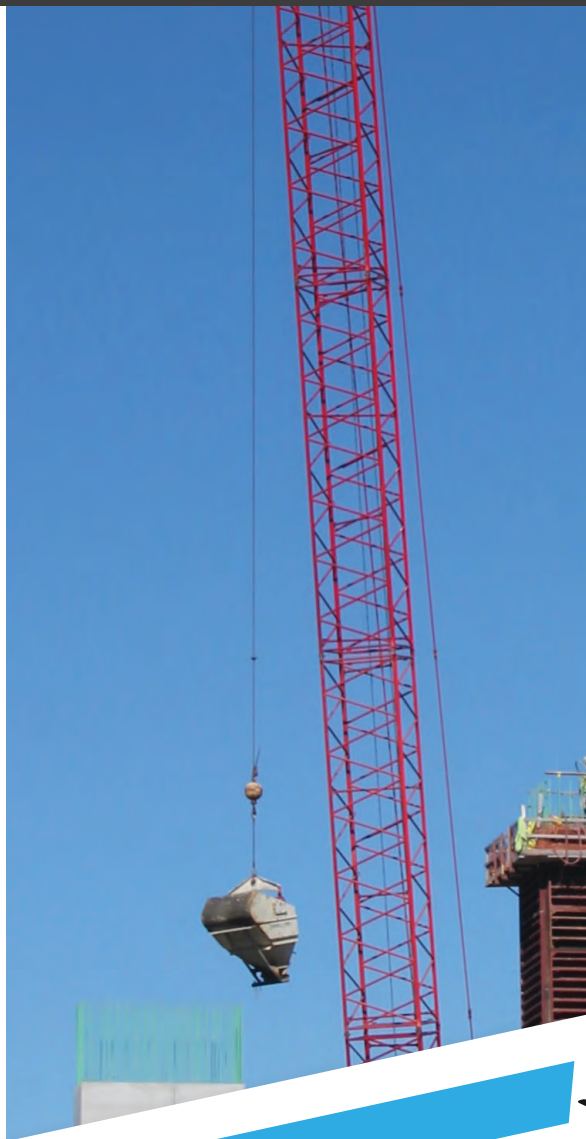


MAY 2018

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**SAFE AND STRONG COMPONENTS:  
MEETING AND EXCEEDING  
CUSTOMER EXPECTATIONS**

**BRIDGING THE GAP IN  
SOUTHEAST PA**

**PERDUE AGRI-RECYCLE'S  
PERFECT COMPOST RECIPE**



ROCK

<b>Safe and strong components: meeting and exceeding customer expectations</b> by Keith Loria .....	<b>3</b>
<b>Innovative air cannon positioning for easier maintenance</b> .....	<b>5</b>
<b>Kicking the yellow bucket ~ the importance of OEM filters and lubricants</b> .....	<b>6</b>
<b>Preparing for and managing blasting complaints</b> by Jon M. Casey .....	<b>8</b>
<b>Prairie Dawg Practical</b> by Tim Holmberg, DEMI Equipment .....	<b>19</b>
<b>Classifieds</b> .....	<b>22</b>

ROAD

<b>Bridging the gap in southeast PA</b> by Bill & Mary Weaver .....	<b>4</b>
<b>Still topping the charts ~ S-60 stiffleg derrick is number one choice</b> .....	<b>13</b>
<b>2018 Hard Hat Expo: review in photos</b> by Colleen Suo .....	<b>21</b>
<b>Dire States updates: 2018 Winner announced and project review of 2016’s recipient</b> .....	<b>32</b>
<b>New Terex Advance Charger Series of front discharge mixers targets urban concrete delivery</b> .....	<b>34</b>
<b>Classifieds</b> .....	<b>36</b>

RECYCLE

<b>Perdue Agri-Recycle’s perfect compost recipe</b> by Bill & Mary Weaver .....	<b>3</b>
<b>Get to know TAG Grinding</b> by Keith Loria .....	<b>6</b>
<b>Communication on the job</b> by Colleen Suo .....	<b>8</b>
<b>Safety warning devices protect people, machines &amp; equip.</b> .....	<b>9</b>
<b>Vermeer announces new full track option for compost turner</b> .....	<b>20</b>
<b>Classifieds</b> .....	<b>22</b>





Volume 23 No. 9 May 2018

Safe and strong components:  
meeting and exceeding  
customer expectations





- Power transmission components
- Maintenance equipment



Safe and strong components: meeting and exceeding customer expectations

by Keith Loria

On the cover:  
A more traditionally configured transmission package using readily available and separately purchased components.

PG 3

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5

Innovative air cannon positioning for easier maintenance



6

Kicking the yellow bucket ~ the importance of OEM filters and lubricants



8

Preparing for and managing blasting complaints

by Jon M. Casey



19

Prairie Dawg Practical

by Tim Holmberg,  
DEMI Equipment



22

Classifieds

Associations and affiliations:





# Safe and strong components:

## meeting and exceeding customer expectations

by Keith Loria

Shaft mount gear reducer transmission with a direct drive feature, this type assembly uses no V-belts, but is coupled directly to help eliminate slipping, belt breakage, or even safety guarding issues.

Photos courtesy of Tim Holmberg and DEMI

For almost 30 years, Dakota Equipment Manufacturing, Inc., based in Aberdeen, SD, has been serving the southwest aggregate and mining community. Developing solutions to the challenges of the mineral extraction industry and over the past six years, DEMI has grown into servicing markets throughout the entire U.S., Canada and internationally.

"I've been building one-off custom equipment that we ultimately try to build as a standard piece of equipment. Most of my equipment background comes from helping customers build a custom solution for their application-specific or environment-specific location," said Tim Holmberg, president of the company. "I've always been known for trying to supe-up a factory piece of equipment and try to improve on it."

It's no wonder that Holmberg has often been likened to being the "Orange County Chopper" of gravel equipment.

DEMI builds safe and strong equipment to meet or exceed its customers' expectations. They also handle equipment maintenance — from small-scale daily and weekly preventative maintenance plans to full-scale seasonal restorations on older, more dated or tired machinery. This includes machinery that is up-to-date in style and design but has been pushed to its maximum limit during an extreme job, or equipment requiring some serious reconditioning before beginning the next demanding project.

For instance, during one repair, DEMI removed

redundant re-welded plates and installed their patented Caged Nut Liner System. This update not only established better flow rate for the machine, it also created a one person change-out solution and removed excess weight on the portable plant, which is subject to federal bridge weight laws.

"Often, because of these harsh demands, we will take to redesigning certain wear components as well as their attachment methods in order to expedite the replacement process during routine maintenance and scheduled downtime," Holmberg said. "We also find if the process to change these normally difficult parts [is replaced] with a much easier method, the equipment operators (and their own equipment maintenance programs) will tend to stay [ahead] of these viscous wear characteristics."



Newly constructed conveyor using a hydraulic motor as a form of a gearing package substitute.

Equipment maintenance is the "make or break" aspect of any piece of equipment and whether new or used, the operation has to acknowledge specific downtime scheduling in their production in order to take the necessary and [usually] required steps listed by the manufacturer for their machines. Without setting aside this time the machine will generally make you wish that you had. Beyond equipment maintenance programs, DEMI deals in replacement parts and wear-media installation and executes equipment design and plant layout. They also do custom turnkey crushing and screening operations tailored to any specifications.

"Maintenance equipment for me is anything from the huge 200-ton lifting crane positioning a piece of equipment into an exact location — to an actual service vehicle usually fitted with some sort of extendable lifting device or crane, right down to the very basic hand tools such as wrenches, ratchets and sockets," Holmberg said. "Then there's the portable diesel welders we use to not only weld with, but to power electrical tools such as grinders, drills, and saws — to full-size air compressors for [powering] all our pneumatic impact tools including air blowers and even the paint gun [used] for finishing the project as if it was brought into the shop."

Without this vast array of specialized repair equipment, the company would not be much help in getting its clients back to operating condition — the following day in most cases.



*Smaller bearing that has been over greased causing the seal to be compromised allowing rogue material and moisture to get inside and take an entire conveyor system out of service.*



"I've always emphasized gear boxes and power transmissions to fit the spec of what my equipment is needed to do," Holmberg explained. "We've always utilized the products that we know are stable in the industry."

For instance, the company utilizes a lot of Dodge (Baldor-Dodge, which is now ABB) products when it comes to gearing or bearing, as it's a staple in conveyers for most in the industry.

Naturally, there are different challenges involved in designing a plant for effective production given the different speeds, power and torques required, Holmberg explained.

"The challenges are always the changing environment for which you design a piece of equipment, and how it's used differently. Or a customer will push the envelope — pushing faster and harder based on their workload," he continued.

"Mines stick and stay within their guidelines and operations. Sand and gravel operations — when they get busy — they try to do more, so the gear box can start to fail if worked too hard. It's killing itself internally under those extreme working conditions."

Moreover, maintenance needs to be considered even more so, and customers need to change out the oil and tend to the equipment on a regular basis.

Other challenges include customers who want to do things in a certain way that is not feasible, or that goes against the manufacturers recommended tolerances.

"The environment creates challenges, too," Holmberg concluded. "Cold is very hard on running that kind of stuff and you need to make sure it's ready to run in the winter. There are situations where they're not designed to run in extreme cold, heat or different atmospheric conditions."



*Planetary configuration, which is a high reduction-type used mostly in heavy-duty applications and is V-Belt driven in order to [slightly] adjust output speeds once installed.*





# Innovative air cannon positioning for easier maintenance

*In operation since 1905, the Lehigh-Hanson plant is the oldest continuously operating cement manufacturer in the state.*



A global leader in bulk material handling equipment has helped a U.S. cement plant resolve clogging issues in its clinker cooler, using advanced air cannon technology and an innovative mounting strategy. HeidelbergCement's Lehigh-Hanson facility upgraded to modern air cannons and set them in a long U-shaped pipe configuration away from the hottest area of the cooler to offer powerful material flow support with easy maintenance. The result is a safer workplace, extended equipment life, less downtime and a lower cost of operation.



4.5 inch (11.5mm) pipes lead down to holes drilled into the concrete floor, then continue under the subfloor.

Where clinker discharges from the kiln and falls into the clinker cooler, chunky material tended to cling to the static cooler grates and/or cooler curbs. Air cannons are commonly used to remedy this phenomenon, but if they experience clogging from backflow or if they are set in an environment that is too hot to properly maintain them, accumulations inevitably form.

Operators at the Lehigh-Hanson plant in Leeds, AL — the oldest continuously operating cement manufacturer in the state — worked closely with Martin Engineering on an innovative air cannon configuration to resolve such an issue. "Our cannons were located close to cooler walls where the conditions were very hot and dusty," said Mike Schutt, Production Manager for Lehigh Hanson.

With a 24-hour production schedule, 175 tons (160 tonnes) per hour of raw material is passed through the kiln, reaching approximately 3500° F (1900° C). Accumulations formed at the discharge point, reaching up to 20 feet tall in as little as a single shift. The buildup could stretch back into the kiln and cause serious problems that result in excessive downtime and an increased cost of operation.

Lehigh-Hanson's initial solution had five cannons with standard OEM piping leading directly to problem areas located near the hottest part of the cooler. The area had an average sustained temperature of 150° F (65° C) to 165° F (74° C), which made maintenance during operation extremely difficult.

Over time, fine particulates from discharged clinker would migrate up the air cannon discharge pipe. Clinker dust would also settle within the cannon tank, diminishing the tank's capacity and decreasing the power and effectiveness of the shot.

Previously, workers donned hot suits and were required to remove the entire cannon from the manifold for valve service. Reported to have been one of the most unpleasant projects in the plant, at least two workers were needed to perform the maintenance and, due to the heat, they were only able to remain in the area for about 5 minutes at a time.

"The system broke down so often, we finally just had to leave it and monitor the material buildup until



After five years of service, the cannons continue to operate at a high level of reliability.

the very last minute, then shut down the system for maintenance," Schutt said. "This allowed us to get the most production possible, but it caused at least a day of unscheduled downtime a few times per year."

## Rethinking clinker cooler buildup

The Sustainability Commitments 2030 program aims to make HeidelbergCement an industry leader in workplace safety. Lehigh-Hanson's expectations for a proposed solution required the system to:

- Be highly reliable and accessible.
- Eliminate material buildup within the cooler.
- Withstand a 24/7 production schedule.
- Reduce or eliminate backflow.
- Be safely maintained with minimal exposure to heat.
- Decrease the amount of unscheduled downtime.
- Reduce the amount of equipment failure.

Technicians installed five 150-liter Martin® Hurricane™ Air Cannons, lifting the units away from the discharge area and up several meters to a preexisting platform. Located well away from the hot wall and the kiln's discharge zone, the cannons can be serviced without having workers wear the special high-temperature equipment.

Connected to the existing compressed air system, the Hurricanes supply more force output with less air consumption at half the size of other designs. Each unit fires a shot of air up to 120 PSI (8.27 BAR) from a pressurized tank through the long pipes and spreads the airstream across the area of buildup.

To prevent unintentional firing due to drops in pressure, the valve requires a positive signal from the solenoid in the form of an air pulse. Able to be located up to 200 feet away from the cannons, the solenoid panel also allows operators to fire manually if needed.

