required partners with even broader influence. That realization led us right to OSHA.

Last December, ACPA president Nathan Germany, board member Clint Price and I traveled to Washington, D.C., to meet with OSHA officials. Our goal was to explore opportunities to expand our reach in the general construction sector and, importantly, to help educate OSHA about the capabilities and hazards of concrete pumps. Interestingly, while some OSHA officials participated in developing the ASME standard, most field enforcement officers remain unfamiliar with the job site responsibilities associated with concrete pumps. For example, a few years ago, the ACPA assisted a concrete pumper who received a fine after a buried water line caused a tip over. By submitting a brief to the court that highlighted the job site responsibilities as defined in the ASME standard, we were successful in greatly reducing the penalty for the concrete pumper.

In Washington, D.C., after introductions, OSHA began the meeting by making it clear that if we were there to discuss a certification mandate for concrete pump operators, they weren't interested. Budget cuts and a shift in priorities under the new administration meant they weren't considering any new regulation requests as developing such a rule could take a decade or more. This was somewhat of a relief, as neither our industry nor ACPA is fully prepared for the implementation that a mandate would currently require. Nevertheless, we fully acknowledge that such a mandate is likely inevitable in the future.

Our conversations in Washington, D.C., and during follow-up calls have far surpassed our expectations. OSHA has shown genuine enthusiasm for learning about concrete pump safety and is committed not only to supporting our outreach efforts but also to providing a variety of safety programs we can share with our members on a wide range of safety topics. We plan to leverage these resources through ACPA University as another member benefit. Additionally, OSHA has invited us to participate in an alliance partner forum, where we'll have the chance to connect with organizations such as the Associated General Contractors and the American Home Builders Association—both key audiences for our outreach initiative.

It may have taken us a while to get here, but we're fully committed and excited for the opportunity to drive meaningful change in our industry. This September, we look forward to welcoming OSHA officials to our fall board meeting in Washington, D.C., where we'll explore new collaborative initiatives and set the course to strengthen our partnership.

I invite you to join us on September 25 and 26 to learn more about other association initiatives and projects, including the latest on the certification changes taking effect this January. Arrive a day early, and you can join us on the Hill as we lobby for issues affecting our industry. September is the perfect time to be in D.C., and who knows, maybe we'll get lucky and see a concrete pump in action on the new ballroom!

Safe pumping! **CP**

SANY
supported by Putzmeister

SANY STRENGTH, PUTZMEISTER SUPPORT

The same top-notch parts and service support you get from Putzmeister comes standard with SANY.

IF YOU'RE WORKING, WE ARE TOO

Our Customer Support is available 24 hours a day, 7 days a week

A HELPING HAND YOU CAN RELY ON

Our factory-trained technicians are equipped with the tools they need to keep your SANY pumping

PARTS & SERVICE — WE'LL GET YOU WHAT YOU NEED

All Putzmeister parts and service branches stock SANY parts and offer maintenance services for SANY supported by Putzmeister products

CMP PUMPING DELIVERS PRECISION AND PLANNING ON MAJOR COLUMBIA INFRASTRUCTURE PROJECT

Founded in 2001, CMP Pumping has built a reputation across the Southeast for delivering reliable, high-performance material placement solutions on projects of every size and scope. What began as a company serving the Charlotte, North Carolina, metro area has grown into a full-service materials placement operation supporting work throughout the Carolinas and along the eastern seaboard.

Today, the company boasts the Carolinas' newest and most diverse concrete pumping fleet, backed by a 24-hour dispatch team and dedicated area managers. With equipment staged across multiple markets and a strong focus on leveraging technology, the entire team—from operators to sales, dispatch, safety and maintenance—works together to keep the company productive and utilize the equipment to its full potential.

CMP serves every concrete market segment, including high-rise and mid-rise construction; elevated structures and parking decks; water and wastewater treatment facilities; bridges; dams; roadway projects; heavy industrial plants; tilt-up construction; and residential and multifamily developments.

The company's extensive pumping and hauling fleet includes more than 70 pieces of equipment, featuring mobile pumps ranging from 20 meters up to the 63-meter—the largest pump available in the Carolinas—along with telebelts, stone shooters, high-pressure line pumps, specialty placing systems, mini placers, tremie booms and equipment designed for low-overhead or restricted-access conditions.

That experience and fleet depth was on full display during a major milestone on the Lower Crane Creek wastewater project in Columbia, South Carolina.

SUPPORTING CRITICAL WASTEWATER INFRASTRUCTURE IN COLUMBIA

The City of Columbia is investing in infrastructure improvements designed to significantly enhance wet-weather sewer flow management and ensure long-term regulatory compliance under the city's consent decree. One such project is the redevelopment of the former Eau Claire Wastewater Treatment Plant.

Once complete, the new Lower Crane Creek facility will include an eight-million-gallon wet-weather sewer flow equalization storage tank and a 25-million-gallon-per-day pump station. The project represents a key step in protecting local waterways while providing Columbia Water with additional capacity during heavy rain events.

In May 2025, CMP reached a major construction milestone, when crews placed the 214-foot-diameter concrete floor slab for the storage tank during an overnight operation. The size of the placement and the importance of maintaining continuous production required detailed planning and experienced pumping operations.

LOGISTICS PLANNED LONG BEFORE THE FIRST POUR

The company spent weeks planning the logistics of the slab placement. Every detail, from pump locations and backup capacity to concrete truck routing and delivery timing, was carefully mapped out to ensure a smooth, uninterrupted operation once pumping began.

The final setup included four pumps on site, with three pumps pumping continuously throughout the pour. This configuration provided both production efficiency and redundancy, allowing the operation to continue without disruption.

The pumping lineup featured 63-meter Everdigm pumps and 60-meter Putzmeister units, which were selected for their reach, output and flexibility across the large footprint of the tank slab. Over approximately 11 hours, the crews successfully pumped 2,500 cubic yards of concrete, maintaining consistent flow and placement quality from start to finish.

The overnight schedule minimized site congestion and allowed crews to focus entirely on execution, communication and safety—critical factors on a pour of this scale.

COORDINATION ACROSS THE PROJECT TEAM

Ruby-Collins General Contractors delivered the project, with CMP Pumping engaged by Precon Corporation to handle concrete placement. CMP's team, including the area managers, sales and safety teams, met with the project superintendent early in the process to begin planning. Clear communication and coordination between all parties played a key role in the success of the overnight operation.

Four big sticks—two 63M Everdigm and two 60M Putzmeister units—ran about 11 hours to move 2,500 cubic yards with steady flow and clean placement at the Lower Crane Creek wastewater facility in Columbia, SC. *Photo credit: Doral McHam*

With multiple pumps working simultaneously, the company's operators, management and safety team worked in sync to manage hose movements, balance production and maintain proper placement across the entire slab, demonstrating the value of experienced crews on complex infrastructure work.

Projects like the Lower Crane Creek Storage Facility highlight what CMP Pumping does best: pairing detailed planning with the right equipment and experienced operators to deliver results on demanding jobs. Guided by core priorities of safety, customer relationships, customer satisfaction and up-to-date equipment, the company continues to be a trusted partner on infrastructure, industrial and commercial projects across the Southeast.

As construction progresses in Columbia, the successful completion of the storage tank floor slab stands as another example of how preparation, coordination and the right pumping solution come together to keep critical projects moving forward. **CP**

USING NANOTECHNOLOGY TO REDUCE CONCRETE PUMPING PRESSURE

By Jon S. Belkowitz, PhD, PE, Mallory A. Westbrook and Dan McCoy, PE

Concrete pumping performance is often judged by visible characteristics such as slump, flowability, or how the material behaves in the hopper. However, these indicators do not always tell the full story. A concrete mixture may appear workable and still generate excessive pumping pressure once it enters the line.

This article explains how nano-scale modification of cement paste can reduce concrete pumping pressure by stabilizing the lubrication layer at the pipe wall. The focus is on practical field behavior, not laboratory theory, and on how pump operators can identify, evaluate and benefit from these systems during placement.

WHAT CONTROLS PUMPING PRESSURE

Concrete does not move through a pipeline as a uniform mass. During pumping three important things happen: a thin, paste-rich lubrication layer forms at the steel pipe wall, coarse aggregate is transported within this lubricated core and pumping pressure is governed primarily by friction at the pipe–paste interface.

The key takeaway for pumpers is that pumping pressure is a boundary-layer problem, not a hopper-slump problem. A concrete mixture may appear workable in the hopper and meet slump requirements yet still generate excessive line pressure if the lubrication layer is unstable under shear. When pumping pressure rises, adding water, increasing cement or fines and increasing pump size or stroke rate can be used as corrective actions. However, while these adjustments may provide short-term relief, they frequently worsen long-term pumping behavior because the added water reduces paste cohesion and promotes bleeding and extra cement or fines can increase paste volume without necessarily improving paste stability. In addition, larger pumps can mask lubrication problems rather than solve them.

FRITZ-PAK
fritzpak.com

PROTECTING YOUR PUMP FOR OVER 30 YEARS!

Get free shipping when you order 4 or more cases online

BENEFITS OF SLICK-PAK

- Lower line pressure
- Decrease the risk of plugs in the line
- Pump harsh mixes with ease
- Easier to mix than grout slurries
- More portable than bagged grout

In many cases, these actions accelerate collapse of the lubrication layer, leading to pressure spikes, difficult restarts and increased equipment wear.

WHAT NANOTECHNOLOGY MEANS IN PUMPING APPLICATIONS

In concrete pumping, nanotechnology refers to materials and systems operating below the size of cement grains, typically less than 100 nanometers. At this scale, materials interact directly with water films within the paste and hydrated cement phases, as well as surface charge and flocculation behavior. Nano-engineered systems do not replace cement or aggregates. Their function is to control paste behavior precisely where pumping resistance is generated, at the pipe wall.

