PRESS RELEASE

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**National Crane to display short-configuration NBT45-2 at Work Truck Week 2022**

* *National Crane’s application engineering team collaborated with customers and truck manufacturer to design a shorter chassis boom truck that increases maneuverability without sacrificing lifting capacity.*
* *Engineers at the Truck Mod Center removed just under 2 ft from the wheelbase, delivering the tightest turning radius in its class while maintaining the 45 USt maximum capacity.*
* *At just under 38 ft, the shorter chassis reduces the time needed for readying the truck before moving on to the next project; the new pusher axle improves handling and weight distribution on site.*

An ultra-nimble, short-chassis version of a National Crane NBT45-2 boom truck will be on display at Work Truck Week 2022 in Indianapolis this month, demonstrating how both Manitowoc and its customers can benefit from the feedback gathered as part of its ongoing Voice of the Customer (VOC) program.

The new short-chassis National Crane NBT45-2 can be seen at the Peterbilt booth (Level 1 — Exhibit Hall & Meeting Rooms — Booth 1801) during [Work Truck Week](https://www.worktruckweek.com/about), taking place March 8-11, 2022, at the Indiana Convention Center.

The display boom truck highlights the role that Manitowoc’s Truck Mod Center and Lift Solutions departments play in developing customized solutions to meet the industry’s evolving needs. This short-chassis model is one example of the infinite configurations that can be engineered to ensure that a customer’s truck and crane are the perfect match and are field ready when they leave the factory.

Based around a 2023 Peterbilt 567 chassis, the short-configuration NBT45127-2 boasts class-leading flexibility in confined spaces and congested jobsites as a result of shortening the wheelbase by around 23 in, to 250 in.

“Our customers were telling us they needed a 40-45 USt capacity crane, but on a more compact chassis than standard,” revealed Bob Ritter, National Crane product manager. “Our application engineers put a lot of effort into fine-tuning the chassis until they delivered a boom truck with a chassis with the tightest turning radius in its class.”

This impressive feat was made possible by relocating the hydraulic tank from the frame rail to the deck, freeing-up space between the back of the truck cab and the crane torsion box. With the full machine length now under 38 ft, its flexibility in both urban and suburban settings has been greatly enhanced.

Another notable advantage of the new chassis configuration is the use of a 13,500 lb pusher axle, rather than a tag axle, alongside the existing 46,000 lb rear tandem arrangement. By helping operators better navigate inclines and narrow driveways, this greatly improves the speed with which they can complete projects.

“The shorter chassis also makes it easier for the operator to ready the crane for transport by tying off the block without extending the boom,” said Ritter. “They can now stow the boom and hook the block to the front of the truck more efficiently, so they can get to the next jobsite faster than ever before.”

Once reaching the next jobsite, the simplified setup allows outriggers to be quickly set and hook blocks unstowed using the front bumper-mounted controls, removing the need to climb in and out of truck and crane cabs. Optional wireless remote controls make this process even more efficient, while the NTC Performance Package adds even more versatility during setup.

**The height of comfort**

With a GVW of 79,500 lbs, propelled by a 500 HP Cummins X15 engine and solid Allison 4500 RDS Transmission, the new machine also benefits from the optional 6,000 lb counterweight package for superior load charts. It features a 127 ft five-section full-power main boom, plus a 31-55 ft telescopic jib that produces a maximum tip height of 189 ft.

Operator neck strain can be averted thanks to the hydraulic tilting cab that offers inclinations up to 20°. Other ergonomic perks include a heated seat and high-output HVAC system to ensure comfort and productivity in all weather conditions, while the speed of the single- and dual-axis electronic joystick controls can be easily adjusted to suit any operator preference.

As well as simplifying setup and operation, the color, graphical RCL with integrated control system also enables monitoring of all vital truck and crane data from within the crane cab, such as hydraulic system pressure and temperature. The need for troubleshooting with a laptop is further minimized through state-of-the-art onboard diagnostics and real-time error code reporting.

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ABOUT THE MANITOWOC COMPANY, INC.

The Manitowoc Company, Inc. was founded in 1902 and has over a 118-year tradition of providing high-quality, customer-focused products and support services to its markets. Manitowoc is one of the world's leading providers of engineered lifting solutions. Manitowoc, through its wholly-owned subsidiaries, designs, manufactures, markets, and supports comprehensive product lines of mobile hydraulic cranes, lattice-boom crawler cranes, boom trucks, and tower cranes, under the Aspen Equipment, Grove, Manitowoc, MGX Equipment Services, National Crane, Potain and Shuttlelift brand names.

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