The Hurricane's valve faces outward, opposite the pipe end, and is serviced without removing the cannon tank. A single technician simply detaches the air and solenoid connections, removes the 8 bolts from the valve assembly and slides it out for inspection and maintenance.

## The standard moving forward

"After five years of constant operation, the results have been better than we ever expected," said Schutt. "Since the installation, we have had a significant reduction in downtime due to accumulation."

The lack of heat exposure has reduced the impact on the equipment itself, increasing the life of the valves and the tank. Setting the tanks in an easily accessible and safe area means workers can inspect the equipment more often and perform maintenance on a single cannon without downtime.

The cannons no longer experience buildup from backflow within the tank, allowing them to operate at full capacity. "Overall, we are very satisfied with the design and the equipment," Schutt concluded. "I can see this configuration becoming a standard design across the cement industry."

For more information, contact [info@martin-eng.com](mailto:info@martin-eng.com) visit [www.martin-eng.com](http://www.martin-eng.com), or call 800•544•2947.



Valves face outward for convenient maintenance, requiring no tank removal to service them.



# Kicking the yellow bucket ~ the importance of using OEM filters and lubricants

***Emissions trends over recent years have driven machine innovation – stricter emission regulations, new fuels, common-rail fuel systems and the need for cleaner fuel are all driving the need for improved filtration technology.***

Today's machines are engineered to the highest performance standards—each machine is a highly engineered system of complex working parts, which should be maintained by only using genuine filters and lubricants to ensure continued optimal performance. Using non-OEM-specified filters and lube creates a weak link in the system, and can compromise the performance of a machine.

## **Price is Not Always King**

Sometimes it's easy to base buying decisions strictly on price, but using non-OEM specified oils and filters could have a serious impact on a machine's performance. It may save a few dollars in the short term, but using non-OEM specified filters and lubricants could cause machines to run less efficiently, wreak havoc on regular maintenance intervals and ultimately increase the total cost of ownership of a machine.

Price-conscious fleet managers and business owners will benefit from understanding the advantages of using only OEM oils. That generic yellow bucket of non-OEM specified oil, or that "will-fit" filter may seem like it's saving you a few dollars, but in the long run they will have a negative impact on operating costs over the life of the machine.

Using non-OEM specified filters could introduce dirt and other contamination into the engine, which can ravage cylinders and other components—essentially sand-blasting the engine from the inside. The machine will require more frequent maintenance, and it will run less efficiently on the jobsite—meaning that your equipment will spend more time in the shop, and even when it is on a jobsite, it won't be operating at peak performance.

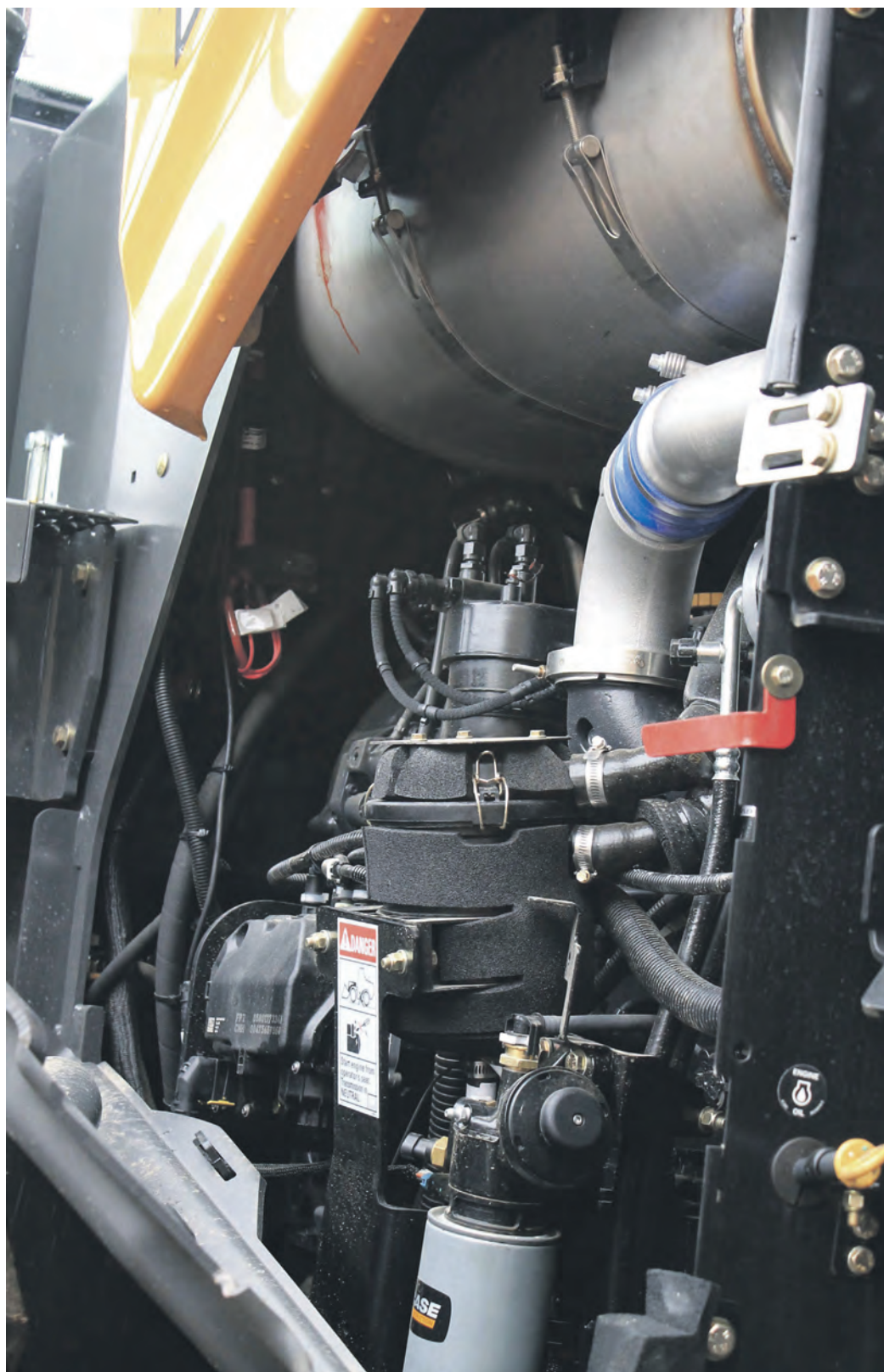
## **MAT Specifications**

One of the ways that CNH Industrial differentiates itself from other competitive brands is through the MATs on its engine oils. MAT is a series of internal technical standards developed by the CNH Industrial engineering team that ensures that all OEM-spec engine oils exceed the industry-standard API requirements, and have tighter tolerances than standard industry specs. The MAT number on an OEM-spec oil container certifies that the oil has been tested and approved by CNH Industrial engineers to meet the demands of the machine and help extend component life.

Using OEM-spec engine oils helps to ensure that a machine will operate as efficiently as possible throughout its lifetime. It also ensures that the machine stays on the oil change/maintenance schedule that it was designed for.

## **Warranty / Support**

Equipment owners should always follow all manufacturer recommendations for fluids and filters. As heavy equipment has become more technologically ad-



*Price-conscious fleet managers and business owners will benefit from understanding the advantages of using only OEM oils.*

*Photo by Colleen Suo*

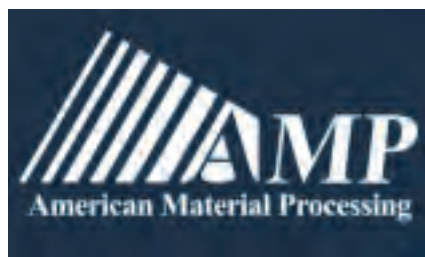
vanced, machine tolerances have changed drastically over the years and many components require tight fluid specifications in order to run as efficiently and reliably as possible.

There are many risks involved with using poor quality oils and fluids that can have an adverse affect on warranty and machine support coverage. Using OEM-specified fluids also ensures that any warranty claims won't be denied due to maintenance neglect.

Business owners want to protect their investments, minimize total cost of ownership and make sure that they are getting all they can out of a machine. Using OEM-specified filters and lubricants is one of the easiest ways to improve a machine's life expectancy, and ensure that a machine is going to perform reliably throughout the course of its lifetime.

[Source: CASE News](#)





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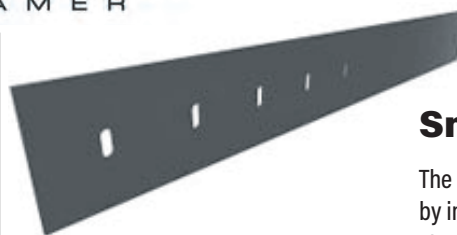
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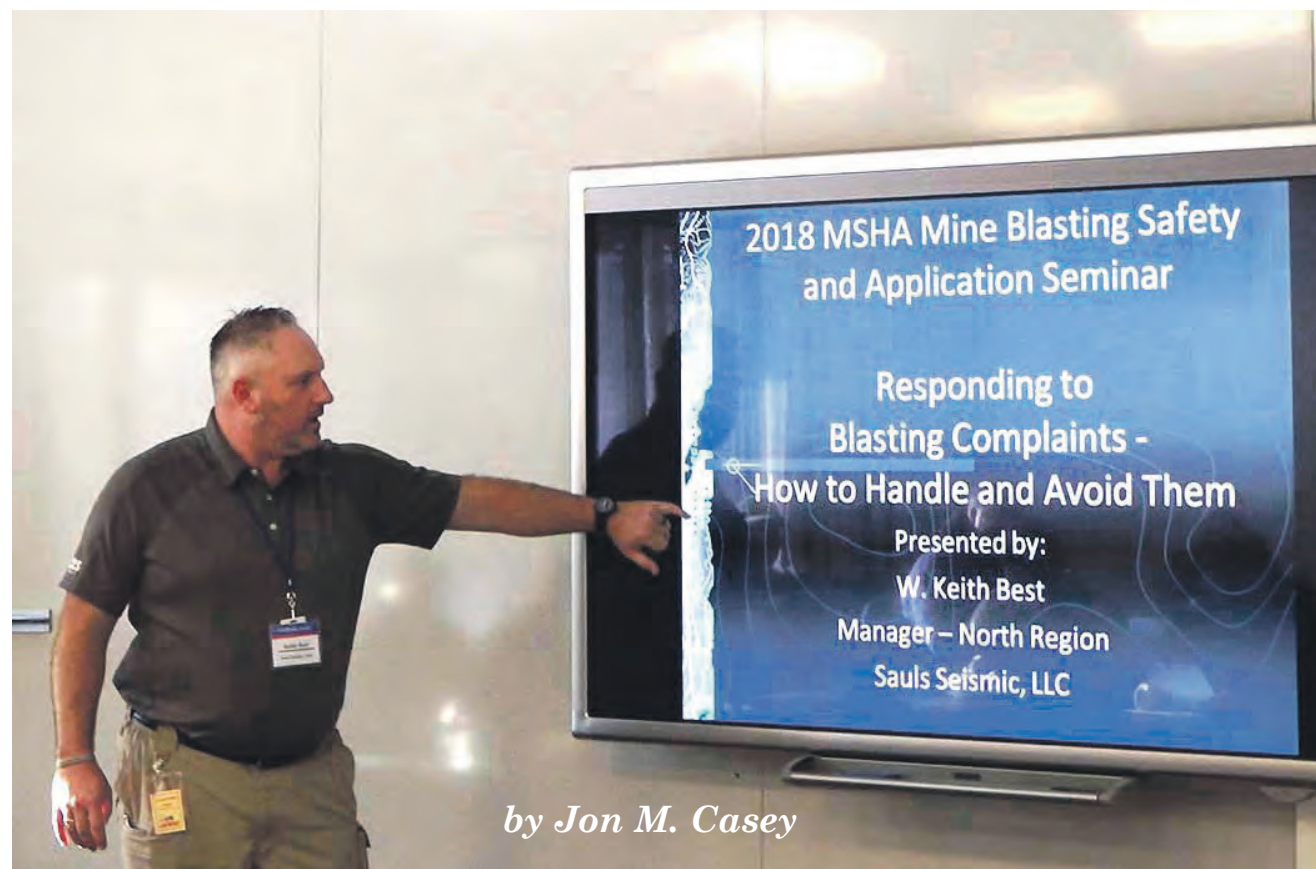
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# Preparing for and managing blasting complaints, gives blasters additional confidence



by Jon M. Casey

Keith Best, regional manager for Sauls Seismic, LLC, gives an overview of how to deal with and how to avoid blasting complaints. Photos by Jon M. Casey

**H**ow to respond to, handle and avoid blasting complaints is always something to consider when going about blasting projects, whether they be in quarry applications or at construction sites. According to representatives from Sauls Seismic, LLC and the law firm of Montgomery, Rennie & Jonson, there are a number of items to consider before and after blasting as a way to handle most problems that might arise. These ideas were presented at the 2018 Mine Blasting Safety and Application seminar Jan. 17 and 18 at the MSHA Academy in Beckley, WV.