Nano-modified paste systems improve pumping performance in many ways, including enhancing water retention within the paste, improving particle packing at the nano-micro scale, increasing resistance to shear-induced collapse and promoting continuity of the lubrication layer. For pump operators, this translates directly into lower friction against steel and more stable pressure behavior.

Concrete mixtures using effective nano-scale paste control commonly exhibit lower priming pressures, reduced peak pressures in vertical or long runs and smoother, more predictable pressure curves. They also show less sensitivity to pumping interruptions and easier restarts after delays. These benefits occur without requiring changes to pump hardware or operator technique.

While conventional paste systems tend to flocculate at rest, break down rapidly under shear and lose lubrication continuity after brief pauses, concrete pumping subjects paste to sustained and cyclic shear stresses significantly higher than those encountered during mixing or placement. Nano-engineered paste systems demonstrate improved shear stability, maintaining lubrication continuity even under fluctuating stroke rates, vertical pumping or stop-start conditions.

PRACTICAL FIELD INDICATORS FOR PUMPERS

There are several indicators of a stable lubrication. These include: when the pressure responds smoothly to stroke rate changes; the vertical pressure increases are proportional and predictable; the restart pressure closely matches steady-state pressure; or when there is reduced pipe wear and cleaner washouts.

On the other hand, when there is a lubrication failure, it usually coincides with indicators like pressure spikes after short pauses, climbing pressure despite acceptable slump, a “sandy” or abrasive feel during pumping, and increasing resistance as the pour progresses. These behaviors are typically related to paste stability, not aggregate size or pump capacity.

Lower and more stable pumping pressures result in reduced wear on pistons, seals and pipelines, as well as a lower risk of line failure. It also causes expanded vertical and horizontal pumping capability and improved operational safety and predictability. Pressure spikes are not merely operational inconveniences; they are a primary contributor to premature equipment wear and safety risk.

Many pumping problems attributed to “field variability” are actually created before the first yard is batched. Pumpability is a system property, not a last-minute adjustment, and responsibility must be shared across the project team.

A pumpable concrete mixture is not solely the responsibility of the pump operator. Successful pumping requires shared responsibility across the project team.

The producer is responsible for designing and supplying a mixture capable of maintaining a stable lubrication layer under shear. They are also in charge of ensuring paste volume, fines quality and admixture compatibility support the pumping demands.

The specifier or engineer must avoid prescriptive limits that unintentionally reduce paste stability or fines quality and allow performance-based adjustments when pumping is a critical operation.

The contractor and placing crew are responsible for communicating placement geometry, vertical rise, line length and anticipated delays. Finally, the pump operator must provide feedback on historical pressure behavior and line performance for similar mixes. Pumpability should be treated as a design requirement, not a field correction. The entire team is responsible for making sure pumping goes smoothly.

PRACTICAL MIX DESIGN CONSIDERATIONS

Before the pour, there are a handful of important adjustments that can be evaluated collaboratively. These include reviewing paste volume and fines gradation, not just slump; evaluating supplementary cementitious materials (SCM) availability and replacement strategies that preserve paste cohesion; considering nano-scale paste control systems to

stabilize lubrication under shear; verifying admixture sequencing and compatibility under pumping conditions; and assessing expected pumping pressures based on geometry, not pump size. The goal is paste stability, not temporary flow.

Pumping performance improves significantly when pumpers are included early, not only when problems arise. Effective collaboration includes communicating clearly on anticipated line length, vertical rise and pauses and agreeing on acceptable pressure ranges and response plans. It also includes pre-pour coordination meetings involving producer, contractor and pump operator. This reduces reactive decision-making once pumping begins.

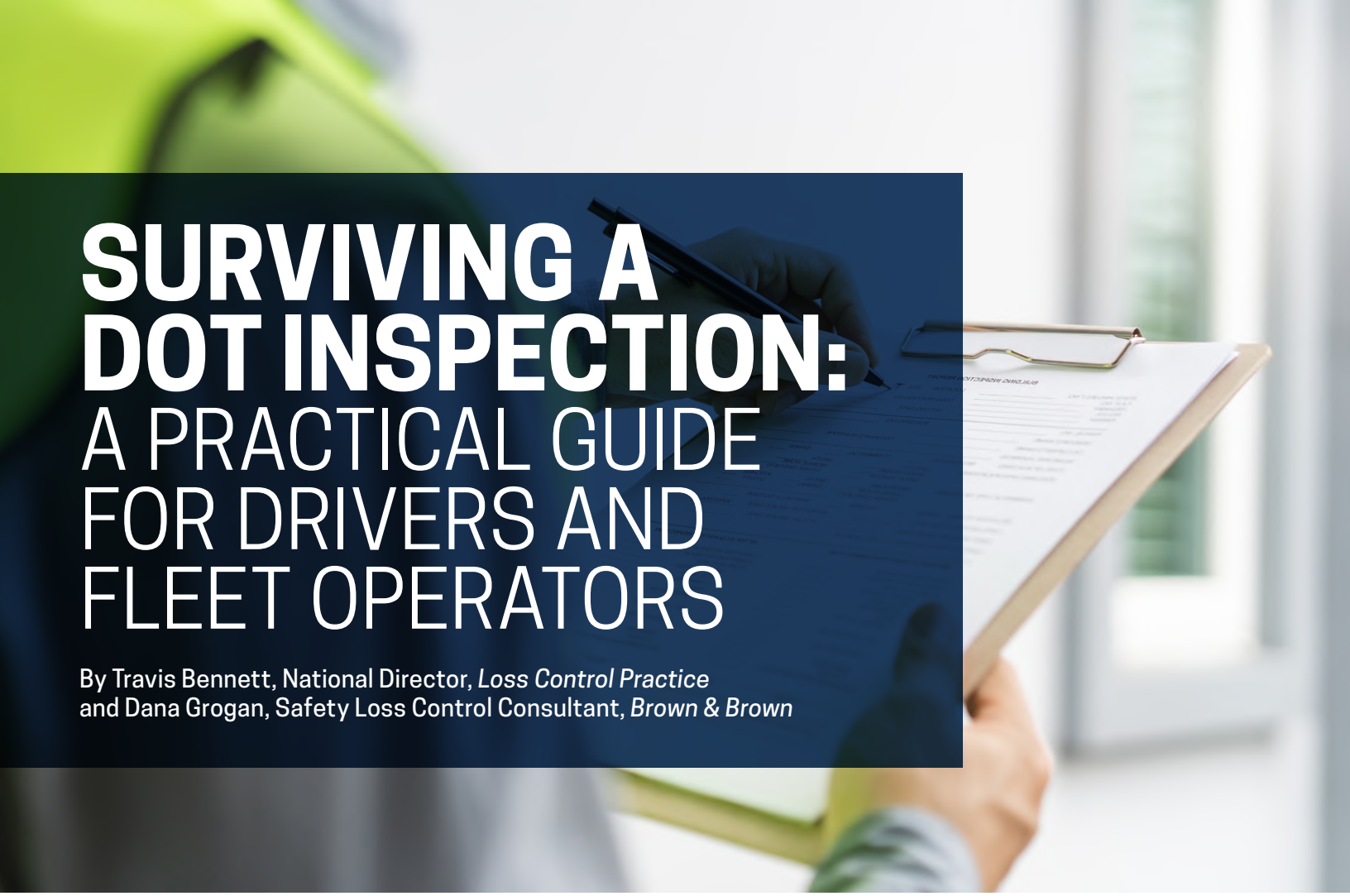
When pumping conditions are demanding or unfamiliar, a mock pour is one of the most effective risk-reduction tools available. A mock pour allows the team to observe pressure behavior under realistic shear conditions, evaluate lubrication layer stability during starts, stops and restarts, confirm priming behavior and steady-state pressure and identify potential adjustments before production placement. Mock pours turn unknowns into measurable data and prevent costly field failures.

Most pumping problems cannot be corrected efficiently once concrete is in the line. However, stable pumping performance is achieved when pumpability is addressed during mix design, responsibilities are shared across the team and field conditions are anticipated and tested in advance. Lower pressure, smoother pumping and safer operations begin before the pour, not during it.

In pumping applications, better paste control is more effective than bigger equipment. **CP**

FIELD TAKEAWAYS (QUICK REFERENCE)

- High pressure usually indicates lubrication layer instability
- Look for smooth pressure response, not just slump
- Nano-modified systems improve shear resistance where it matters
- Lower pressure starts with paste quality, not pump size



SURVIVING A DOT INSPECTION: A PRACTICAL GUIDE FOR DRIVERS AND FLEET OPERATORS

By Travis Bennett, National Director, *Loss Control Practice* and Dana Grogan, Safety Loss Control Consultant, *Brown & Brown*

Every pump driver knows the feeling of pulling into a weigh station or seeing a patrol car signal them to pull over. A Department of Transportation (DOT) inspection is a standard, unavoidable part of the pumping industry. While these inspections can feel stressful, they exist to keep everyone safe on the roadway and ensure that your organization and operators have the right preparation and mindset. Inspections can go smoothly and allow you to get back to your route without unnecessary delays or costly fines.

Beyond delays and fines, what happens during a DOT inspection can significantly affect your insurance program. In this article, carrier underwriters review an organization's FMCSA Safety Measurement System (SMS) report to determine operational safety, regulatory compliance and overall likelihood of an organization being a crash risk to better help operators understand what inspectors are looking for.

UNDERSTANDING THE TYPES OF INSPECTIONS

The Commercial Vehicle Safety Alliance (CVSA) uses a standardized system to classify inspections into distinct levels.

- **Level I: North American Standard Inspection.** This is the most comprehensive inspection. An officer examines the entire vehicle, checking everything from the brakes and exhaust system to the suspension and tires. They will also thoroughly review the operator documents, including your license, medical certificate and Hours of Service (HOS) logs.
- **Level II: Walk-Around Driver/Vehicle Inspection.** Involves checking the items that can be inspected without getting under the vehicle. The officer will look at the driver's paperwork and perform a visual check of the exterior components.
- **Level III: Driver/Credential/Administrative Inspection.** This level focuses entirely on the operator. The inspector will review the operator's Commercial Driver's License (CDL), medical card, Electronic Logging Device (ELD) and records of duty status.