Jeffrey Taylor, president of Sauls Seismic, LLC said that one of the best ways to help prevent blasting complaints is to fully implement a site-specific blast plan that includes the blasters, supervisors, and helpers. The planning should consider production issues and neighboring properties. Planners should recognize that conditions change with every shot. Setting a safe blast area for each blast is also very important. He said internal limits on peak particle velocity (PPV) and air blast levels should be considered at 50 percent of the legal limits or below. Blasters need to predict the PPV of every blast since flyrock damage is a primary source of complaints.

Ralph Burnham, an attorney for Montgomery, Rennie & Jonson who specializes in blasting litigation, said another important tool is a pre-blast / existing condition survey. Some states might require it, but he recommends it irrespective of what the law requires.

He said that a third party survey company is the best resource for this part of the blast project. Ultimately, taking a survey beyond the minimum required distance for the blast and doing the survey in a timely manner, is important.

Common causes of flyrock include excessive explosives, voids or mud seams, loading into or too close to cracked holes, and insufficient burden. Other causes can include improper delays on blast timing,

blast hole deviation, improper hole placement and lack of communication. These are all reasons to enlarge the secured blast area during a blast.

High-risk projects like blasting around schools, hospitals, government buildings, or those in close proximity to populated areas need to be given special attention. These tend to generate more potential claimants. Not surprisingly, local awareness increases the chances of complaints after a blast.

Burnham said, "When you are drafting your site-specific blast plan, you need to do your homework. Accumulating the background research that is necessary in this community will help prepare you. Not only will you look at the geology, but there are other considerations as well. You need to know the local politics, the previous opposition to the project, were there previous companies that were working on the project that had a bad reputation in the community or had a previous incident that has created a "hornet's nest" for your company."

"A good way to head this off is to have a proactive community relations program," he said. "One way to implement this is to send out introductory letters. Another is to host community meetings. The independent third-party pre-blast survey is a good way to initiate this process. Having them as good listeners when they are out doing the survey can be extremely helpful."

Taylor added that there are new technologies that can work together with good planning to help reduce post blast incidents. Equipment such as electronic detonators, signature hole analysis giving site-specific timing and 2-D or 3-D laser profiling work, will help give good engineering specifications for a perfect ratio of explosives to rock mass.

Other technology includes drone blast design, site security technology and new GPS drilling equipment that provides added accuracy to help eliminate human error.

Crack displacement monitors are another helpful tool. Attorney Kelly Ratliff, also representing Montgomery, Rennie & Jonson, gave an example where work near an older school provided an opportunity for the school to file a claim against a contractor. Since the blaster used monitors, he had the recorded data from the crack displacement monitors. This provided a true picture of what took place and the school dropped the claim. "Had we not had that information, there would have been no way we could have convinced them to drop the claim," he said.

Ratliff said the shot reports should be completed as soon as possible after a shot. The report should be finished before the blaster leaves the jobsite, if possible. The blaster should focus on providing a complete, accurate and legible document. A second-party review of the shot reports, whether in-house or by computer, would also be helpful. "Corrections should be made immediately," he emphasized.

Third party seismic monitoring is also desirable. This eliminates the "fox guarding the henhouse" perception. The data can be provided quickly and stored indefinitely. Following the ISEE Field Practice Guidelines to Installation of Seismographs should not be underestimated.

"In the end, challenge the claim," said Ratliff. "Do not ignore the complaint. In some states, there are laws that provide for punitive damages if it looks like the blaster is not taking the claim seriously. A complete and integrated complaint handling and documentation process is important. A team approach that allows management, employees and contractors to consistently promote and follow proper methods and procedures is the best way to minimize problems."

Earlier in the day, Keith Best, north regional manager for Sauls Seismic, LLC, talked about ways to handle complaints that are bound to come in. He said the tendency for the media to often portray



blasting and construction in a negative light tends to fuel the public reaction to drilling and blasting. He mentioned that social media is currently a hotbed of activity; bloggers who claim to be experts fuel the fire of opposition to drilling and blasting, whether in quarries or at surface projects like roads and site prep work.

Clearly, community relations is vitally important when drilling and blasting takes place. Best presented a tongue-in-cheek list of the top ten reasons why a company needs a community relations person. Some of his satirical reasons included:

- You can't see your plant through the dust
- You give directions to your plant by telling people to follow the rock dust tracked on the road
- The local news has assigned you a permanent reporter

Best outlined some basic questions to ask when a complaint comes in to a company. "Ask for their name, address and phone number. Ask for the exact date and time of blast. Ask the complainant to describe the blast and ask them to describe what happened when the blast went off. Did the china rattle?" he asked. "A blasting complaint can be based on concern over noise or vibration and may not directly or immediately indicate property damage."

"There are guidelines for speaking to the media," he said. "Establish one person for your company and refer all calls to that person. Have the call receptionist take a message and ask the nature of the call. Find out what they want to know [so that the contact person] can prepare an answer."

"Do not let the media intimidate you," he said. "Always have positive points to make. Never repeat negative words in your answer."

He said whenever speaking to the media, there are basic guidelines to follow. These include keeping the answers short, not rambling, remain in control (don't show anger) and don't be afraid to say, "I do not know, but I will check and find you an answer."

The spokesperson should have a general understanding of blasting. They should have a detailed knowledge of company operations. They would need good oral and written skills and the ability to relate in a non-confrontational manner. An understanding of the general liability insurance policy would also be helpful. "They also should have the authority to order a seismograph reading or contact an outside blasting/vibration consultant," he said.



Ralph Burnham, attorney at Montgomery, Rennie & Jonson, offers ideas on how to minimize blasting liability risks at quarries.

While ground vibration is an important component of how blasting affects the surrounding area, air overpressure is perhaps the hardest element of the blasting operation to control. "I never say it is an air blast," he said. "It is an air pressure pulse."

This pressure wave results from four basic characteristics of blasting operations. These include the air pressure pulse from the movement of broken rock, which displaces the air. It also includes the gas release pulse when gasses pass through the broken rock and into the air. Additionally, the stemming release pulse, when the blast pressure is released up through the stemming, and the rock pressure pulse, the vertical component of the ground surface moving as the seismic wave approaches a structure, are components as well.

"Most of the blast is noise, but the air pressure wave can cause the damage," he said. "Most complaints are from the air pressure. It's hard to explain that to a homeowner. Much of the recording is done in decibel levels and not in pounds per square inch."

He concluded by saying community relations is a never-ending process. He recommended that the community relations person get involved in the community.

"Join civic organizations," he advised. "Sponsor local sports teams. Get to know local civic leaders and politicians. Ask to speak at homeowner meetings. Offer an open house/customer appreciation day, school field trips and one-on-one visits with residents in the area." By being prepared, drilling and blasting companies can have the confidence and assurance that they are doing the best job possible. For more information, contact Sauls Seismic, LLC at 866•527•2477 or visit their website at [www.saulsseismic.com](http://www.saulsseismic.com).



Kelly Ratliff, attorney at Montgomery, Rennie & Jonson, specializes in quarry blasting complaints.







Travis Vance

# On the front lines with Fisher Phillips:

by Travis Vance and Pamela Williams

## Should employers in the mining industry allow concealed weapon permit holders to carry guns at the mine?

Pamela Williams



Mass shootings have continued with regular frequency in the United States, and our country remains deeply divided, not only with the cause of these tragic events, but also on how to stop them from occurring. Many have called for increased gun control, including universal background check requirements for all firearms transactions. Others have called for fewer restrictions on law-abiding gun owners' ability to carry concealed firearms at their places of work and on public property, claiming that additional guns on the scene often prevent unnecessary harm.

Employers are caught in the middle of this debate and must resolve the issue of whether employees with concealed carry permits should be allowed to carry their firearms at work. Would doing so make workplaces safer or more dangerous? Are there potential legal liability issues to consider?

The mining industry faces unique challenges given the often open and unsecured areas in which miners work. When making a decision on whether miners should be permitted to bring firearms onto your property, you need to assess a constellation of legal and policy factors.

- Legal risks of permitting concealed carry

Both federal and state laws impact whether an employer should permit concealed weapons at their workplace.

- Federal law

Under federal law, although there is no affirmative duty to prevent workplace violence, employers are required under the Occupational Safety and Health Act to provide a place of employment that is free of recognized hazards to employee safety and health. OSHA has interpreted this requirement, known as the General Duty Clause, to require employers to take steps to reduce the risk of harm in some cases where it is sufficient to be a recognized hazard. Although the Mine Act doesn't have a general duty clause, MSHA would likely investigate any act of workplace violence occurring on a mine.

State tort laws also pose risks to em-

ployers. For example, if an armed employee attacks another individual at work, could you be sued for negligence as a result? That answer may depend not only on the state where the incident occurred, but also on your efforts to protect the safety of your other employees from and what knowledge you had regarding the employee's past.

- Assuming a duty and civil liability

You must be wary of "assuming a duty" to protect your employees. A recent case from Kansas is instructive. There had been several safety incidents already in a company parking lot, including theft and a kidnapping. To address these issues, the employer installed security cameras and made the improvident decision to create an ad hoc group of employees to provide security. The plaintiff in the case was an employee who had previously advised the company of safety concerns related to domestic abuse. As she was leaving work one day, she was shot by her ex-boyfriend in the parking lot. The employee sued the employer for negligence and was awarded a \$3.25 million verdict, successfully arguing that the employer had assumed a duty to protect her.

The relation to allowing concealed weapons at work is clear. If a workplace shooting occurs, and those employees who are permitted to carry firearms at work either fail to stop the shooter or injure another individual as a result, an injured person may argue that the employer assumed a duty to protect them when it allowed employees to carry firearms at the workplace.

- Legal risks of barring concealed carry

Alternatively, depending on the state in which you operate, there may be legal risk associated with prohibiting your employees from carrying concealed weapons. For example, several states have enacted laws permitting gun owners to keep firearms in their personal vehicles on the employer's property. And some states require employers to post a notice if they have a ban on firearms on their premises. If you want to ban firearms at your workplace, you therefore need to examine

your state's laws to determine whether any of these restrictions apply.

- Policy considerations

Aside from the legal implications associated with allowing concealed carry, there are several policy considerations to consider before forming a conclusion. First and foremost, before allowing some or all of your employees with concealed weapons permits to carry at work, you should review the policy with your liability insurer. They might determine that the policy increases liability risk, and therefore could raise your rates or cancel the policy.

Similarly, you should consider such a policy's effect on your workers' compensation coverage. While your rates may increase, you might also be required to cover an employee's claim in the event they are injured as a result of a gun-related incident at work.

Next, you should consider whether, on the whole, allowing concealed carry is wise based on your individual circumstances. Data released regularly by the Bureau of Labor Statistics consistently shows that workplace violence affects hundreds of thousands of employees each year, causes millions of missed workdays, and costs employers billions of dollars in lost productivity. You therefore must determine whether allowing concealed carry in your workplace will increase the risk or deter workplace violence or deter its occurrence.

Finally, you should consider whether such a policy would even help in the event of an active shooter situation. Many law enforcement personnel believe that such a policy may inhibit adequate response from law enforcement. In recent conversations with current state investigation bureau and former Department of Homeland security employees, each indicated that allowing concealed permit holders to carry at work created more risk than it was worth. They noted the danger of law enforcement officers mistaking a permit holder for the active shooter and the potential liability associated with the safe storage of guns in the workplace.

So, should employers allow concealed

carry?

Probably not. There are many reasons not to allow employees with concealed carry permits to bring firearms into the workplace, from increased risk of legal liability, to the practical considerations of maintaining insurance coverage, and the question of whether the effect will be to stop active shooter incidents or simply prolong them. Moreover, the benefit from permitting concealed carry most likely does not outweigh the risks created, when the threat of such an incident may only be theoretical in nature (please see our previous article on how to prevent such incidents from occurring).

If you operate in any of the states that have passed laws permitting guns at the workplace, you should consult with legal counsel to help you develop a policy that minimizes associated risks. Some factors you might consider include:

- Whether you have received substantiated reports of potential violence occurring at the workplace;

- Whether your workplace is located in a high-crime area;

- Whether you have security at your mine and the accessibility to the property by the public; and

- Whether first responders are unable to respond to your workplace reasonably quickly.

Like it or not, you need to be prepared to face this issue.

Occurrences of workplace shootings continue at an alarming rate, yet many employers have not addressed this concern. It is not an issue to be ignored. When analyzing whether allowing concealed carry in your workplace will promote the safety of your employees, consider the factors outlined above and consult legal counsel and safety experts regarding this important decision.

Travis Vance is a partner in the firm's Charlotte office. He can be reached at [tvance@fisherphillips.com](mailto:tvance@fisherphillips.com) or 704•778•4164. Pamela Williams is a partner in the firm's Houston office. She can be reached at [pwilliams@fisherphillips.com](mailto:pwilliams@fisherphillips.com) or 713•292•5622.

## U.S. Concrete expands presence in Philadelphia with strategic acquisition

EULESS, TEXAS — U.S. Concrete, Inc. recently announced that it has bolstered its presence in the Philadelphia metropolitan market with the acquisition of a new, state-of-the-art ready-mixed concrete plant located north of downtown Phil-

adelphia. The Company will integrate all of the acquired assets into its existing Philadelphia operation, Action Supply Co., Inc. ("Action Supply").

"In the Philadelphia market, demand for ready-mixed concrete across all of our market

segments is quite strong, so we are very pleased to have completed this acquisition," said U.S. Concrete President, CEO and Vice Chairman, William J. Sandbrook. "This acquisition, coupled with the recent acquisitions of Action Supply

and Corbett Aggregates Companies, greatly enhances our ability to serve the greater Philadelphia area. We will continue to look for opportunistic ways in which we can grow our market share and strengthen our geographic footprint in

this region."

U.S. Concrete, which first entered the Philadelphia market in October 2017 through its acquisition of Action Supply, now has three ready-mixed concrete plants in the city and over 30 trucks.





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# Haver & Boecker's new Ty-Rail™ configurations

## increase vibrating screens' adaptability

Haver & Boecker introduces new configurations of its Ty-Rail™ quick-tensioning system for screen media. As a result of Ty-Rail's success, Haver & Boecker developed and now offers three angle-box designs for different vibrating screen setups. This allows producers to benefit from Ty-Rail's timesavings during screen media change-outs, even on difficult-to-access areas of a vibrating screen.

The patented Ty-Rail system is designed specifically for Haver & Boecker's Tyler brand of vibrating screens and now comes standard on all new F-Class and T-Class machines with three-bend tension rails. The system solves an age-old problem of time-intensive screen media change-outs. Replacing tension rails is typically time consuming and requires removing and replacing many pieces of hardware per screen section. Washers or bolts are often dropped or lost in the process, which adds to downtime and parts costs. Ty-Rail eliminates this problem by combining the tension rail and all of its hardware into one piece. The new Ty-Rail angle box designs provide the ability to change screen media in half the time, even in tight or hard-to-reach areas.

Haver & Boecker showcased the Ty-Rail system during AGG1 2018 in Houston.

"Our goal is to continually develop new ways to help our customers achieve more productivity," said Karen Thompson, Haver & Boecker Canada president. "Our patented Ty-Rail system is just one way we are achieving that goal. The feedback from customers and the positive impact on their operations encouraged us to develop additional configurations to accommodate more screen designs and applications."



Haver & Boecker offers new configurations of its Ty-Rail quick-tensioning system. Ty-Rail dramatically cuts the time needed to replace screen media in half. The patented tension rails release as a single piece.

urations to accommodate more screen designs and applications."

The standard Ty-Rail configuration requires oper-

ators to loosen bolts and shift the angle box gates up to remove the tension rail. This is ideal in easily accessible areas of a vibrating screen. However, some screen designs can limit access to some of the tensioning bolts. Haver & Boecker engineered two additional angle box designs for reverse and tight areas.

The reverse design allows maintenance technicians to loosen and remove bolts from the inside of the vibrating screen instead of the outside. This eliminates the tedious task of using an open-end wrench to access difficult areas, such as a bolt between coil springs and the side plate, and risk dropping small parts.

The tight-area design flips the angle box 180 degrees from the standard angle box configuration, allowing producers to loosen the bolts and drop the angle box gate rather than lift it up. A reinforced strap secures the gate during screen media change-out. This design allows the use of Ty-Rail even on parts of a machine where an angle box gate couldn't be shifted up, such as below a wheel guard.

Each Ty-Rail package includes two tension rails, eight angle boxes, eight bolts and all the hardware required to change one screen section. Once installed, each rail becomes a singular, removable piece since the bolts remain attached to the rail, and the angle boxes remain attached to the vibrating screen. To remove the tension rails, an operator simply loosens the tension bolts on each, shifts the angle box gates up, and lifts the rail and bolts out as one piece. The innovation can take the task of changing tensioned screen media panels from two people down to one.

Producers can refurbish older Tyler vibrating screens that have three-bend tension rails, with the Ty-Rail system. Determine if Ty-Rail can be installed on a non-Tyler brand of vibrating screen by consulting the measurement guide at [havercanada.com/Ty-Rail](http://havercanada.com/Ty-Rail).

To find out more about Ty-Rail, email [info@haver-canada.com](mailto:info@haver-canada.com).



Haver & Boecker developed and now offers three angle-box designs for different vibrating screen setups. This allows producers to benefit from Ty-Rail's time savings during screen media change-outs, even on difficult-to-access areas of a vibrating screen.

Photos courtesy of Haver Boecker





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## New SolaHD Automation Transformers from Emerson reduce total cost of ownership

ROSEMONT, IL, — Emerson announced a new SolaHD™ encapsulated transformer that will help industrial automation professionals lower Total Cost of Ownership through simplified installation, reduced maintenance requirements and decreased cabling needs. Developed to provide the capacity required for larger loads in a single floor-mounted unit, the new transformers comply with the latest NEC requirements for harsh and hazardous industrial locations.

Emerson's SolaHD Floor Mount Automation Transformers feature a rugged enclosure encapsulated with electrical grade silica and epoxy that protects its electronics from dust, metal particles and moisture, while providing extra shock and vibration resistance. Engineered for maximum performance and versatility, the transformers meet Class I, Division 2/Class I, Zone 2 ratings, 3rd party certification (cULus), and feature an expanded kVA range up to 150 kVA to provide additional opportunities for engineers in industrial and hazardous locations. New certifications and configurations mean the transformer acts as a single solution

for multiple NEMA applications.

One of the keys to the success of SolaHD Floor Mount Automation Transformers is a newly designed enclosure featuring removable, field-replaceable gland plates for ease of conduit entry, along with floor mounting brackets that reduce installation, maintenance and cabling expense. An improved cover delivers superior hose and wash down capabilities to ensure sanitation procedures are safely performed. Optional stainless steel enclosures provide full NEMA 4X compliance where required. These upgrades represent important advances in transformer hardware as Emerson continues to drive progress across the entire power quality sector, with focus on improving reliability, energy conservation and value.

Emerson manufactures SolaHD Floor Mount Automation Transformers in the USA, decreasing lead-times and improving availability for critical projects. In addition to the standard selection, custom transformer versions are available.

For more information, visit: [www.emerson.com](http://www.emerson.com).



New certifications and configurations mean the transformer acts as a single solution for multiple NEMA applications.

Photo courtesy of Emerson

## David A. Lange elected president of ACI

*President, vice president and board members elected*

FARMINGTON HILLS, MI — The American Concrete Institute (ACI) introduced its 2018-2019 president, vice president and four board members during The Concrete Convention and Exposition in Salt Lake City, Utah in March.

David A. Lange has been elected to serve as president of the Institute for 2018-2019. Jeffrey W. Coleman has been elected ACI vice president for a two-year term, and Randall W. Poston is now the Institute's senior vice president, which is also a two-year term. Additionally, four members have been elected to serve on the ACI Board of Direction, each for three-year terms: Heather J. Brown, Mark A. Cheek, Michael J. Paul and Michelle L. Wilson.

David A. Lange, FACI, is professor of Civil and Environmental Engineering at the University of Illinois at Urbana-Champaign, Urbana, IL. He joined the faculty of the Department of Civil and Environmental Engineering in 1992. He is director of the Center of Excellence for Airport Technology, a research center working in partnership with the Chicago Department of Aviation and the O'Hare International Airport. A long-time ACI member, Lange has served on the ACI Board of Direction and is a past Chair of

the ACI Technical Activities Committee, the Publications Committee and the Board Outlook 2030 Task Group. Lange has also served on the ACI Foundation Board of Trustees and the Financial Advisory Committee. He currently is a member of ACI Committees 236, Material Science of Concrete; 237, Self-Consolidating Concrete; 241, Nanotechnology of Concrete; 544, Fiber-Reinforced Concrete; S802, Teaching Methods and Educational Materials; and S803, Faculty Network. Lange received the 2003 and 2018 ACI Wason Medal for Most Meritorious Paper.

Lange is a Fellow of the American Ceramic Society (ACS) and he received a J. William Fulbright Scholar Award in 2013. He served as associate department head for Civil and Environmental Engineering at the University of Illinois at Urbana-Champaign from 2004-2010.

Lange received his PhD in civil engineering from Northwestern University, Evanston, IL; his MBA from Wichita State University, Wichita, KS; and his BS in civil engineering from Valparaiso University, Valparaiso, IN. Lange and his wife Risë have three children plus a granddaughter, and they are looking forward to the arrival of another granddaughter in June.

Jeffrey W. Coleman, FACI, is a licensed professional engineer and Attorney at Law and Principal Partner of The Coleman Law Firm, LLC, Minneapolis, MN. He has been an ACI member for over 37 years. Coleman is the author of the book *Legal Issues in Concrete Construction*, published by ACI in 2004 (second edition published in 2014), and previously authored the "Concrete Legal Notes" section of *Concrete International*.

Coleman is a past Chair and current member of ACI Committee 132, Responsibility in Concrete

Construction. He is a past Chair and current trustee of the ACI Foundation, and a member of the ACI Financial Advisory Committee, TAC Construction Standards Committee, and ACI Committee 563, Specifications for Repair of Structural Concrete in Buildings. He has also served on the ACI Board of Direction and has been a member of the ACI Construction Liaison Committee, TAC Specifications Committee, Convention Committee and ACI Committees 215, Fatigue of Concrete, and 301, Specifications for Structural Concrete. He received the 2016 ACI Delmar L. Bloem Distinguished Service Award.

Coleman received his BS in civil engineering in 1976 and his MS in structural engineering in 1977 from Iowa State University, Ames, Iowa. He is a licensed engineer in Iowa, Minnesota and Wisconsin and a lawyer in Minnesota, Wisconsin, North Dakota and Iowa; he practices regularly in other states through admission "Pro Hac Vice."

After completing his law degree in 1984, Coleman served as General Counsel for Ellerbe Associates, Inc. (later Ellerbe Beck-et, Inc., and now part of AECOM). He started his own firm in 1991, which was quickly merged and renamed Coleman, Hull & van Vliet, PLLP. In 2013, he founded The Coleman Law Firm, LLC — committed to continuing his representation of engineers, architects and the concrete construction industry.

Coleman represents engineers, architects, concrete contractors and suppliers, and building owners in all aspects of construction. He is a past president of the Minnesota Concrete Council (MCC) and a former Board member. He is also a Sustaining Member of the American Society of Concrete Contractors (ASCC). Coleman served five terms



David A. Lange has been elected to serve as president of the Institute for 2018-2019.

Photos courtesy of ACI



## Eagle Iron Works announces new Condor line

DES MOINES, IOWA— Eagle Iron Works is pleased to announce their new Condor line offering a standard option for screw washers. Backed by the Eagle Iron Works name that is known for its long wear life, heavy duty design and durable wear parts, the Condor line offers all of this at a more competitive price.

This line features the same Classic Eagle Iron Works outboard bearings, rising current classifier and adjustable weirs that are standard among

all Eagle Iron Works screw washers. However, Condor units are built with a Class 1 Dodge reducer. The Condor line offers standard value line urethane flight shoes or the option to upgrade to premium Eagle Armor shoes. Washer tubs are constructed with same U.S. Steel construction, same capacities and same mounting points as the Classic Screw Washers. The Condor line comes in the following models and sizes:

- Single and Dual Shaft Models —

Fine Material Washers – 36", 44", 54"

- Single and Dual Shaft Models — Coarse Material Washers – 30", 36", 44"

Eagle Iron Works has provided aggregate processing solutions for over 145 years. During that time, they have built a reputation for durability and unmatched customer service. They look forward to continuing that offer with both their Classic equipment line and the competitive Condor line.



*Eagle Iron Works is pleased to announce their new Condor line; offering a standard option for screw washers.*

*Photo courtesy of Eagle Iron Works*

on the Board of Directors of the American Council of Engineering Companies, Minnesota, and has recently been appointed to a sixth term. He is one of the only two non-practicing engineers to receive the Tom Roach Award for Outstanding Service and Motivation to the Consulting Engineering Professional Community. Coleman is a past member of the Minnesota Board of Architecture, Engineering, Land Surveying, Landscape Architecture, Geoscience, and Interior Design (the Minnesota Licensing Board), and the University of Minnesota Concrete Conference Planning Committee. He is a frequent lecturer on topics involving construction law, but is also a regular practitioner involved with construction disputes involving concrete.

Heather J. Brown, FACI, joined the Concrete Industry Management (CIM) Program in August 2001 and is currently director and professor of the newly formed School of Concrete and Construction Management at Middle Tennessee State University (MTSU), Murfreesboro, TN. She is a member of the ACI Foundation Scholarship Council, and ACI Committees 522, Pervious Concrete, and C655, Foundation Con-

structor Certification. She has also served on ACI Committee 544, Fiber-Reinforced Concrete, and as a Student Chapter Advisor. Named a Fellow of ACI in 2015, Brown also received the 2008 ACI Walter P. Moore, Jr. Faculty Achievement Award.

Brown has authored and coauthored more than 30 papers and has been published in Concrete International, ASTM Journal of Testing and Evaluation, Transportation Research Record, International Center for Aggregate Research Journal, American Chemical Society Journal, and Tennessee Concrete. She has been a presenter and guest lecturer on topics such as factors affecting concrete strength, pervious pavements, fiber-reinforced concrete, whitetopping pavements, high-performance concrete, flowable fill, skid-resistant aggregates, and concrete construction tolerances.

Brown has been honored as a recipient of the MTSU Outstanding Grantsmanship, MTSU Overall Excellence, and MTSU Faculty Who Make a Difference Awards. She was named as one of the Influential Women in Business in Rutherford County in 2015 and one of the Most Influential People in Concrete Construction in 2017.