Knowing these levels helps operators understand why an inspector might focus on certain areas and ignore others during a stop.

Today's Concrete Pumping Risks Require ***more.***

Brown & Brown delivers more.
More resources, more solutions, and more clarity to help protect your operation from the complex risks you face every day.

Learn more about insurance and risk management solutions built for the concrete pumping industry.

Travis Bennett
Travis.Bennett@BBrown.com
816-294-4483

Matt Kaminsky
Matt.Kaminsky@BBrown.com
816-805-3828

Brown & Brown

Business Insurance | Employe Benefits | Personal Lines

BBrown.com

PRE-INSPECTION PREPARATION

The best way to survive an inspection is to be ready for it before it happens. Preparation is a shared responsibility between operators and leadership.

MASTER THE PRE-TRIP AND POST-TRIP INSPECTION

Pre-trip and post-trip inspections are your first line of defense. Do not rush daily walk-arounds. Instead, look closely at equipment every day. If you catch a frayed air line or burned-out light, these should be repaired before the vehicle is put into operation. If a DOT officer catches these on the highway, an organization can face a violation and a potential out-of-service order.

ORGANIZE YOUR PAPERWORK

Scrambling to find documents sets a bad tone for the inspection. Keep a dedicated binder or folder clearly labeled and easily accessible in the cab of the vehicle. This binder should include:

- The operator's current CDL and valid medical certificate
- Up-to-date registration
- Current insurance documentation
- Annual DOT inspection decals and paperwork
- Permits required for the route or load
- A blank logbook (as a backup)

The binder or folder holding all these documents should be within arm's reach of the driver's seat.

COMMON VIOLATIONS TO AVOID

Certain components fail inspections more often than others. Paying extra attention to these trouble spots will drastically reduce your chances of receiving a costly fine and violation on an organization's Safety and Fitness Electronic Records (SAFER) report.

Lighting and Reflectors

Burned-out lights are the most common trigger for a traffic stop. A broken clearance light gives a police officer immediate probable cause to stop you and initiate a full Level I inspection. Before making the drive, walk around your truck with the lights on, tap the lenses and replace any flickering bulbs immediately. Also, ensure your reflective tape is clean and visible.

Tires and Wheels

Inspectors always check tires. Ensure your steer tires have at least 4/32 of an inch of tread depth, and your drive and trailer tires have at least 2/32 of an inch. Check your tire pressure regularly and look for any cuts, bulges or objects lodged in the tread. Do not forget to inspect your rims for cracks and check for loose lug nuts.

Brake Systems

Brake issues lead to a high number of out-of-service orders. Listen for air leaks when the brakes are applied. Check your brake pads for proper thickness and look for any chafing on your air lines. Ensure your slack adjusters are properly set.

TIPS FOR INTERACTING WITH INSPECTORS

How an operator acts during a traffic stop can influence the outcome of the inspection. Police officers are human, and therefore they respond well to basic respect and courtesy.

Stay Professional and Calm

When an officer pulls you over, turn on flashers, pull into a safe area and turn off the engine. Keep your hands on the steering wheel until the officer approaches the window. Greet them politely, as a combative attitude will only cause the inspector to look more closely at your vehicle.

Follow Instructions Precisely

Listen carefully to what the officer asks you to do. If they ask you to test the turn signals, do exactly that. Do not exit the cab unless the officer instructs you to do so. If you do not understand a request, respectfully ask for clarification.

PREPARATION IS KEY

Passing a DOT inspection requires preparation and consistency. By maintaining equipment, keeping paperwork organized and treating inspectors with professional respect, an operator can turn a stressful event into a minor pause in their day. **CP**

Build Safety.
Work Confidently.
Respect the Neighborhood.

Pump Manufacturers Association ★ Concrete
CPMA
CERTIFIED
ASME B30.27

SAFETY SEAL

Working in neighborhoods demands extra care. CPMA-compliant boom trucks, trailers, and pumping systems deliver the safety, reliability, and control needed for projects in residential districts. With independently audited members and certified equipment, you can operate confidently — protecting crews, property, and communities.

MEMBERSHIP MEANS COMPLIANCE

FIND OUT MORE AT ***CPMACERT.COM***

alliance · Bridgestone Hose Power · CIFA · Concord · Concrete Pump Supply · Con Forms · Next Era · DY Concrete Pumps Inc. · Esser Twin Pipes · Hicontech · Hyundai Everdigm America · KCP Concrete Pumps · KMT Korea Metal Technology · Liebherr · MU Demon · Zoomlion · Putzmeister · Proline by Putzmeister · Reed · Sany supported by Putzmeister · Schwing · Valme · XCMG · We Are Safer Together

IMPROVING THE PLANET BY PUMPING CONCRETE

By Joe Sostaric

Before I got involved in concrete contracting and pumping, I spent the better part of my career in the cement industry and as a ready mixed concrete supplier. I learned a great deal about cement and concrete—but looking back, I now realize how little I understood about concrete contracting and pumping.

Although the sectors of cement manufacturing, ready mixed concrete, contracting and pumping are tightly interconnected, each operates with its own priorities, constraints and blind spots. The more we understand each other's businesses, the better positioned we are to collaborate and adapt. With that in mind, I want to highlight some of the biggest challenges facing the cement and concrete industries—and why they matter to concrete pumpers.

Let's start with scale. Concrete is the most widely consumed man-made material on the planet. Globally, an estimated 25–30 billion metric tons of concrete are produced every year. With a population of roughly 8.25 billion people, that equates to about 3–3.5 tons of concrete annually for every person on Earth. While that statistic may earn a few blank stares in casual conversation, it underscores the enormous impact our industry has on modern life.

But with that scale comes a significant challenge. Cement—the key binding ingredient in concrete—is extremely energy-intensive to produce. The process begins with raw materials, primarily limestone (calcium carbonate), which are heated in a kiln to temperatures approaching 3,000 degrees Fahrenheit (1,650 degrees Celsius). These kilns can take several days just to reach operating temperature and must run continuously to remain efficient.

At those extreme temperatures, limestone undergoes calcination, decomposing into calcium oxide (lime) and carbon dioxide:

$$\mathbf{CaCO_3\ (s) \rightarrow CaO\ (s) + CO_2\ (g)}$$

Calcium oxide becomes a primary component of cement clinker, while CO_2 is released into the atmosphere. This chemical reaction, combined with the fuel required to heat the kiln, results in significant greenhouse gas emissions.

On average, producing one ton of cement generates approximately 0.7 tons of CO_2. Globally, cement production is responsible for roughly 7–8 percent of total CO_2 emissions—a staggering figure that has placed our industry squarely in the crosshairs of regulators, designers and environmental advocates.

The stakes are high. Competing industries—most notably the wood sector—are aggressively marketing their materials as more sustainable alternatives. If they succeed in shifting market perception and demand, it could have far-reaching consequences for everyone in the concrete value chain, including pumpers.

So why does this matter to us? Because if the industry fails to reduce its carbon footprint, demand for concrete will decline. And when demand declines, every segment of the industry feels it.

CONCRETE IS ***CHANGING.***
THE MATERIALS ARE ***EVOLVING.***
THE RULES ARE ***DIFFERENT.***

The good news is that the cement and concrete industries are actively working on solutions. Broadly, these fall into two categories:

Reducing Emissions During Cement Production

One example is the growing use of Type IL cement, which incorporates 5–15 percent finely ground limestone as a replacement for clinker. By reducing the clinker factor, manufacturers can significantly lower CO_2 emissions without significantly sacrificing performance in many applications.

Reducing Cement Content in Concrete Mixtures

This is where things become more relevant—and more challenging—for concrete pumpers.

Traditional supplementary cementitious materials (SCMs) like fly ash, ground granulated blast furnace slag (GGBFS) and silica fume have been used for years. But newer materials are rapidly gaining traction, including:

- Calcined clay (LC3)
- Natural pozzolans
- Bio-cements
- Magnesium-based cements
- Geopolymer binders

The common thread is clear: future concrete mixtures will contain less traditional cement. And that has real implications for pumpability.

Cement's very fine particle size plays a critical role in lubricating concrete during pumping. For decades, when a mix didn't pump well, the solution was simple: add more cement. Problem solved.

But that solution is no longer viable. Today, increasing cement content runs directly counter to sustainability goals, environmental regulations and cost pressures. The large multi-national cement companies are now including in their annual reports their progress on reducing greenhouse gas emissions. As a result, we are already seeing more mixes that are difficult to pump, place and finish.

So what should we do? Complain? Push back? Ask for things to go back to the way they were? That approach won't move the industry—or our businesses—forward. Instead, this moment presents an opportunity for concrete pumpers to play a far more valuable role in the construction ecosystem.

Every day, pumpers generate real-world performance data on concrete mixtures under actual job site conditions. We see how mixes behave in pipelines, how they respond to pressure, how they segregate (or don't) and how small

changes impact placement efficiency. That data is incredibly valuable.

By capturing and sharing this information—pump pressures, flow rates, line blockages, slump retention and finishing characteristics—pumpers can provide actionable feedback to ready mixed concrete producers and contractors. This allows mix designs to be refined not just for strength and cost, but for pumpability and constructability as well.

In other words, instead of reacting to changing mix designs, we can help shape them.

Pumpers who embrace this role will become trusted partners rather than just service providers. They will help bridge the gap between sustainability goals and job site performance—ensuring that lower-carbon concrete can still be placed efficiently and reliably.

Concrete is changing. The materials are evolving. The rules are different. But by leveraging the data we already generate and collaborating more closely with producers and contractors, concrete pumpers can be part of the solution—not just to improve job site performance, but to help the entire industry reduce its environmental impact.