She received her BS, MS, and PhD in civil engineering, all from Tennessee Technological University, Cookeville, TN. Her technical experience also includes five years of material research for the Tennessee Department of Transportation as a graduate student.

Mark A. Cheek, FACI, is vice president of The Beta Group, Engineering and Construction Services

in Gretna, LA, where he has served for 19 years. Cheek has over 29 years of experience in the construction industry, including construction materials testing and inspection and geotechnical and civil engineering.

He has been an active ACI member since 1991 and was named a Fellow of ACI in 2006. Cheek is the Chair of ACI Committee C620, Laboratory Technician Certification, and a member of ACI Committees 214, Evaluation of Results of Tests Used to Determine the Strength of Concrete; 228, Nondestructive Testing of Concrete; C610, Field Technician Certification; E905, Training Programs; and ACI Subcommittee C610-FQR, Field Testing Technician Grade I Quality Reviewer. He previously served on the ACI Certification Programs Committee; Chapter Activities Committee; Convention Committee; Honors and Awards Committee; International Project Awards Committee; Membership Committee; Student and Young Professional Activities Committee (of which he is a past chair); and E702, Designing Concrete Structures.

Cheek received the 2011 ACI Chapter Activities Award. He has been a member of the Louisiana Chapter – ACI since 1989, serving on the Board and as president in 2001. He has also been on the chapter's certification committee since 1989 and currently serves as the committee's Chief Examiner. He received the Louisiana Chapter's Chapter Activities Award in 2005 and the Distinguished Chapter Member Award in 2012. Also, Cheek was co-chair of the 2005 and

2009 ACI Conventions in New Orleans, LA.

He is a member of ASTM International Committee C09, Concrete and Concrete Aggregates; American Society of Civil Engineers (ASCE); and Concrete and Aggregate Association of Louisiana (CAAL). Cheek is the Chair of CAAL's Technical Committee. He is also an examiner for the National Ready Mixed Concrete Association (NRMCA) Pervious Concrete Contractor Certification program and an approved NRMCA Plant Inspecting Engineer. He conducts training programs for both ACI and NRMCA throughout Louisiana and Mississippi.

Cheek received his BS in civil engineering from the University of New Orleans, New Orleans, LA, and is a licensed professional engineer in Louisiana and Mississippi.

Michael J. Paul, FACI, is principal structural engineer in the Philadelphia, PA, office of Larsen & Landis, where he provides engineering for building projects. With more than 40 years of construction and engineering experience, Paul's work includes troubleshooting, repair, restoration and rehabilitation of concrete, in addition to the design of new structures of all types. Brandywine Shoal Lighthouse and the Caesar Rodney Monument are two of his repair and restoration projects that have been featured in Concrete International.

Paul is the Chair of the ACI Membership Committee and past Chair of the International Project Awards Committee and Committee 124, Concrete Aesthetics, for which he continues to edit the "Notable Concrete" series produced

for ACI conventions and excerpted in Concrete International. He served on the editorial review panel for both Sustainable Concrete Guides of the U.S. Green Concrete Council. He is a member of several other ACI committees including 120, History of Concrete, as well as ASTM International committees.

Concluding 20 years of undergraduate teaching, Paul recently stepped down as coordinator for the Senior Design capstone course in the Department of Civil and Environmental Engineering at the University of Delaware, Newark, DE. The course received the National Council of Examiners for Engineering and Surveying (NCEES) Engineering Award Grand Prize in 2010. He was named Engineer of the Year in 2008 by the American Society of Civil Engineers (ASCE) Delaware Section and has received numerous service awards from professional, technical and community organizations.

Paul received his MSCE and MArch from the Massachusetts Institute of Technology, Cambridge, MA, and his BA from Dartmouth College, Hanover, NH. He is a licensed professional engineer, a licensed architect (American Institute of Architects), and is LEED-AP accredited.

Michelle L. Wilson, FACI, is director of concrete technology at the Portland Cement Association (PCA), Skokie, IL. She has over 20 years of experience relating to concrete materials, specifications, performance, troubleshooting and repair.

She is responsible for the development, content and delivery of PCA's educational programs and

products covering the entire spectrum of concrete technology, and she is co-author of PCA's Design and Control of Concrete Mixtures. She has given numerous workshops and presentations around North America including World of Concrete, International Builder's Show, and CONAGG/CON-EXPO.

Wilson is Chair of ACI Committee 301, Specifications for Structural Concrete, and a member of the TAC Construction Standards Committee, and ACI Committees 201, Durability of Concrete; 329, Performance Criteria for Ready Mixed Concrete; and E707, Specification Education; and serves as a consulting member on ACI Committee 311, Inspection of Concrete, and Joint ACI-ASCC Committee 117, Tolerances. She received the 2008 ACI Young Member Award for Professional Achievement and became a Fellow of the Institute in 2011. Wilson is a member of ASTM International Committee C09, Concrete and Concrete Aggregates, and serves on the C09 Executive Committee.

Prior to joining PCA in 1999, she worked for Construction Technology Laboratories (now CTL-Group), PCA's sole subsidiary, specializing in concrete evaluation and troubleshooting on various projects throughout the United States. Wilson has also worked as a field inspector performing quality control for STS Consultants, Ltd., in Milwaukee, WI.

Wilson received her BS in architectural engineering from Milwaukee School of Engineering, Milwaukee, WI, with an emphasis in structural engineering and concrete materials.



*Jeffrey W. Coleman has been elected ACI vice president for a two-year term.*



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# PacWest Machinery announces new dealership in Spokane, WA

SEATTLE, WA — PacWest Machinery has announced the purchase of land in Spokane, WA, for the construction of a new dealership facility. Beginning in the second quarter of 2019, PacWest Machinery customers in eastern Washington and northern Idaho will be supported and serviced from the new dealership at 3515 North Sullivan Road, Spokane Valley, WA, just minutes away from the company's current location. PacWest Machinery is the dealer in the Pacific Northwest for Volvo Construction Equipment and other leading brands of equipment.

The new 30,000+ square-foot building will sit on approximately nine acres and include a 14-bay service center designed to accommodate a full range of equipment. There will be an expanded parts warehouse, modern showroom and state-of-the-art service capabilities. The larger facility will enable the company to stock more equipment, as well as host demonstrations and training. This new location will have easy freeway access making it efficient for customers to do business with PacWest Machinery.

"PacWest continues to make key investments to meet the needs of our customers," said Jolene Logue, president of PacWest Machinery. "Delivering responsive service requires that we provide our employees the facilities, tools and training to perform at their best." Scott Upton, the Spokane branch manager for PacWest Machinery added, "With this larger and more efficient facility, our team will deliver even higher levels of service excellence."

PacWest Machinery has responsibility for the sales, rental and aftermarket support in the Pacific Northwest for the full line of Volvo's general production, road machinery and compact equipment. In addition,

the company supplies equipment from other quality manufacturers including Metso Minerals, Roadtec, Tymco, GOMACO, Etnyre, Broce, Gensis, FRD Furukawa and others. PacWest Machinery provides equipment and aftermarket services from four facilities located in Seattle and Spokane, WA, and Portland and Eugene, OR, plus additional support from an extensive mobile service fleet. PacWest Machinery is owned by the Joshua Green Corporation and company management.

"We are excited to see PacWest Machinery invest in the infrastructure necessary to deliver exceptional customer support," said Steven Roy, president, Volvo CE Region Americas. "As Volvo grows its business in North America, investments like this are critical to providing customers with unique solutions and ensuring that they enjoy the highest uptimes in the industry from their machines. We're confident that with this new facility, PacWest will deliver the premium experience customers expect."



The new 30,000+ square-foot building will sit on approximately nine acres and include a 14-bay service center designed to accommodate a full range of equipment.

Graphic courtesy of PacWest Machinery

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# South Dakota School of Mines and Technology

## Mining and Mucking Team takes home world championship in London

RAPID CITY, SD — The South Dakota School of Mines & Technology Mining and Mucking Team are world champions, taking home first place in the co-

ed/mixed division at the International Collegiate Mining Games held March 29–April 1, in Cornwall, England.

The team, named Hammerslagen,

took home the championship by placing in every competition category — mucking and surveying, hand steel and jackleg, swede saw and gold panning.

Members of the Mining and Mucking team come from across campus and work closely with members of the SD Mines Department of Mining Engineering and Management, which is among the top programs in the United States. This year's team is made up of metallurgical engineering majors Heath Pirkey from Berthoud, CO, and Kathryn Weyeneth from Dunlap, IL; mechanical engineering major Weston Shutts from Divide, CO; geological engineering major Max Southbloom from North Branch, MN; and mining engineering and management majors Torger Henckel from Viroqua, WI, and Rahel A. Dean-Pelikan from Santa Clara, CA.

The mining games incorporate historical mining methods and practices, many of which were employed in the Black Hills following the gold rush of 1876. Skills demonstrated at the annual games include operating a pneumatic drill called a jackleg, a hammer-and-chisel type drill called a single jack or hand steel and the

swede saw, commonly called the bow saw; mucking, which is also known as shoveling, plus mine surveying, gold panning and track standing which requires contestants to erect a section of railroad track.

The International Collegiate Mining Games also serve to commemorate fallen miners. The first games were held in 1978 to honor 91 miners who died in the 1972 Sunshine Mine Fire in Kellogg, Idaho.

In the 2017 games, the SD Mines coed team placed first in the hand steel competition and fifth overall. The men's team placed first in mucking and fourth overall.

At SD Mines, students receive hands-on experience with industry-grade equipment, management training, and the opportunity to survey and work underground with officials at the Sanford Underground Research Facility. Mining engineering and management students also train with professional mine rescue teams, intern at major companies across the mining industry, and interact with a wide variety of national and international mining experts.

To read more about the competition, click [here](#).



SD Mining Team (L-R): Rahel A. Dean-Pelikan, Weston Shutts, Heath Pirkey, Kathryn Weyeneth, Max Southbloom and Torger Henckel.

Photo courtesy of SD Mines

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## MSHA publishes Final Rule on Examinations of Working Places in Metal and Nonmetal Mines

ARLINGTON, VA — As the U.S. Department of Labor works to protect the safety and health of America's miners, the Mine Safety and Health Administration (MSHA) announced that it will publish its Final Rule on Examinations of Working Places in Metal and Nonmetal Mines in the Federal Register on April 9, 2018.

The Final Rule includes updates based on stakeholder comments and testimony received last fall during four public hearings held in Virginia, Utah, Alabama and Pennsylvania. The rule, which will be effective on June 2, 2018, will require that:

- Each working place be examined at least once each shift for conditions that may adversely affect safety or health of miners before work begins or as miners begin work in that place;
- Mine operators promptly notify miners in affected areas of any conditions that may adversely affect their safety or health and promptly initiate appropriate corrective action. Notification is only necessary when adverse conditions are not promptly corrected before miners are exposed;
- A record of the examination be made before the end of each shift, including the name of the person conducting the examination; the date of the examination; location of all areas examined; a description of each condition found

that may adversely affect the safety or health of miners that is not promptly corrected, and the date of the corrective action (when that occurs); and

- The record be made available to MSHA and miners' representatives upon request.

MSHA will hold stakeholder meetings across the country to provide outreach and compliance assistance materials on the Final Rule. A notice announcing stakeholder meetings in Seattle, WA, and at MSHA's district offices by way of video teleconferencing will be published at a later date. All meetings begin at 9 a.m. local time. Below is the current schedule:

May 1: DoubleTree by Hilton, 10 Brickyard Drive, Bloomington, IL 61701 (309.664.6446)

May 15: Sheraton Birmingham, 2101 Richard Arrington Jr. Blvd. North, Birmingham, AL 35203 (205.324.5000)

May 17: Hilton Garden Inn Pittsburgh Downtown, 250 Forbes Ave., Pittsburgh, PA 15222 (412.281.5557)

May 22: Renaissance Reno Downtown, One South Lake St., Reno, NV 89501 (775.682.3900)

May 24: DoubleTree by Hilton, 2015 Market Center Blvd., Dallas, TX 75207 (214.741.7481)

May 31: Hilton Garden Inn Denver Tech Center, 7675 East Union Ave., Denver, CO 80237 (303.770.4200)





## Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

### Hey Prairie Dawg, "How about nuts and bolts"

Nuts and bolts. Kind of sounds like a new breakfast cereal you may want to eat before going out and fixing some broken items you have been procrastinating about. Whether it's just a small ¼ inch by 1-inch bolt or one that is a bit larger — like two inches or three inches in diameter or 12 to 18 inches in length — you will likely have to answer a few quick questions over the phone with the desk clerk. He or she will be seeking what strength grade value rating it is and what thread pitch (as in fine or coarse) it looks to be, which may be unknown until it's removed from the equipment or item requiring the repair.