And that's how we can help improve the planet—by pumping concrete smarter. **CP**

COMMON QUESTIONS ABOUT PIPE WEAR AND MEASUREMENT

By the Construction Forms Team

Pipe wear is a reality every concrete pumping operation lives with—but misunderstandings about where it occurs, how to measure it and how operating practices accelerate or slow wear can lead to premature failures, unplanned downtime and unnecessary risk.

How do I choose what pipe to fit on my boom?

Manufacturers of concrete boom pumps have a strict weight limit for the pipe installed on their booms. This weight limit must be adhered to, as the pump is not engineered for pipe that is heavier than allowed. To ensure compliance, compare the pump manufacturer's stated maximum weight per foot of boom pipe with what your pipe vendor offers as a replacement. Your pipe supplier should provide figures for both dry weight and weight when full of concrete for each pipe section on your boom. Using overweight pipes can cause numerous safety and structural issues with your boom pump.

Where does pipe wear actually show up first?

Wear most often appears in pipe located next to bends. Changes in direction introduce turbulence, increasing abrasion along specific areas of the pipe wall. On boom pumps, crossover sections—typically a bend, straight pipe, then another bend—experience higher than average accelerated wear and should be inspected more frequently than other areas near bends. Transition areas should be inspected more frequently.

Which components are most commonly misjudged?

Short pipe sections adjacent to bends and crossover assemblies are often overlooked. Despite their size, these components experience concentrated abrasion and can wear out faster than longer straight runs.

Which inspection method applies to which pipe type?

Single-wall pipe can be inspected with ultrasonic thickness testers, often without removing it from the boom, while twin-wall pipe must be removed and measured with calipers. Ultrasonic testing is not recommended for twin-wall pipes due to unreliable readings caused by layered metals and air gaps.

What readings actually matter?

Multiple readings are essential. Pipe wear is rarely uniform, so inspectors should identify and record the thinnest wall section. Visual indicators can help guide where to measure. When unsure, consult your pipe supplier for guidance.

When can ultrasonic testing be misleading?

Ultrasonic testing is misleading when used on twin-wall pipe. The construction of twin-wall pipe disrupts ultrasonic signals, leading to inaccurate wall-thickness measurements.

How do single-wall and twin-wall inspection practices differ?

Single-wall pipe can be tested while installed or removed, offering flexibility and speed. Twin-wall pipe must be re-

moved for caliper measurement and handled carefully to prevent damage to the internal liner.

How do I measure the wall thickness of twin-wall pipes?

To properly measure twin-wall pipe, the system needs to be opened so the pipe can be measured correctly. The primary field method is a deep-throat micrometer or specialized caliper to measure the total pipe thickness past the weld end, using the thinnest reading as the controlling measurement.

What if one pipe measures below the minimum limit for safety?

Concrete flow depends on a smooth boundary layer. While it is important to remove and replace pipes that measure below the minimum safe limit, mixing new pipe with worn pipe creates internal diameter steps that disrupt flow, cause turbulence and accelerate wear.

My pipe supplier provided the minimum thickness I can wear my pipe down to. Can I use this minimum thickness value for all my pipes?

No. Pipe producers use different metal chemistry and manufacturing methods to make pipes, and these differences significantly impact safe operation as the pipe wears. Operators should always contact their pipe supplier for the minimum thickness and allowable pressure for that pipe model.

How should pipe be rotated to extend service life?

Rotate pipe in stages to distribute wear: 270 degrees for the first rotation, 180 degrees for the second and 90 degrees for the final position. Consistent documentation from your safety and maintenance team is critical because tracking dates and yards poured since your last inspection and rotation will help to get the most operating life from your system.

What mistakes cause premature pipe failure?

Most premature failures come from mechanical damage. Impact, denting and loose brackets during pumping create stress on both the outer and inner pipe walls. Unrestrained boom movement during travel can fracture liners and speed up wear, so use boom tie-down straps to reduce the risk of damage while driving.

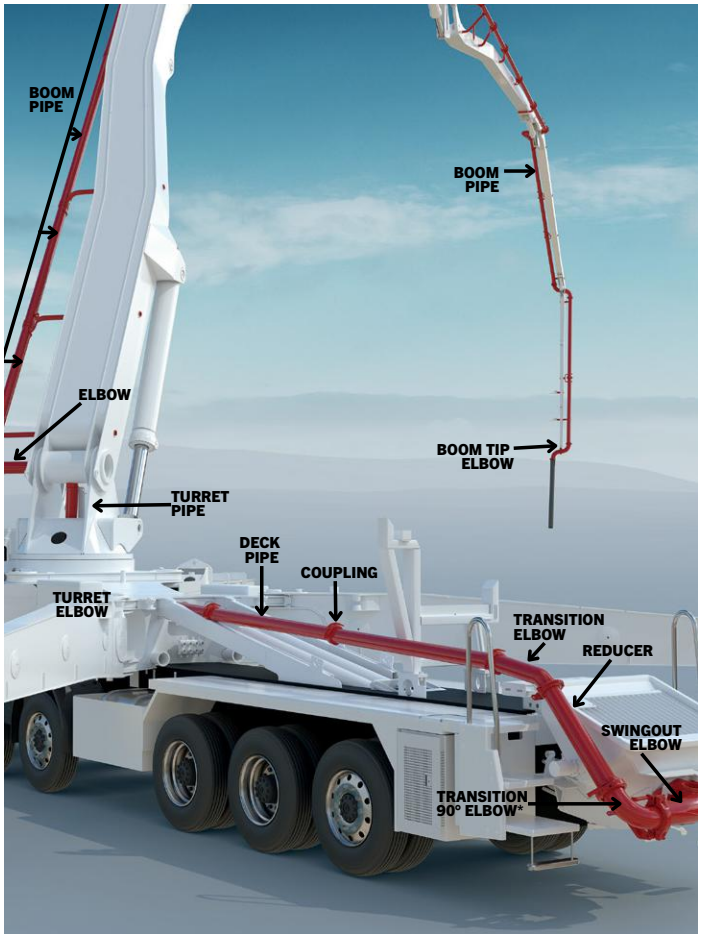
How many cubic yards or cubic meters can I pump through my pipe kit before replacement?

Many factors affect pipe wear, and pumping line pressure and speed are two of the biggest factors. Fast pumping at high pressures can accelerate your pipe wear by two to three times or more than the same slower, low-pressure pumping boom truck.

Aggregate in the concrete affects pipe wear. Rounder rocks and natural sand are less abrasive than crushed rock and manufactured sand. Chemicals in concrete mixes are also a factor in pipe wear. Concrete mix designs are increasing the amount of chemicals in mixes and reducing the amount of cement and water. Some of these changes are making the mix designs more abrasive on the boom pipes, forcing the pumps to work harder and at higher working line pressures.

Time and history are the only true indicators of boom pipe longevity. By accurately tracking pressures, pumped yardage and rotation schedules, you can develop a more accurate estimate of useful life for your fleet in your operating regions.

Effective pipe wear management requires an understanding of flow dynamics, proper wall-thickness measurement practices and the prevention of mechanical damage. Proactive inspection and documented usage and maintenance records will extend service life, improve safety and help you get the most from your boom pipe systems. **CP**



Putzmeister

NO SHORTCUTS
NO COMPROMISES

FINISH THE JOB SAFELY WITH ERGONIC®3

Intelligent diagnostics on both the remote & control box keep you in control without compromising safety.

Stay in control, stay safe.

Pop up flag

A pop up flag indicates a caution (yellow) or warning (red). It always appears in the same place on top of every menu or sub-menu including an error number & symbol.

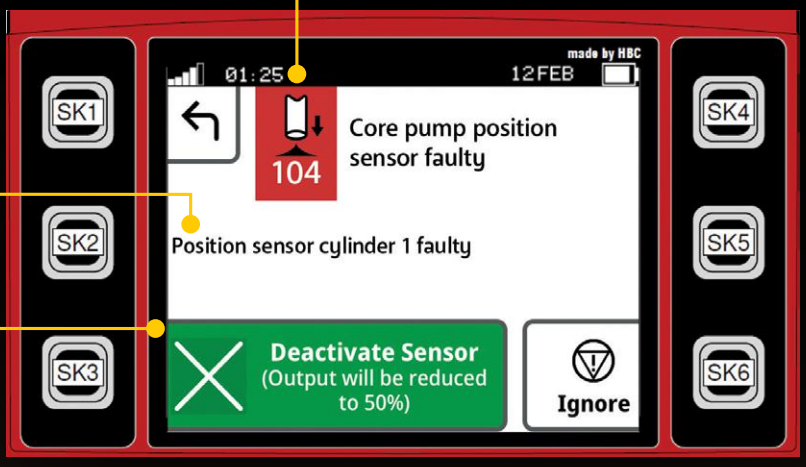
Description

The control center gives a brief description of the caution or warning, possible alternative actions and their effects on further operation.

Alternative actions

Individual sensors can be deactivated to continue pumping, while required safety systems remain active.

Remote screen



customer.support@putzmeister.com • 800-890-0269

WASHINGTON REPORT: AN UPDATE ON TARIFFS

By Austin Hall, ACPA Washington Advocate

Tariffs were a hot topic at ACPA's spring board meeting last month, and members have continued to reach out in an effort to understand what they mean for costs throughout the concrete pumping supply chain. It has been an erratic 18 months on this front. The past two weeks alone have brought a flurry of new developments—new proclamations, court rulings and proposed tariff rates that are moving and changing quickly. Here is where things stand as of the writing of this article.

A NEW MOBILE MACHINERY CARVE-OUT: WHAT IT DOES—AND DOES NOT—COVER

For manufacturers and others in the concrete pumping supply chain who directly import equipment or components, June 1, 2026, marked a significant development.