Now to throw another wrench into the equation, figure if the bolt or nut is metric thread or standard and, finally, the size or diameter. In today's vast mix of equipment offerings, it is becoming more certain that some portion of the equipment or item may actually be held on with metric hardware and right

beside it another portion with standard SAE thread design or imperial standard American threads. The reason this mix of hardware shows up is that more and more manufacturers are incorporating offshore purchased items into their domestically-built equipment in order to keep up with demands, or they've utilized domestic items or products that are simply no longer available. Not to worry though, as most quality hardware locations are aware and are stocking better selections of both metric and imperial standard American hardware with many styles of driving apparatuses and material specific finishes, thread configurations, or strength rating standards. The nut and bolt industry has been an industry with not much change, but during the last few years I have seen some sizable product growth and tooling that is really innovative, with much greater safety consciousness being incorporated. It is truly amaz-

ing that since the nut and bolt inception near the late 15th and early 16th century — production has grown hand in hand with industrial demands.

Today, we use many kinds of hardware to fasten items together but still the nut and bolt are the preferred method because of their simplistic and cost effective design, which most everyone is capable of understanding. From assembling furniture to equipment and even the vehicles we drive, the world as we know it would literally fall apart without its ingenuity and availability.

It is crazy to think that something so simple in concept has so many details associated with it for properly fitting a specific application. It needs to be properly sized and constructed with maximum strength values to withstand all types of movement, twisting stresses, vibrations, and yes, even mother nature's heating, cooling and climate variations / atmospheres creating both momentary weakness and long term weakness factors pertaining to corrosive and moisture sensitive conditions.

Because of these factors, there are many choices in hardware surface finishes, types of materials and the type of tempering process use to properly finish the hardware for the various demanding strength and durability requirements.

Because of all of these stress and engineering variables the nut and bolt industry developed a finer



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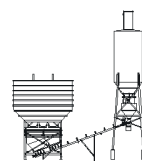
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thread design for an even better binding and holding power with less depth of thread, creating a better shear value resistance — due in part to not removing near the amount of material aspect from the shank or stem. Although, there are some negative trade offs from fine to coarse that can be troublesome if not properly dealt with or addressed when utilizing as intended.

Finally, throw into this mix all the earlier-mentioned sizes, thread styles, types of bolt head or wrench that best fits the part to securely hold it into position, making possible the proper tensioning requirements engineered for the specific sized bolt.

The next time you take off for the nearest hardware store and see the thousands of varying devices that have been created, remember the nut and bolt sitting in their divided bins are truly holding the industrialized world together. The nut and bolt — so simple yet complex — with all of the thought processes, design adjustments and now better calculated engineering than ever before, will continue to allow industrial growth to reach limits further and farther than ever imagined. The first pioneering hardware designers, way back in Leonardo da Vinci's time, would definitely have big ole smiles if they could experience how this concept of a spiral coupling holding two items together has forever changed the face of the earth — one bolt or nut at a time.

*If you enjoy these random aggregate and quarrying equipment based subjects, stay tuned for more. Send me a subject or topic you would like brought to light and any associated questions you would like to have discussed, and I will gladly provide my best answer based upon my specific point of view and personal experience.*

*Questions or Comments? Tim Holmberg prairie-dawg@pdpractical.com . Or simply write me a letter and we will send you a t-shirt or ball cap:*

*Tim Holmberg  
2915 Idea Ave.  
Aberdeen, SD 57401*

## Thompson Pump helps in rescue of hurricane-distressed Puerto Rico region

PORT ORANGE, FL — More than five months after Hurricane Maria decimated Puerto Rico, local company Thompson Pump and its workers are still on the island helping citizens recover from the aftermath of the worst storm in the country's history. Thompson Pump's tireless efforts helped save an entire community from a potentially catastrophic flood and provided safe drinking water to more than 200,000 citizens.

Hurricane Maria's sustained winds of more than 150 mph and 30-plus inches of rain left behind a shocking path of destruction. In the immediate aftermath of the storm, Thompson Pump was among the companies contacted to place bids on a relief contract from the United States Army Corps of Engineers. Thompson subsequently was given the go-ahead by the government agency and immediately mobilized a team of workers, traveling to Puerto Rico to formulate a strategy to help save a large community of residents living downstream from the Guajataca Dam.

When the dam's spillway failed, it caused an outpouring of water resulting in major erosion that necessitated the evacuation of 70,000 area homes. During and immediately after the storm, there was a real fear they could lose the dam entirely.

"We were going into a situation with a lot of unknowns. We hadn't seen the jobsite yet, other than in photos from the Corp and satellite images. The area was remote, with no cellphone coverage and few supplies available. We planned to be one hundred percent self-sufficient, to the point that we were prepared to camp at the site," said Bobby Zitzka, National Sales

Manager for Thompson Pump. "Because of the experience of

fittings were needed to provide relief. The process of staging

three water treatment plants. The remaining eight pumps



18" Thompson Dry-Prime pumps pumping out of the reservoir.

the team, we were confident we'd be able to overcome any obstacles."

In less than 24 hours, a team of 13 Thompson Pump workers was on the ground in Puerto Rico. All told, 35 Thompson staff members have been in the area at least once during the crisis.

"The selflessness of our people has been remarkable," said Chris Thompson, President of Thompson Pump. "The number of our employees who volunteered to put their own lives on hold to help the people of Puerto Rico is outstanding. I'm really proud of the way our team came together to accomplish this challenging project."

Ten complete systems consisting of 18" pumps, suction and discharge lines, and elbows and



Thompson's aerial view of setup pumping 10 18" dry-prime Thompson Pumps.

this equipment and delivering it to the jobsite was an arduous one. Ultimately, due to the volume of equipment necessary to complete the job (approximately 25 truckloads of equipment and supplies, including fusion trailers, skid steers and service trucks), the decision was made that two systems would be flown over to expedite the implementation, while the rest would arrive by barge.

As Thompson Pump began the job of lowering the dam's water level, thus alleviating the possibility of major flooding, the U.S. Army Corps of Engineers realized Thompson's workers and equipment could be utilized for yet another vital purpose — providing drinking water for almost a quarter of a million people desperate for it.

Within days of the equipment's arrival in Puerto Rico, the first two pumps were used to re-route water from the Guajataca lake reservoir to a canal feeding

were deployed in a similar manner shortly thereafter, allowing clean water for the community's citizens for the first time in weeks.

Thompson Pump is still providing an integral role in the recovery process. Their pumps continue to operate non-stop. Workers continue to be on the ground providing ongoing maintenance and around-the-clock pump operation assistance. Their working agreement was recently extended by the U.S. Government, assuring Thompson Pump's presence in Puerto Rico for at least six more months.

Thompson Pump, a 48-year old family-owned company based in Port Orange, FL, is a full-service manufacturer and provider of high-quality dewatering pumps, pumping equipment and engineering expertise for dewatering, bypass and emergency pumping applications worldwide.



Spillway completely damaged. Thompson's staff first day on the job evaluating the upcoming project.

Photos courtesy of Thompson Pump



# CEMEX ready-mix plants first in U.S. to earn Concrete Sustainability Council Certification for responsible sourcing

HOUSTON, TEXAS — Five CEMEX USA ready-mix concrete plants in northern California have earned responsible sourcing certification from the Concrete Sustainability Council (CSC), becoming the first facilities of any company in the United States to achieve the designation. The plants are also the first CSC-certified plants within CEMEX globally.

The five plants, located in Oakland, San Carlos, Santa Clara, San Jose and at Pier 92 in San Francisco, met the CSC qualifications as confirmed via an audit by SGS, an independent, third-party certification body.

Eleven founding members, including CEMEX, the Portland Cement Association and the World Business Council for Sustainable Development's (WBCSD) Cement Sustainability Initiative launched the CSC in 2017 as a responsible-sourcing certi-

cation system, grading building-materials facilities on sustainable practices throughout supply chains. The CSC certification system uses a point system to judge the plants against criteria for responsible environmental, social and governance practices.

"Sustainability is a guiding principle we honor at every facility at CEMEX USA," said CEMEX USA President Ignacio Madridejos. "We are proud of these plants for becoming the first facilities in the U.S. to attain CSC certification as they demonstrate their leadership in environmental responsibility. Their impressive achievement can inspire others in CEMEX and across the industry. We applaud their strong commitment to making sustainable products through sustainable practices."

With the certification system, the CSC aims to improve transparency of the concrete sector, highlight

the essential role of concrete in creating a sustainable construction sector by getting recognition in green procurement government policies and building rating systems. Since its inception, nearly 70 plants worldwide have achieved CSC certification.

"We've worked with other industry experts and certification institutes worldwide to develop a thorough system designed to show how concrete, cement and aggregates companies are operating in an environmentally-responsible way," said CSC Chair and CEMEX's Sustainable Affairs Manager Dr. Alexander Röder. "By earning this certification, these CEMEX operations show they care about the environment and the communities around them."

For more information about CSC and its certification standards, visit [www.concretesustainability-council.org](http://www.concretesustainability-council.org).

## ASGCO® announces Pit-Skalper® belt cleaner

ALLENTOWN, PA — ASGCO® "Complete Conveyor Solutions" is proud to announce the introduction of a new model to their industry leading line of primary belt cleaners. The Pit-Skalper® is based on the proven technology and performance of the Skalper®, which is used throughout the world in the harshest environments. This new design is specifically geared to handle the needs of aggregate, ready mix, portable crushing and screening plants, sand, gravel, asphalt and recycling, while providing superior cleaning to remove

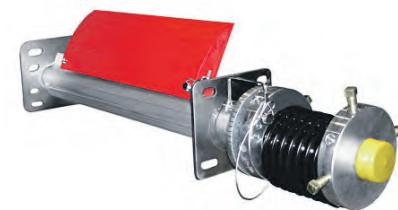
carryback from the conveyor belt.

Pit-Skalper® uses the same patented E-Z Torque® tensioner as the rest of the Skalper® line featuring a stainless steel spring, allowing the blades to self-adjust throughout the entire life of the blade, making it the most robust and accurate belt cleaner tensioner in the industry. The tensioner and mounting tube are zinc plated for corrosion resistance and the blades can be quickly changed from one side of the conveyor belt.

"We listened to the needs of our cus-

tomers; they want an effective belt cleaner that can hold up to the tough conditions of portable crushing and screening operations, recycling facilities and ready-mix and asphalt operations," said Aaron Gibbs, President of ASGCO. "After working with our engineering and manufacturing teams we developed a primary belt cleaner to meet and exceed our customers' expectations."

Pit-Skalper® can be installed on any belt with maximum blade speeds of 600fpm (3.0m/sec) and a pulley diameter of 10"-20".



*The Pit-Skalper® is based on the proven technology and performance of the Skalper®, which is used throughout the world in the harshest environments.*

*Photo courtesy of ASGCO*

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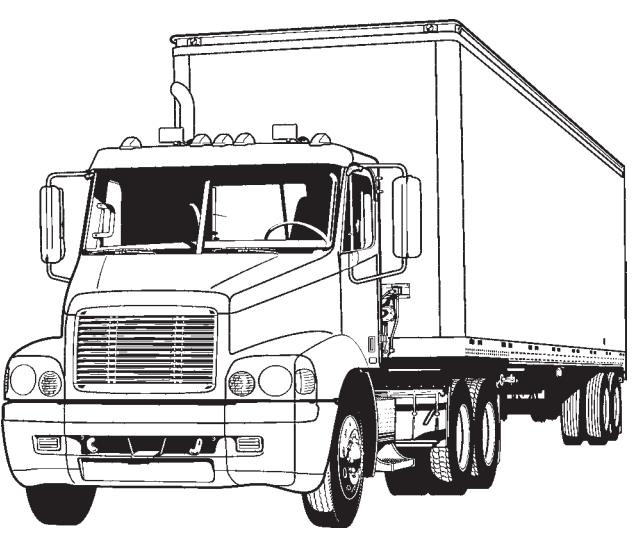


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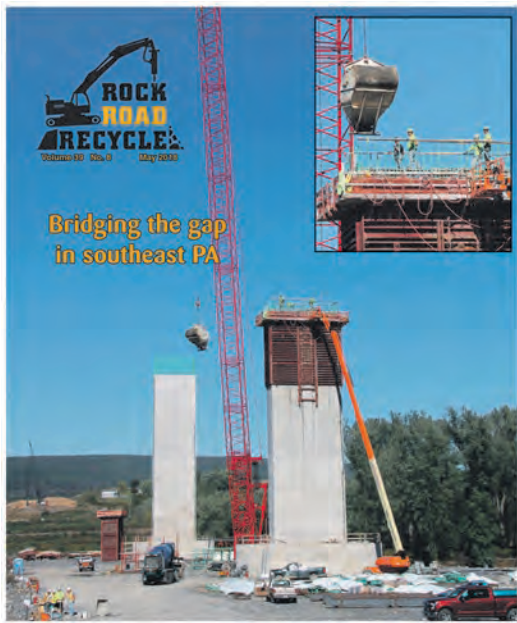
## Bridging the gap in southeast PA







• Highway & bridge construction



Bridging the gap in southeast PA

by Bill & Mary Weaver

On the cover:  
A steady succession of carefully scheduled concrete trucks must arrive on time in order to complete this section's pour on time. Inset: Workers prepare to open the Gar-Bro bucket after carefully positioning for a vertical pour.

PG 4

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36

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13

Still topping the  
charts ~ S-60 stiffleg  
derrick is number one  
choice



21

2018 Hard Hat  
Expo: review in  
photos

by Colleen Suo



32

Dire States updates:  
2018 Winner an-  
nounced and proj-  
ect review of 2016's  
recipient



34

New Terex Advance  
Charger Series of  
front discharge  
mixers targets urban  
concrete delivery





# HC180 camera now features day/night vision

NORFOLK, VA — Netarus LLC, maker of the HoistCam™ remote camera monitoring systems, featured the HC180 Armored Dome during World of Concrete in Las Vegas, NV.

Popular with concrete contractors, the HC180 Armored Dome facilitates productive concrete pours by tower cranes by providing the crane operator with a view of activity below the hook. A new feature of the HC180 is day/night vision for improved visibility in changing light conditions.

The armored dome is made of impact resistant polycarbonate, which protects the weatherproof camera lens. For high cycle, repetitive lifting, as is common in concrete construction, the armored dome provides added protection. Other features include magnetic mounting system, rechargeable battery with run time of 8 to 24 hours, and wireless transmitter. Video is displayed in the cab on a 9.7 in. display with heavy-duty RAM suction cup mount.

"Several concrete contractors who

are already using the HC180 told us during the World of Concrete show that they once they started using the camera it was difficult for them to go back to working without it," said Maxine Aromin. "They cited increased confidence and productivity for operators, while managers like the ability to keep an eye on the jobsite with the HoistCam Director feature," she said.

Optional remote monitoring and recording with HoistCam™ Director enables construction managers to view and manage the jobsite from afar. Information about current real-time job progression improves communication with other contractors and workflow. HoistCam Director is also useful for risk management and accident investigation. HoistCam Director transfers video and images to a mobile digital video recorder (MDVR), which captures and stores data from up to eight HoistCam cameras. The MDVR can be configured to automatically upload to the cloud for analysis or archive.



A new feature of the HC180 is day/night vision for improved visibility in changing light conditions.

Photo courtesy of Netarus LLC

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## Bridging the gap in southeast PA

by Bill and Mary Weaver

Details of the girder and steel structure that will eventually support a four-lane bridge deck nearly a mile long. The miniature appearance of the upraised ladder on the pier in the foreground, and the work station suspended from the farthest right girder give some feel for the height this bridge must reach to cross the mountainous terrain.

Photos by Bill Weaver

The expansive bridge over the west branch of the Susquehanna River just south of Lewisburg, PA is the centerpiece of the Central Susquehanna Valley Transportation Project (CSVTP)

The bridge piers rose to their current heights, in 28-foot high concrete pours through much of this

past winter — an exceptionally cold season for central Pennsylvania. At times the area experienced 12-inch thick ice on local lakes and temperatures in the sub-zero range. But even with time off due to heavy snows and high velocity winds, workers kept those concrete bridge piers rising, some to the ultimate 180 feet needed to support the nearly mile-long bridge deck.

Hydronic ground heaters from Wacker Neuson have made all the difference in allowing winter excavation to proceed despite frozen ground and in allowing concrete to cure properly at virtually any ambient temperature. The winter construction of piers and abutments benefitted from the hydronic heat of Wacker Neuson E-3000 ground heaters.

“For cold weather concrete curing, the contractor sets the temperature of outgoing hydronic fluid from the E3000 at a max of 180 degrees [Fahrenheit] and then adjusts downward until the contractor’s embedded concrete temperature sensors indicate the desired job-specified, concrete curing temperature,” explained Luke Sevcik, product application and training specialist at Wacker Neuson Sales Americas, LLC. “The amount of temperature adjustment required depends on the ambient air temperature and the distance the E3000 is located from the poured concrete” — such as high hose runs up to a bridge pier. Wrapping the heater hose with insulating blankets reduces heat loss, which saves time and money.

The Wacker Neuson E3000 comes with 3,000 lineal feet of hose that is filled with a glycol/water mixture, to be heated by a burner inside the easily portable machine. The desired temperature is set with the push of a button and then the hose is laid out on frozen soil in back and forth loops with the loops about one and a half feet apart for most ground thaw applications — or one foot apart for vertical



This intricate rebar structure will go to the base of the bridge pier, 20 feet below ground level. A JLG™ Ultraboom manlift demonstrates its secure reach and flexibility as it delivers another worker to a site near the top of the structure.



thaw applications.

Although high-velocity winds are able to shut down work, online drone videos reveal workers laboring atop the piers secured by a SecuraSpan™ Horizontal Lifeline Assembly even on gusty, bitterly cold days.

Down on the ground, frigid temperatures did not deter workers constructing complex rebar reinforcement structures aided by a Terex rough terrain hydraulic crane, which moved the needed sizes and shapes of rebar into place for each section of reinforcement.

The immense piers for this gargantuan project need strong reinforcement. The concrete and steel piers will have to sustain the weight of massive steel girders supporting the four-lane, 4,545-foot bridge deck, as well as the expected weight of the cars and trucks traveling this badly needed section of the interstate system through this area of the Appalachians. The Route 15 bypass will provide the last piece of uninterrupted four-lane driving from central New York through central and southeastern Pennsylvania.

The pouring of each of the piers — varying in height according to the terrain — began with an excavation 20 feet below the surrounding ground surface. The piers are well anchored in the earth and reinforced with rebar beginning at the base.

As the piers grow upward the concrete pours become more time-consuming. Carefully scheduled concrete trucks line up in steady succession near the base of the column being poured. For winter, the concrete is mixed using warm water.



*Rising from an excavation 20 feet deep, the concrete has been poured into a form over the rebar structure that will strengthen the first 28-foot section of this bridge pier. Soil has been filled in around this base.*

The warm concrete is then poured into pre-warmed forms and rebar, thanks to the hardworking Wacker Neuson E3000 hydronic heater, ensuring that conditions for proper curing would be present right from the start.

The skilled operator of a lattice boom crawler crane lifted the American-made Gar-Bro Manufacturing Co. concrete buckets to workers atop the pier, who centered each bucket over the current pour area and made sure it would be releasing its concrete vertically — a vital detail in this type of concrete pour. As the crane operator held the boom steady, workers opened the bottom of the bucket — making sure the concrete continued to flow vertically. After the bucket was empty, it was returned to its position on the ground ready to be refilled by another incoming concrete truck while a worker atop the pier vibrated the newly poured concrete to release bubbles

and consolidate it with the previous pour.

Then the crane operator picked up the next filled bucket and started its ascent once more — slowly and carefully — to the waiting laborers. The addition of pozzolan cementitious materials and vibration of the concrete between pours help to ensure the concrete cures into a strong solid mass over the rebar reinforcements without weak points or air pockets even in very cold weather

Online drone footage reveals workers on top of the tall piers moving insulating blankets into place on the poured surface. Black plastic covered both the insulated sides of the form surrounding the 28-foot-tall section as well as the top when all of the pours had been completed. The plastic sheeting prevents excessive moisture loss and helps to trap the natural heat of hydration produced by the curing concrete.

The temperature of the hydronic fluid circulating from the Wacker Neuson ground heater was checked and adjusted as needed depending on the temperature of the returning hydronic fluid and information available from the concrete maturity sensors.

Fourteen bridge piers are needed to support the bridge deck over the west branch of the Susquehanna River. As of early spring 2018, four piers were completed and four more were close to completion. Some of these piers were constructed on a gravel and rock causeway extending into the river channel.

When the piers currently under construction, plus a 9th pier have

been completed, the whole causeway will be removed. Then a new one will be built into the opposite side of the Susquehanna River so the remaining piers spanning the river and leading onto the Northumberland side of the project can be built.

The construction of the bridge itself is expected to cost about \$157 million out of a total estimated cost for the bypass of \$670 million.

In late February, as some bridge piers were completed, the first of the girders, from High Steel Corporation in Lancaster and Williamsport, PA arrived on site. Excitement was high as two cranes — Manitowoc and Liebherr lattice boom crawler cranes — slowly and carefully with exquisite coordination of experienced operators, lifted the first of the pre-assembled steel girders into a perfectly horizontal position for Span 6. The cranes — equipped for the task with their maximum main boom length plus fixed jibs for added height — worked in tandem; each crane supporting an end of the giant girder as it was secured into place.

Since then more girders and other steel parts have been lifted to the bridge deck. Bridge completion is expected by 2020. The bumper-to-bumper, stop-and-go traffic through small towns on this section of Route 15 will become a thing of the past and cruise control at highway speeds will become the norm for the whole length of the route from central New York through central Pennsylvania and beyond.



*By mid-March 2018, several bridge piers had reached their full height and the first girders could be placed on Span 6.*



*The second bridge pier is covered with plastic over insulation for proper curing of recently poured concrete at bitterly cold temperatures.*



# Jaylor introduces new line of construction dump wagons

BRUSH, CO — According to Jaylor, their dump wagons are engineered to be simple and robust, providing years of trouble-free performance in demanding commercial, continuous-run applications.



According to Jaylor, their dump wagons are engineered to be simple and robust, providing years of trouble-free performance in demanding commercial, continuous-run applications. Photos courtesy of Jaylor

The model lineup consists of three sizes — C118, C124 and C130 — with a carrying capacity of 37,600, 60,400 and 73,100 pounds respectively. Shorter cycle times and high maneuverability mean operators can be more productive, transporting larger amounts of material in a shorter time frame. Rough terrain and wet conditions are no match for the wide footprint, low-pressure tires that provide excellent stability and low compaction, reducing damage to hauling roads and allowing operation where trucks can't travel. A unique dual double-acting cylinder configuration provides exceptional stability and rigidity while requiring less oil volume than conventional multi-



Whether excavating sand, hauling stones, stockpiling gravel, or clearing out stumps from a fenceline, the rugged Jaylor line of construction dump wagons are the simple solution.

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stage cylinders. Material easily flows out due to the aggressive body taper, often emptying the wagon in less than 20 seconds.

The box of the larger two units is constructed from AR400 steel, fully welded and reinforced though the engineered monocoque body, putting Jaylor in a class of its own when it comes to durability without compromising the payload-to-weight ratio.

From the fatigue-beating tongue suspension to the unsurpassed visibility of shallow tapered sidewalls, Jaylor can help operations keep material and profits flowing. Ultimately, greater productivity and lower capital investment translates to reduced operating costs.

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which provide excellent stability and low compaction reducing damage to hauling roads and allow operation where trucks can't travel. Material easily flows out due to the aggressive body taper, often emptying the wagon in less than 20 seconds. Whether you are excavating sand, hauling stones, stockpiling gravel, or clearing out stumps from a fenceline, the rugged Jaylor line of Construction Dump Wagons are the simple solution.

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# AEMA-ARRA-ISSA Awards



Matt Manthey (second from left), City of Mesa, winner of the 2018 AEMA Recognition of Achievement Award, is pictured, from left, with Charlie Buchanan, nominator Ryan Proctor, and AEMA President Mark Ishee, all with Ergon Asphalt & Emulsions, Inc.

During the 2018 AEMA-ARRA-ISSA Annual Meeting, Feb. 20-23, 2018, in Indian Wells, CA, several awards were handed out in recognition of excellence and advancements in technology within the industry.

## AEMA

Matt Manthey, pavement management supervisor for the City of Mesa, was announced as the AEMA Recognition of Achievement Award winner at the 45th annual meeting of the Asphalt Emulsion Manufacturer's Association in Indian Wells, CA, this past February. This award is presented to an individual who has made a significant contribution to emulsion technology or the advancement of the emulsion industry.

According to nominator Ryan Proctor, Ergon Asphalt & Emulsions, Inc., Manthey is an innovative resource in Arizona. He researches new products and looks for opportunities to prove their worth. Manthey is instrumental in selecting pavement preservation and recycling treatments, writing specifications and ensuring they are applied and constructed correctly.

In 2017, the City of Mesa constructed the Arterial Street Construction Project, which consisted of cold in-place recycling and cold central plant recycling on University Dr. and Southern Ave. This project was the first use of engineered solventless recycling emulsions in Arizona in more than 10 years, and the first recycling project in Arizona since an issue in 2016 that led to the reevaluation and temporary suspension of CIR and CCPR in the state. Manthey worked with Cass Cura and the University of Nevada to perform the mix designs and evaluate the project. Together, they ran Marshall mix designs, moisture resistance testing, dynamic module and rut resistance testing.

After Manthey assesses a new technique, he becomes an advocate for other agencies. He has worked to promote solventless emulsions for CIR across Arizona and in return made this project a success. Manthey continues to enhance the specification and will specify solventless emulsions in years to come.

Texas DOT, Kiewit Construction, and Ergon Asphalt & Emulsions, Inc. were awarded the 2018 AEMA Past President's Award for Emulsion Excellence for the Interstate 10 full-depth reclamation with asphalt emulsion project in Ozona, Texas. This award is presented in recognition of a specific project utilizing asphalt emulsions completed in the past calendar year and is awarded to the agency, the contractor, and the emulsion manufacturer of

the winning entry.

Four years ago, Interstate 10 had very little preventive maintenance done to it. So little in fact that, although the speed limit in that area was 80 mph, advisory speed plaques of 65 mph were posted. The pavement was very rough with IRI's as high as 150 and alligator cracking was visible.

In July 2016, a project to perform full-depth reclamation on the east and west bound lanes of a 10-mile stretch on I-10 around Ozona. After visiting other pavement design professionals, the San Angelo District decided to use asphalt emulsion FRD instead of a cement treated base. The use of the emulsion treatment included benefits of moisture resistance and increase flexibility in the pavement.