When President Trump returned to office, one of his first moves was to dramatically escalate Section 232 tariffs on imported steel and aluminum. The goal was to make foreign-made metal more expensive to buy in the United States and encourage manufacturers to source from American producers. Rates were raised to 50 percent and extended far beyond raw metals to cover thousands of downstream products made substantially from those materials. That expansion hit industries hard and filtered down the supply chain.

After sustained pressure from agricultural, construction and manufacturing sectors, the administration is selectively pulling back. On June 1, President Trump signed Proclamation 11032, which temporarily reduced rates for specific categories of mobile industrial equipment imported from countries with a signed U.S. trade agreement—including Canada, Mexico, the EU, the UK, Japan and South Korea. The reduced effective rate for qualifying equipment is 15 percent, down from the standard 25-percent rate. A separate provision offers a 10-percent rate for equipment made with at least 85 percent U.S.-melted and poured or smelted, and cast steel or aluminum by weight. All relief expires December 31, 2027.

If you are a direct importer, the first step you should take is confirm with your customs broker/trade expert how your products are currently being classified and whether that classification falls inside the new carve out.

The following equipment codes are included in the carve out: self-propelled work trucks and machinery including forklifts (8427 series); bulldozers, construction and material-handling machinery (8429 series); parts for those machines (8431.20.00 and 8431.49.90); mobile cranes (8705.10.00); and mobile drilling derricks (8705.20.00).

Notable codes that are not included in the carve out and do not qualify for the reduced rate under this proclamation include concrete mixers (8705.40.00) and the "other" basket under this section (8705.90.00) that captures vehicle types not specifically enumerated elsewhere in the heading. Importers should pull their entry summaries and cross-reference their current classifications to evaluate impacts.

A concrete pump you can trust

Under the Profit Maker Program, your Liebherr pump is protected for four years, with parts and service included. No surprises. No downtime drama. Just a pump that performes – and a business that profits.
www.liebherr.com

LIEBHERR

Concrete technology

The Profit Maker

Liebherr USA · Co. Concrete Technology Division · 4800 Chestnut Avenue
Newport News · VA 23607 · Phone +1 757 928-8547 · Concrete.USA@liebherr

IEEPA TARIFFS AND THE SUPREME COURT

When President Trump returned to office, his first round of sweeping tariffs were imposed under the International Emergency Economic Powers Act (IEEPA), a 1977 law that grants the president broad authority to regulate commerce in a national emergency.

It is important to note that these IEEPA tariffs are separate and distinct from other tariffs imposed under different legal authorities—such as Section 232 and Section 301—which remain fully in effect and not impacted by the court's ruling.

In February 2026, the U.S. Supreme Court struck down the IEEPA tariffs, ruling them illegal. The ruling necessitated refunds.

WHAT ABOUT IEEPA REFUNDS?

Any ACPA members who paid tariffs under the now-invalid IEEPA framework are legally owed refunds—but collecting them is becoming an active fight. The U.S. Court of International Trade ordered the government to repay companies $166 billion, and the U.S. customs agency has processed just over half of that, approving approximately $85 billion but only about $20 billion directed for actual repayment.

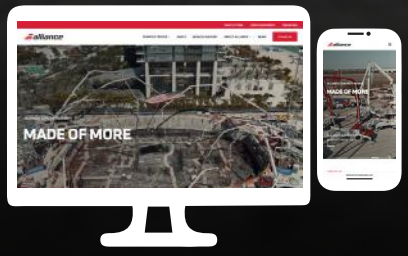
However, the administration has made it clear that it views those refunds as voluntary—not court-ordered—and is now fighting to avoid paying the rest in court. As a result, it is strongly encouraged that any direct importers who paid an IEEPA tariff consult with their trade attorney immediately to assess eligibility and get refund claims on record as quickly as possible.

LOOKING AHEAD

There is growing momentum for the White House to be responsive to industry concerns on costs associated with tariffs. ACPA will schedule dedicated tariff conversations during the fall board meeting's advocacy activities in Washington. Stay tuned. **CP**

alliance

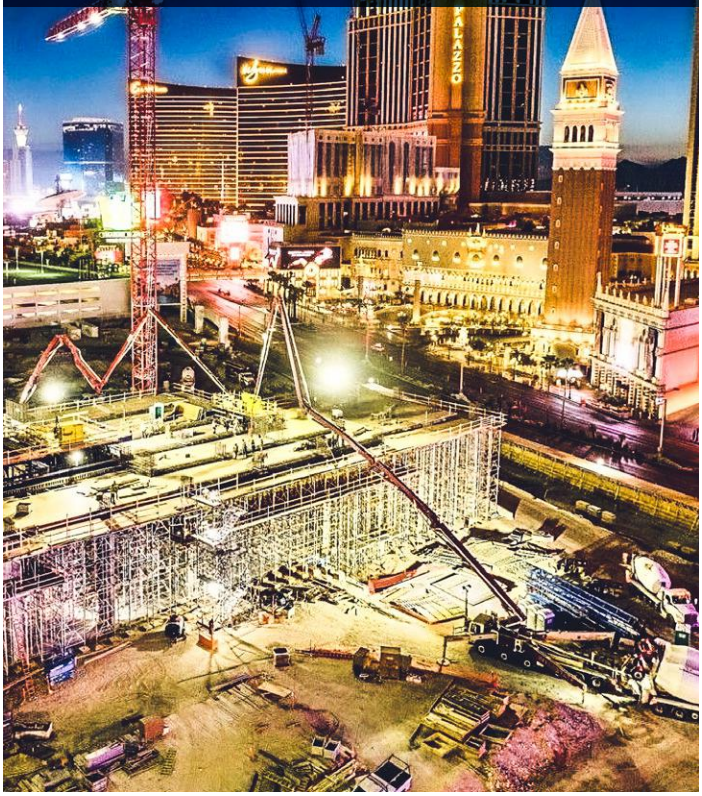
MADE OF MORE



VISIT THE ALL NEW:

allianceconcretepumps.com

Submitted by
INTERSTATE CONCRETE PUMPING, INC.
Las Vegas, NV

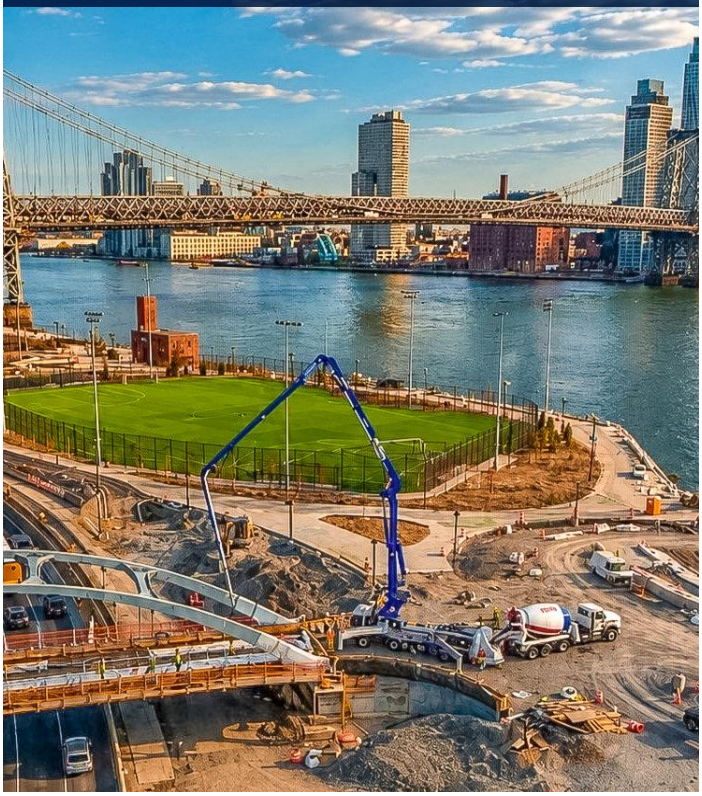


Submitted by
ENCORE CONCRETE CONSTRUCTION, LLC
Spring, TX

Submitted by
MCCLURE CONCRETE, INC.
Elizabeth, CO

Submitted by
C & C INDUSTRIAL, INC.
Pine Knoll Shores, NC

Submitted by
OUR RENTAL PUMPS, LLC
New York, NY



Submitted by
ALPINE CONCRETE PUMPING
Morgan, UT

Submitted by
CIFA NORTH AMERICA
Port Washington, WI

Submitted by
FLORIDA CONCRETE UNLIMITED
Miami, FL

SHOWCASE YOUR JOB SITE PHOTOS HERE!

Email **leah@concretepumpers.com** to request submission guidelines and instructions.

NRMCA JOINS THE WE ARE SAFER TOGETHER COALITION

By Victoria K. Sicaras

The We Are Safer Together (WAST) safety campaign has reached a significant milestone, welcoming the National Ready Mixed Concrete Association (NRMCA) as its newest Coalition Partner. NRMCA joined the campaign's Coalition of Industry Partners in early 2026, strengthening the industrywide initiative aimed at reducing accidents and injuries on concrete pump job sites. The collaboration marks an important step forward in advancing job site safety through heightened awareness of the ASME B30.27-2025 safety standard for Material Placement Systems—which, when followed, elevates safety for all trades working on concrete pumping jobs.

The partnership follows ASME B30.27's late 2025 update, which introduced critical clarifications to address compliance concerns raised by ready mixed concrete producers. These updates resulted from a cooperative effort between the ASME B30.27 committee and NRMCA to refine language in the standard, ensuring it is both practical and effective for all stakeholders.

"ACPA applauds the ASME B30.27 committee for working closely with NRMCA to address these concerns," says Christi Collins, ACPA executive director. "The updated standard provides clear guidance that enhances safety while addressing the unique challenges faced by ready mixed concrete suppliers and drivers. We are thrilled to welcome NRMCA as a partner in our We Are Safer Together campaign."

"NRMCA is proud to join the We Are Safer Together Coalition," adds Joe Roche, NRMCA interim president and chief financial officer. "This partnership reflects our shared commitment to improving safety across the industry. The updated standard provides much-needed clarity for ready mixed concrete producers, and we look forward to working with ACPA and Coalition members to promote it."

KEY UPDATES IN ASME B30.27-2025

ASME B30.27 is intended to prevent or minimize injuries to workers and protect life, limb and property by prescribing safety requirements. It provides direction to manufacturers, owners, employers, users and other stakeholders, while also serving as a guide for governments and other regulatory bodies in developing, promulgating and enforcing appropriate safety directives.

The 2025 updates include new language that ensures material supplier drivers are not held accountable for conditions they cannot physically observe. Revisions are as follows:

27-3.1.3.4 Responsibilities of Liquid Structural Material Suppliers (page 20): The liquid structural material supplier (typically the ready mixed concrete supplier) brings the material from the batch plant to the job site. They shall be responsible for the batching, transportation, quality of components, uniformity of components and delivery into the material placement system. They are not responsible for the design of the mix unless specifically asked to provide a design.

27-3.1.3.4.1 The liquid structural material supplier's responsibilities shall include the following:

(a) *Providing a mix consisting of the material components specified.*

(b) *Delivering the material according to the specified time criteria.*

(c) *Training of the liquid structural material supplier drivers about the duties and hazards of working with material placement systems.*

27-3.1.3.4.2 The liquid structural material supplier driver's responsibilities shall include the following:

(a) *Maintaining material in the hopper at a level above the agitator and below the hopper grate.*

(b) *Notifying the material placement system operator or, if unable to do so, activating the emergency controls when the mixer truck is empty or air has been observed entering the material placement system.*

(c) *Notifying the material placement system operator or, if unable to do so, activating the emergency controls if foreign material is observed discharging from the mixer truck into the hopper.*

Additional updates were made to the B30 Standard Introduction (page x), Section 27-0.3 (References to Other Codes and Standards, page 1) and other areas to enhance clarity and usability:

27-0.2 Definitions (page 3): The definition of shortrigging was revised to "the practice of not fully extending one or more outriggers during boom operations."

27-3.1.3.2.2 The Pour Supervisor's Responsibilities (page 18): Subparagraph (b) was revised to state "allowing material placement system operation near electric power lines only when the requirements of para. 27-3.1.6 [Operating of Boom or Conveyor Near Electric Power Lines; page 21] and any additional requirements determined by the site supervisor have been met, including appointing a spotter who meets the requirements of para. 27-3.1.6.3 when the capability to enter a danger zone exists."

Figure 27-3.3.2-1 Material Placement System Hand Signals (page 25): Two hand signals were added: (15) OK to Approach Hose and (16) Move Away From Hose.

"These updates are a significant step forward in creating safer job sites," says Collins. "When each trade understands their responsibilities and collaborates to meet these obligations, we foster a safer work environment for everyone."

The revised job site responsibilities are a cornerstone of the safety campaign and can be downloaded at WeAreSaferTogether.org.

WHY THIS PARTNERSHIP MATTERS

The safety campaign's success ultimately relies on cooperation across the concrete construction sector, including between trade associations, concrete contractors, material suppliers and other stakeholders. By joining the WAST Coalition, NRMCA brings its extensive network of ready mixed concrete producers into the fold, amplifying the campaign's reach and impact.

"Safety is a shared responsibility," NRMCA's Roche explains. "By working together, we can ensure that every stakeholder on a concrete pump job site understands their role in creating a safer work environment. This partnership is a testament to the power of collaboration in achieving that goal."

Coalition members include the American Society of Concrete Contractors, Concrete Foundations Association, Concrete Pump Manufacturers Association, Tilt-Up Concrete Association, World of Concrete—and now NRMCA. They receive recognition on the campaign website and access to promotional materials, including equipment decals, to share with employees, members and project partners. Visit WeAreSaferTogether.org. **CP**

AMERICAN CONCRETE PUMPING ASSOCIATION

ACPA SAFETY BULLETIN

PREVENTION OF HOPPER AND BACK-END INJURIES

New Release! Announcing the release of the Safety Bulletin: Prevention of Hopper and Back-End Injuries. This bulletin aims to raise awareness about common hazards and injury risks around the hopper and back end of the pump. To further enhance safety training and reinforce best practices, this material is also available as a course in ACPA-U.

There have been some serious injuries and deaths that have occurred at the back end of the pump. This Safety Bulletin is a reminder of the hazards present at the back of the pump and outlines key practices to help prevent future incidents.

1. Emergency stop switches (E-stops) must be functional before leaving for a job. If an E-stop engages or fails, follow manufacturer's guidelines.
2. If the pump is equipped with an accumulator, it must also have a functioning accumulator pressure gauge. If the accumulator gauge is broken, refer to the manufacturer guidelines to ensure the accumulator is bled to zero.
3. If tarps are used to cover the back of the pump, be sure the E-stops are visible and accessible so the mixer drivers and other personnel can easily see them.
4. Always follow the procedures in the manufacturer's operation manual.

The concrete valve and agitator are extremely hazardous, which is why they are designed to be inaccessible to personnel during normal operation. If you open the pipeline at the hopper (during cleanout, for example), or raise or remove the hopper grate, the hazards become immediately accessible to anyone near the machine.

If you must access the hopper, put the truck transmission in neutral, or shut off the engine per your company's policies and confirm that the accumulator pressure is at zero. Accumulators are in use on many modern pumps. It is the job of the accumulator to store hydraulic energy to switch the

concrete valve. If you are going to open the hopper grate, it is important to ensure the accumulator pressure is zero. Refer to manufacturer instructions. **THIS IS DEADLY SERIOUS.**

Always follow PPE requirements outlined in the safety manual. Never wear loose-fitting clothing when operating the pump, especially something that hangs down and could be caught by the machine, like the strings on a hoodie, or untucked shirt tails. If you are working over the hopper for any reason and any part of your clothing gets caught in the agitator, you will likely be seriously injured or worse.

Never stand on the hopper grate. Never allow anyone else to stand on it.

If a foreign object is observed entering the hopper, use the agitator to locate it. Before lifting the hopper grate, engage the E-stop, take the transmission out of gear and verify zero accumulator pressure at the accumulator. Remove per manufacturer's instructions or guidelines.

Never reach into the valve itself, either through the outlet or through the hopper door. If you must remove something from the hopper door or concrete valve, take the transmission out of gear, verify zero pressure at the accumulator and remove per manufacturer's instructions or guideline. Use only a cleanout rake or water jets to remove the object.

Following these procedures will protect you, and by extension—your family. **CP**

ACPA OPERATOR CERTIFICATION PROGRAM PARTICIPANTS

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

AAA Concrete Pumping, LLC
Absolute Group
Allied Concrete Pumping
Andrews Equipment Company
Associated Concrete Pumping-NV
Atlantic Concrete Association
B & W Rental
Barnhill Contracting, Inc.
Battle Born Concrete Pumping, LLC
Big Johnson Concrete Placement, LLC
Blanchet Concrete Pumping, LLC
Brown Brothers Construction
Brundage-Bone Concrete Pumping-AL
Brundage-Bone Concrete Pumping-AR
Brundage-Bone Concrete Pumping-CO
Brundage-Bone Concrete Pumping-TX
Buckeye Concrete Pumping, LLC
Building Concrete Solutions
Burgess Concrete Construction, Inc.
C & C Concrete Pumping-TX
Cambridge Concrete Pumping
CanCrete Equipment
Cemstone Products Co.
Central Concrete Pumping-CAN
Champion Concrete Pumping
CJT Concrete Pumping, LLC
Colorado Concrete Pumping
Conco Pumping and Belting-CA
Concrete & Materials Placement, LLC
Concrete Placement, Inc.-CA
Concrete Pump Partners
Cousineau Concrete Pumping
Cretor Construction
CVC Equipment, LLC
Donco 3 Pumping, LLC
Dynamic Concrete Pumping
East Elgin Concrete Forming
Edwards Concrete
Eller Construction
Ernst Enterprises, Inc.
Genesis Concrete Pumping
Howard Concrete Pumping, Inc.-IL
Interstate Concrete Pumping, Inc.
Jensen's Concrete Pumping
Lakeshore Concrete Pumping
Largo Concrete Pumping
Louisiana Concrete Pumpers
M & M Concrete Pumping, Inc.
McClure Concrete, Inc.
Miller's Concrete Pumping-IN
Mountain Concrete Pumping
Pumpco, LLC
Ralph's Concrete Pumping, Inc.
Ramcrete
S.T.A.R. Concrete Pumping-TX
Sarnia Concrete Pumping
Solid Rock, Inc.
Structural Technologies
Texcon Pumping, LLC
Tri-Way Concrete Pumping, Inc.
Van Laan Concrete Construction
Vigen Construction, Inc.
Virginia Concrete Pumping, LLC
Western Concrete Pumping-CA
Whaley Concrete Pumping
Wortman Concrete Pumping

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

INDUSTRY NEWS

NAVIGATING EPA 2027: MACK TRUCKS' COMMITMENT TO COMPLIANCE AND SCHWING'S PROACTIVE FLEET SOLUTION

The concrete pumping industry is no stranger to regulatory shifts, but the upcoming EPA 2027 mandate represents one of the most significant reductions in diesel engine emissions in decades. As a leading chassis provider and the premier manufacturer of concrete pumping equipment, Mack Trucks and SCHWING are working together to help customers understand what lies ahead and create a practical path forward.

Mack Trucks' Commitment to EPA 2027 Compliance

Despite early industry speculation and/or wishful thinking, the EPA 2027 nitrogen oxide (NOx) emission requirements are not going away. Beginning January 1, 2027, heavy-duty diesel engines must meet a NOx emissions limit of 0.035 grams per horsepower-hour—a reduction of more than 80 percent from previous standards.

Mack will be fully compliant and ready to meet these requirements when they take effect. However, achieving these lower emissions levels requires significant advancements in engine and aftertreatment technology. As a result, customers should expect a substantial increase in chassis costs associated with EPA 2027-compliant engines and emissions systems.

SCHWING's Strategic Response: Securing Pre-EPA 2027 Chassis

To help customers navigate these changes, SCHWING has taken proactive steps to minimize both the financial impact and the uncertainty that often accompanies new emissions technology—at least in the short term.

SCHWING has secured a substantial inventory of pre-EPA 2027 Mack Trucks. These pre-emissions chassis will be held in inventory and paired with SCHWING concrete pumps for 2027 deliveries.

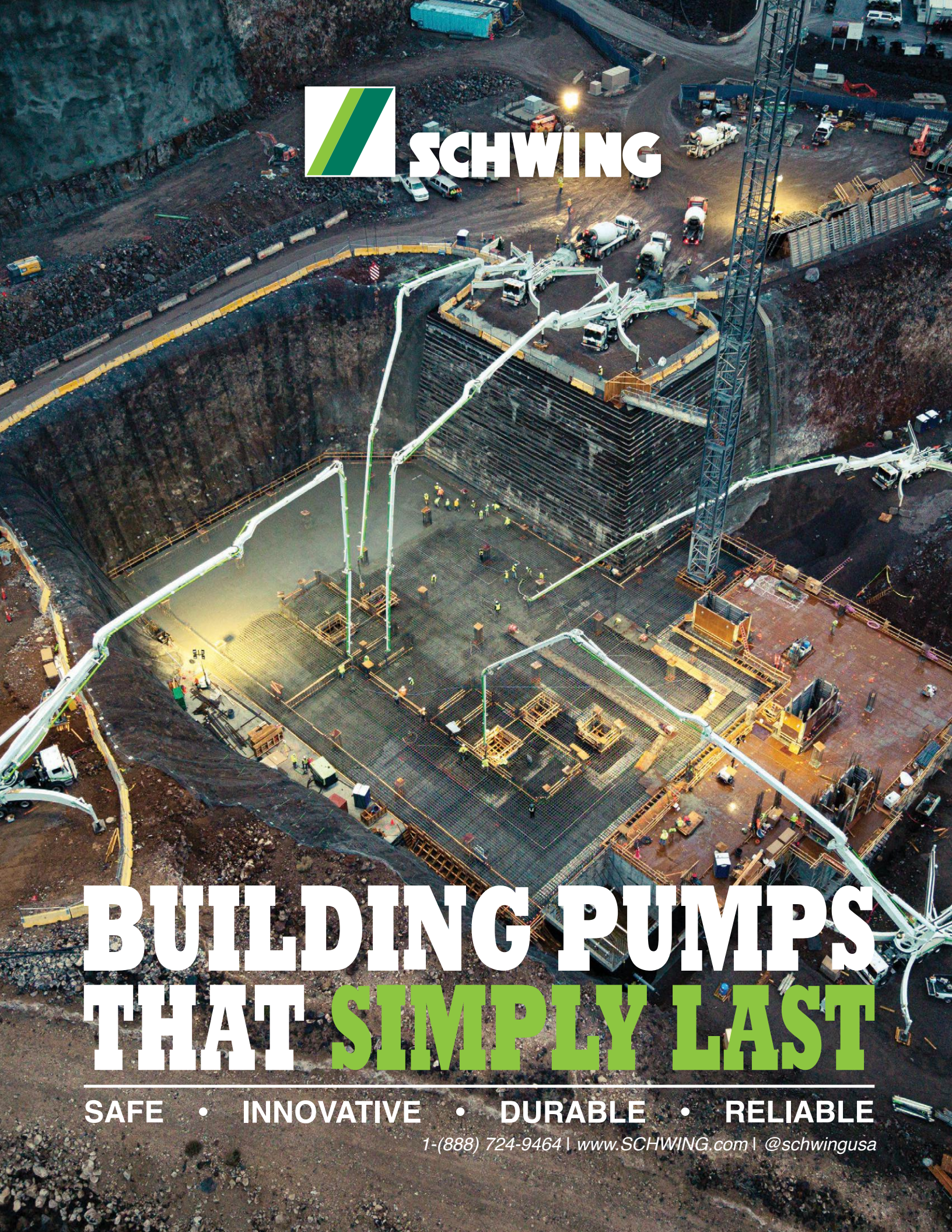
What this means for you: You can now secure a 2027 model year SCHWING concrete pump that is mounted on a pre-EPA 2027 Mack Truck. This means continued access to proven emissions technology, familiar maintenance requirements and the reliability of a platform with a well-established performance record while the industry adapts to the new EPA standards.

Reserve Your Chassis Today

The availability of pre-EPA 2027 Mack chassis is limited. Customers who reserve their truck now can secure their preferred configuration for a 2027 delivery while avoiding the higher costs and operational unknowns associated with first-generation EPA 2027 emissions systems.

Don't let the EPA 2027 transition disrupt your fleet strategy. Contact your local SCHWING representative, call 888-SCHWING or visit SCHWING.com to learn more about reserving a 2027 SCHWING concrete pump mounted on a pre-EPA 2027 Mack chassis, including pricing, delivery schedules and available specifications.

3 SCHWING concrete pumps mounted on Mack chassis ready to roll.


SCHWING
BUILDING PUMPS
THAT SIMPLY LAST
SAFE • INNOVATIVE • DURABLE • RELIABLE
1-(888) 724-9464 | www.SCHWING.com | @schwingusa

RISK STRATEGIES CHANGES NAME TO BROWN & BROWN

Risk Strategies is excited to announce that, on May 1, 2026, its name officially became Brown & Brown.

Brown & Brown

The company will continue to support its community with the same dedicated concrete pumping specialist they know and trust. Brown & Brown's commitment to deep industry knowledge and tailored solutions remains unchanged, as does its agile approach—now strengthened by even greater resources.

With an expanded suite of retail, wholesale and specialty insurance solutions, along with a growing national and international presence, customers will benefit from broader market opportunities and stronger industry connections. Additionally, the company's enhanced technology and operational support ensure more efficient services. Starting May 1, the website domain and all communications now reflect the Brown & Brown name. Direct all questions to Matt Kaminsky at (816) 805-3828 and Matt.Kaminsky@BBrown.com or Travis Bennett at (816) 294-4483 and Travis.Bennett@BBrown.com.

PUTZMEISTER AMERICA ANNOUNCES NEW PARTS AND SERVICE BRANCH IN LAKELAND, FLORIDA

Putzmeister America has announced plans to open a new parts and service branch in Lakeland, Florida, further expanding the company's growing network of customer support locations across North America. The facility, located at 330 W. Brennen Rd., Lakeland, Florida, 33813, is expected to begin operations as early as July 2026.

Strategically located in the heart of one of the nation's most active concrete pumping markets, the Lakeland branch will provide customers with convenient access to genuine Putzmeister and SANY parts, expert service, new equipment and technical support.

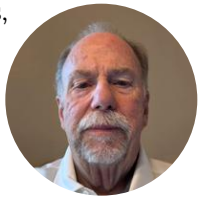
The new location reflects Putzmeister America's ongoing commitment to customer success and strengthens its industry-leading support network. As

the company continues to expand its parts and service network, customers can expect responsive, personalized assistance from experienced, professional and factory-trained technicians.

KATY PAVUK JOINS DY PARTS

DY Concrete Pumps is happy to announce that Katy Pavuk will be the new parts department manager, overseeing daily operations and continuing to improve this growing department. Many know her for the great job she does in DY's service center. Now that same great organization and efficiency will benefit DY Parts. Be sure to stop by or call in to get to know Katy and let her know what DY can do for you. Katy can be reached at the office (817) 402-4187 ext 187, mobile (682) 351-1587 or via email: katy.pavuk@dyconcretepumps.com.

WAYNE ALLEN JOINS LONGHORN LINE PUMPS, LP



Longhorn Line Pumps, LP, has announced the addition of Wayne Allen as a sales consultant. Allen brings more than 45 years of experience in concrete pumping equipment sales and operations throughout the United States and Canada.

Based in the Fort Worth, Texas, area, Longhorn Line Pumps serves concrete pumping contractors with equipment, parts and service support. In his new role, Allen will work closely with customers to identify line pump solutions that meet their operational needs and help maximize productivity.

"I'm excited to join Carl Walker and the Longhorn Line Pumps team," said Allen. "Longhorn has built a strong reputation for customer service and support, and I look forward to helping contractors, ready mixed producers and fleet managers find dependable equipment solutions that keep their operations running efficiently."

Allen's extensive industry experience and knowledge of concrete pumping equipment will support Longhorn Line Pumps' continued commitment to providing customers with reliable products and responsive service. Wayne can be reached at (682) 464-9189 or via email at wayneallen@longhornlinepumps.com.

PUTZMEISTER AMERICA PROMOTES JON CARRIER TO SERVICE MANAGER

Putzmeister America announced the promotion of Jon Carrier to service manager. Since joining the company in 2018, Carrier has held several key positions supporting both the Putzmeister and SANY product lines, including service technician, service school manager and, most recently, the regional sales manager for Florida.

Throughout his tenure, Carrier has played a vital role in product improvement initiatives, technical training programs and customer support efforts, helping owners and operators maximize the performance and reliability of their equipment.

In his new role, Carrier will oversee Putzmeister America's service operations, supporting customers and service personnel throughout North America. His extensive hands-on experience, deep product knowledge and strong understanding of customer needs make him uniquely qualified to lead the company's service organization.

Carrier's commitment to customer success, combined with his background in training, troubleshooting and product development, will help ensure Putzmeister continues to deliver the industry-leading service and support the concrete pumping industry expects. Jonathan can be reached at (262) 664-5736 or via email at jonathan.carrier@putzmeister.com.

ALLIANCE CONCRETE PUMPS EXPANDS ALDERGROVE FACILITY TO KEEP UP WITH DEMAND

Alliance Concrete Pumps is expanding its Aldergrove manufacturing facility to keep pace with growing demand from customers across North America.

The expansion will significantly increase production capacity, enhance manufacturing efficiency and reduce lead times, positioning Alliance to deliver more equipment to market, faster.

"This expansion is a direct result of the strong momentum we're seeing from our customers," said Clayton White, president and CEO. "Demand for our equipment continues to grow, and we are investing to ensure we can scale with it—delivering more units, with greater speed and consistency, without compromising quality."

This latest development will round out the 10-acre property in Aldergrove

with this third building featuring nine new 115-foot-long production bays, 9,000 square feet of additional parts warehouse, a two-story office and an additional full size paint booth.

The expanded facility strengthens Alliance's ability to support increased order volumes, expand product offerings and reinforce its position as a leading manufacturer of concrete pump equipment in North America. This expansion is another step in scaling the business to match demand and continuing to deliver reliable, hard-working equipment customers can count on every day.

CPMA WELCOMES SIX NEW MEMBERS, STRENGTHENING INDUSTRY COMMITMENT TO SAFETY AND STANDARDS

The Concrete Pump Manufacturers Association (CPMA) welcomed six new members in 2025 and 2026: XCMG, Hicontech, Hyundai Everdigm, Next Era Concrete Pumps LLC, Western Shotcrete Equipment and the American Concrete Pumping Association (ACPA). Their membership reflects the continued growth of the CPMA, now 27 members strong, and the increasing industry focus on safety, compliance and the consistent application of recognized standards for concrete pumping equipment.

As the concrete pumping industry continues to evolve, CPMA membership provides manufacturers with a path to demonstrate their commitment to equipment safety, engineering integrity and third-party certification. The addition of these new members further strengthens the CPMA's role in supporting manufacturers, owners, contractors and end users through clear expectations and independent auditing aligned with applicable industry standards.

"We are pleased to welcome XCMG, Hicontech, Everdigm, Next Era Concrete Pumps, Western Shotcrete Equipment and the American Concrete Pumping Association to the CPMA," said Dave Smith, executive director of the CPMA. "Their participation reinforces the importance of manufacturer accountability and continued advancement of safety practices across the concrete pumping industry. As more manufacturers engage with the CPMA certification process, the entire industry benefits from greater consistency, transparency and confidence in the equipment being placed into service."

The CPMA looks forward to working with its new members as they continue to support safe, reliable and compliant concrete pumping equipment in North America and beyond. Their addition marks another step in the CPMA's ongoing mission to promote industry best practices, support regulatory confidence and advance the safe operation of concrete pumping equipment.

XCMG

AMERICAN CONCRETE PUMPING ASSOCIATION

WARRIOR

HYUNDAI EVERDIGM AMERICA

Concrete Boom Truck Pipes HICONTECH

NEXT ERA

ALLIANCE CONCRETE PUMPS LAUNCHES NEW BRAND IDENTITY AND WEBSITE WITH "MADE OF MORE" CAMPAIGN

alliance

Alliance Concrete Pumps proudly unveils a refreshed brand identity and a fully redesigned website, marking a bold step forward while remaining true to the company's core values. This update reflects its growth and momentum, but its mindset remains the same.

The brand evolution features a modernized logomark, an updated visual system and enhanced marketing materials, all designed to better represent the strength and reputation that Alliance has built within the industry.

"We wanted to create a modernized logomark and brand system that resonates with customers and is ownable and distinct in the market," said Scott Zeilstra, director of parts and service at Alliance Concrete Pumps.

The refreshed brand comes to life through the newly redesigned website, allianceconcretepumps.com. Built with the customer in mind, the new platform offers an intuitive, easily navigable experience that provides comprehensive product information. Visitors can explore all Alliance models through high-quality photo and video galleries, showcasing the impressive pumps its customers rely on every day.

To support informed purchasing decisions, the new site features detailed pump and chassis combination options for each model, giving customers a clearer understanding of the configurations available to meet their specific operational needs.

One standout addition is the expanded service section, where customers can access hundreds of "Tech Tip Tuesday" videos. This robust library exemplifies Alliance's commitment to long-term support and practical, real-world service guidance.

"Fanatical about making it right is more than just a phrase—it's our approach," said Dan Mansell, marketing, Alliance Concrete Pumps. "The modernization process was a thoughtful evolution of the brand. We aimed to build a platform that showcases who we are today while reinforcing the trust we've earned."

Alliance's new tagline, "Made of More," captures the intrinsic appeal of the brand. It reflects its identity as a people-centric company, standing for effort, confidence and hard work. Alliance is more than just equipment; it represents partnership, reliability and a rallying spirit that drives the industry forward.

With this reinvestment in the company's brand and digital presence, Alliance Concrete Pumps continues to build on a strong foundation—modern in look, steadfast in commitment and always made of more.

LONGHORN LINE PUMPS, LP CELEBRATES 25 YEARS AS SCHWING DEALER FOR TEXAS AND OKLAHOMA

Longhorn Line Pumps, LP, marks 25 years as the authorized Schwing dealer serving Texas and Oklahoma. Founded in Fort Worth, Texas, in 2001, the company has spent the last quarter of a century keeping concrete pumpers in the field with dependable equipment and support.

What started as a small dealership has grown into a full-service supplier for the concrete pumping industry. Longhorn Line Pumps offers new and used line pumps, replacement parts, hoses, accessories and in-house service.

LONGHORN LINE PUMPS
25TH ANNIVERSARY

"We started this company because concrete pumpers needed someone they could trust to keep their pumps running," said Carl Walker, founder and president of Longhorn Line Pumps, LP. "After 25 years, that's still the job. When a pump is down, the customer is losing money. Our goal is to get them parts and service fast so they can get back to work." **CP**

LET'S MAKE JOB SITES **SAFER!**

Let's work together to promote our industry-wide job site safety campaign! With all hands on deck, we can elevate safety for workers on concrete pumping job sites. Please use our toolkit as a resource to help you spread the word about the safety campaign and **ASME B30.27** safety standards.

WE ARE SAFER TOGETHER

wearesafertogether.org

CAMPAIGN TOOLKIT INCLUDES:
Flyers, articles, videos, social media messages, logos, graphics, and a "cheat sheet" with instructions on how to use them.

SCAN THE QR CODE TO ACCESS THE TOOLKIT.

BOARD OF DIRECTORS

Pump Directors

Danny Andrews	Andrews Equipment Company, Inc.
Sharron Bovender	Concrete & Materials Placement, LLC
Nathan Germany	Tri-Way Concrete Pumping, Inc.
Jordan Hanson	Yard 1, LLC
Jon Madigan	Conco Pumping and Belting, Inc.
Clint Price	Brundage-Bone Concrete Pumping
James Sederburg	AAA Concrete Pumping, LLC
Tyler Wood	McClure Concrete, Inc.

Distributor Directors

Tony Inglese	Concrete Pump Supply
David Palomares	CreteSuite

Manufacturer Directors

Jim Bodeker	Construction Forms, Inc.
Jason Delehay	DY Concrete Pumps, Inc.
Bill Dwyer	Putzmeister America, Inc.
Scott Roisum	Schwing America, Inc.

Regional Directors

#1 Lee Roy Thompson	Champion Concrete Pumping, Inc.
#2 Gary Brown	R. L. McCoy, Inc.
#3 Chris Avella	Modern Concrete Pumping Services, LLC
#4 Jennifer Lockhart	Florida Concrete Unlimited, Inc.
#5 OPEN	
#6 Chris Pernicano	San Diego Concrete Pumping, Inc.

ACPA NEW MEMBERS LIST

906 Concrete Pumping
Gwinn, Michigan

Allen Concrete
El Paso, Texas

Anthony Corrado
New York, New York

Battle Born Concrete Pumping
Reno, Nevada

Booms Up Concrete Pumping
Payette, Idaho

Brown Brothers Construction
Loa, Utah

Culbertson Concrete Pumping Service
Brookhaven, Mississippi

Hawaiian Dredging Construction Company
Honolulu, Hawaii

Liberty Pumping
Exeter, Rhode Island

Miller's Concrete Pumping
Grabill, Indiana

Nordic Concrete Pumping, LLC
Mechanicville, New York

SiteMix of Alabama, LLC
Dadeville, Alabama

ACPA UPCOMING EVENTS

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

ADVERTISER'S INDEX

EPiC CONCRETE PUMPS

1 STOP SHOP!

BUILT DIFFERENT

EPIC FEATURES & BENEFITS

- Fully hydraulic cycling system – simple and reliable with no proximity switches
- Swing out hopper design – easy access for routine maintenance and repairs
- Hatz 75 hp Tier 4 final engine – DEF not required
- Radio remote – multi-function remote
- Hopper agitator and vibrator – keeps concrete moving
- Auto-lube – 11 points of lubrication on the hopper **standard on 45s only*

Accessory & System Specials
Also Available for Each Unit

877.434.7867

EpicConcretePumps.com

A Concrete Pump Supply Brand

CONCRETE PUMP SUPPLY

CON FORMS

WISCONSIN
777 Maritime Drive
Port Washington, WI 53074

TEXAS
2800 Alouette Drive
Grand Prairie, TX 75052

CONFORMS.COM

AMERICAN CONCRETE
PUMPING ASSOCIATION

CON FORMS

SAFETY | USA DESIGN | APPLICATION SUPPORT

Clear specs shouldn't be hard to find.

EXPECT DETAILED ENGINEERING SPECIFICATIONS FROM CON FORMS – NOW AND SINCE 1969.

VISIT NEW PRODUCT WEBSITE

FIND THE SPECS FAST – VISIT SHOP.CONFORMS.COM