With rain starting to fall and the pavement beginning to deteriorate during the milling process, TxDOT and Kiewit Construction needed to quickly think of a new solution to repair the pavement. Due to this section of I-10 built through a playa lake region with clay subgrades, TxDOT used an emulsion treatment. FDR was used to repair the outside and inside of the west bound lanes and the outside of the east bound lanes.

Kiewit Construction used two reclaimers to expedite the work, and after finishing the emulsion treatment process milled the treated base, laid 2" of hot mix on the driving land, seal coated the entire roadway and then overlaid with 2" of hot mix. The ride on this stretch of interstate was improved from an IRI of 151 to as low as 23, and speed limits were returned to 80 mph.



Bill Schiebel, Rocksol Consulting Group, is presented the 2018 Richard E. Lowell President's Award by ARRA President Darren Coughlin, Coughlin Company.



Photos courtesy of AEMA, ARRA, ISSA

Accepting this award at the 2018 AEMA-ARRA-ISSA Annual Meeting were Scott Roe and Derik Huber of Kiewit Construction and Tom Flowers of Ergon Asphalt & Emulsions Inc., pictured with AEMA President Mark Ishee.

## ARRA

ARRA presented Bill Schiebel with the 2018 Richard E. Lowell President's Award. This award is presented periodically, at the discretion of the president, to an individual who has, through long-term involvement, worked to advance the goals of the Asphalt Recycling & Reclaiming Association and to promote the growth and technological advances of the industry.

Schiebel's experience with in-place recycling materials and projects began as the Colorado Department of Transportation (CDOT) Asphalt Program Engineer in 1999 in support of asphalt recycling projects statewide. He followed this work with eight years as a CDOT regional materials engineer where he managed cradle to grave delivery of in-place recycling projects for more than 15 in-place recycling projects consisting primarily of cold in-place recycling with several hot recycling and full depth reclamation projects. In this capacity, he worked to develop and improve statewide cold in-place recycling specifications using performance-based mix designs and "engineered" emulsions.

As the state materials and geotechnical engineer, a position from which he recently retired, he worked to successfully increase the statewide and western regional use of in-place recycling materials, directed CDOT research on the field performance and mechanistic-empirical properties of CIR pavements, and helped plan and deliver the 2014 and 2016 Western and International In-Place Recycling Conferences. In the 2015 and 2016 construction seasons alone, the Four-Corner State DOTs of Colorado, Utah, New Mexico and Arizona completed well over 1000 lane-miles of in-place recycling projects.

Schiebel worked with the Western Workshop team to create and submit problem statements, which the AASHTO Standing Committee on Research accepted and incorporated into the \$1M NCHRP Project 09-62, Quality Assurance and Specifications for In-Place Recycled Pavements Constructed Using Asphalt-Based Recycling Agents. Schiebel is a panel member overseeing NCHRP Project No. 09-62. Schiebel is currently working on delivery of the 2018 In-Place Recycling Conference and is a Senior Transportation Engineer with Rocksol Consulting Group, Inc.

Each year, via the ARRA Special Recognition Awards, ARRA recognizes public officials and consulting engineers who have made outstanding contributions to the asphalt recycling and reclaiming industry. Nominations are submitted by ARRA members and the ARRA technical committees re-





Patrick Faster, Gallagher Asphalt Corporation, congratulates Cotena Alexander, City of Atlanta DPW, who accepted the 2018 Special Recognition Award for Excellence in Hot In-Place Recycling on behalf of Commissioner William Johnson.

view all nominations and select the award winners.

The first honoree was John McClelland, Director of Public Works for Perth County, Ontario, Canada, named as the recipient of the 2018 Charles R. Valentine Award for Excellence in Cold Recycling. Nominator Bentley Ehgoetz of Lavis Contracting noted, "John McClelland is a true pioneer in our industry for faith in the process and innovative mindset to explore opportunities within cold in-place recycling. A testament to his dedication is an overwhelmingly 90 percent of his roadways have been recycled with CIR."

Perth County has one of North America's longest running in-place asphalt recycling programs and has been performing cold in-place recycling on its roads successfully since 1991. Out of a total 442 kilometer road network, approximately 90 percent has been remediated using CIR with average yearly workloads in the range of 15 50 20 km for a total capital budget of \$4 million. The Miller Group completed Perth County's first CIR project in 1991. Perth has completed a CIR project every year from then until today. Several of the early projects are still in service today with over 20 years of life.

ARRA next named William Johnson, Commissioner of Public Works for the City of Atlanta, as the recipient of the 2018 Special Recognition Award

for Excellence in Hot In-Place Recycling. The city of Atlanta, Georgia, has the typical agency problem of twice as much infrastructure issues than their budget will pay for.

Johnson quickly realized that recycling, specifically hot in-place recycling, with significant cost savings over typical mill and fill operations and substantial reductions in construction traffic, was the best plan of attack for the city. Their 21 miles of roadway slated for 2017, at a cost of more than \$1 million, realized a savings of 19 percent under Johnson's leadership.

ARRA's final honoree was Robert Lee, the recipient of the 2018 Special Recognition Award for Excellence in Full Depth Reclamation & Soil Stabilization. During a thirty-year career that includes employment with both industry (Koch Materials) and public agency (TxDOT), Lee has been both an expert in the application and champion of the utilization of many types of roadway stabilization and recycling. One area in which Lee has particularly helped advance asphalt recycling in Texas is his inclusion of "Report Only" testing in mix design specifications and ongoing post-construction evaluation of recycled roadways that has helped compile data and continuously improve the mix design performance criteria.

Retiring this year as the director of flexible pavements for the TxDOT, Lee's body of work spoke to his qualification for special recognition by ARRA. Although deserving of recognition across many categories, Robert's input and expertise which were instrumental in the drafting of the current Texas DOT specs for FDR and Base stabilization, hence his awarding in the FDR and Soil Stabilization category.

#### ISSA

ISSA Excellence in Pavement Preservation Award – North America was awarded to Jackson County Roads, Oregon.

This award is presented to an owner, agency, or engineering firm responsible for specifying and managing a pavement preservation program utilizing the applications represented by ISSA.

In 2017, Jackson County Roads opted to slurry seal eight collector sections, 54 residential street sections, and the County EXPO parking lot, encompassing a total of 261,269 square yards, which would typically have been overlaid. Roadway pavement deficiencies included major block and alligator cracking to potholes, requiring patching and crack sealing prior to the application of slurry seal.

This project was the first time Jackson County Roads had used slurry seal as a preventative maintenance option on its roadways or parking lot. The

multiple streets and parking lots were also crack-sealed and blade-patched prior to application of the slurry seal. ISSA member contractor Blackline, Inc. used a Type II latex modified slurry seal mix design which were based off ASTM and ISSA Test Procedures and Specifications provided for this project. Special considerations included safety, traffic control and notifications to residents, schools and business owners. This Jackson County Roads project exemplifies the key components of the beginning of a successful pavement preservation program.

ISSA's President Award for Excellence was presented to Microsurfacing Contractors, LLC, for their work on IDOT Project No. 149 in Madison County (Illinois) on I-270.

The ISSA President's Award was established to recognize those contracting achievements that best exemplify the highest quality of workmanship and materials, and conformance to best practices as defined by the ISSA.

Microsurfacing Contractors, LLC, used innovative solutions to meet project challenges including time constraints, shutdown due to a solar eclipse, and delivery of large amounts of aggregate and emulsion. At a cost of \$4.8 million, the project scope involved 400,000 square feet of micro surfacing with an advance application of tack coat and 200,000 linear feet of crack seal.

Microsurfacing Contractors was able to shut down an interstate highway that services over 50,000 vehicles per day with a detour plan that was easy to follow, with no major traffic backups or incidents – successful even on a busy weekend with people traveling into town to view a total solar eclipse. Originally planned to occur over 5 weekends, they were able to complete the full project over the course of 2 weekends instead, with zero accidents or safety violations.

In a letter following the project, IDOT Region Five Engineer Jeffrey Keim noted, "One other thing that was an interest to the Department was your attention to worker and public safety ... you provided a laborer at each closure throughout the 11.9-mile project. This was not required by specifications, but it was an excellent idea. The laborers kept motorists from going around barricades and gave directions to people that could not find their way through the detour routes. The Department liked this idea so much that we intend to add it to the specifications on similar future projects."

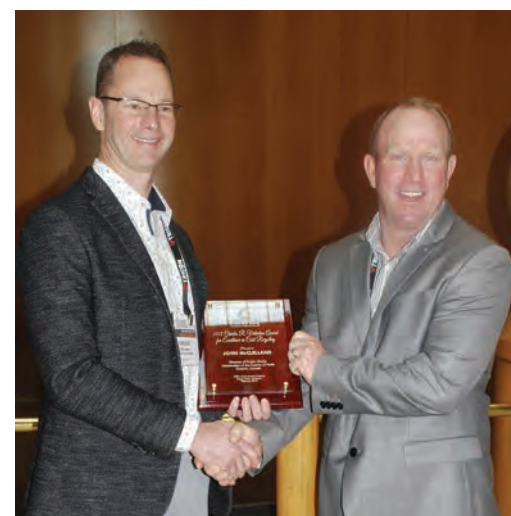
Due to the success of this project, IDOT used this job as a "pilot-project" throughout the State to justify total interstate closures. IDOT is now adopting Microsurfacing Contractors, LLC innovative ideas into their specifications.



Brett Gaither of Microsurfacing Contractors, LLC accepts the 2018 ISSA President's Award on behalf of Microsurfacing Contractors, LLC, from ISSA 2017-18 President Carter Dabney.



Although deserving of recognition across many categories, Robert's input and expertise which were instrumental in the drafting of the current Texas DOT specs for FDR and Base stabilization.



On behalf of John McClelland, Trevor Moore, Miller Paving Limited, accepts the 2018 Charles R. Valentine Award for Excellence in Cold Recycling from ARRA President Darren Coughlin.



# New advances in concrete

For project teams focused on sustainability of buildings and infrastructure, the type of materials used play a big role in the overall success of the project. This is why keeping a watchful eye on the latest advances is critical.

One example: concrete. Currently, the cement industry has a goal of reducing its carbon emissions, which contributes between three and five percent of global CO<sub>2</sub> pollution. Thus, many companies are focusing on ways to create more sustainable concrete.

## CO<sub>2</sub>-Cured Concrete

For instance, Solidia Concrete starts with energy-saving, sustainable cement, then cures the concrete, reduces the carbon footprint of the cement and concrete by up to 70 percent, and recycles 60 to 80 percent of the water used in production. It is silicate-based and has a low-calcium content, which gains strength through carbonation instead of hydration.

For construction workers, a key point to note is this process uses the same raw materials and existing equipment as traditional approaches. The results are higher performing, less cost to produce, and it cures in less than 24 hours.

Recently, the U.S. Patent Trademark Office issued a patent for the structure of CO<sub>2</sub>-cured Solidia Concrete. Solidia Technologies now holds the exclusive licensing rights to the patent, which is held by Rutgers University, where the original generation of the material was invented.

The concrete is more durable with shorter curing times, while still using the same raw materials and existing equipment. This will result in immediate cost savings, good performance and enhanced sustainability for the industry.

## New Dust Repair Mortars and Admixtures

As technology continues to advance, the industry is seeing other unique examples, for instance, BASF recently announced new dust repair mortars and a new admixture that increases concrete strength and durability.

The low dust repair mortars — MasterEmaco T 1060DR and MasterEmaco T 1061DR — specifically reduce jobsite dust that occurs during concrete repair mortar mixing. Applications include interior and exterior horizontal concrete surfaces, structural concrete repairs and partial and full-depth repairs.

Additionally, the new Master X-Seed 55 admixtures increases concrete strength. It uses a stable suspension of synthetically produced crystalline calcium silicate hydrate nanoparticles that facilitate the growth of crystals between cement grains and improve the overall hydration of Portland cement.

While these are only a few examples, cement is becoming stronger and more sustainable, offering new and more advanced options for operators out at the jobsite. *Source: CONEXPO-CON/AGG 365*



The concrete is more durable with shorter curing times, while still using the same raw materials and existing equipment.

## ARTBA Moves to end federal procurement rule that is stifling use of innovative products in state highway programs

The American Road & Transportation Builders Association (ARTBA) has formally petitioned the U.S. Department of Transportation (USDOT) to repeal a 102 year-old federal procurement rule the group says has blocked, since its inception, the use of products that could improve safety and quality on the nation's major roadways.

At issue is 23 CFR 635.411, a federal regulation that prohibits state and local governments from using patented or proprietary products on highway and bridge projects that receive federal funding unless those products qualify for limited exceptions. The rule was adopted in 1916 by the U.S. Department of Agriculture, which then managed the nascent federal-aid highway program, over the strong objections of both the American Road Builders Association, as ARTBA was then known, and the American Association of State Highway Officials.

In its filing, ARTBA points out that since many new technologies — particularly those marking a significant advance in quality, performance or durability—incorporate intellectual property, “the rule has inevitably impeded the development and deployment of products from the market that could save lives, minimize congestion or otherwise improve the quality of our nation's highways.” It cites examples including the use of composite materials and disc bearings for bridges, moveable traffic barriers, higher visibility signage and breakaway signposts.

The association's petition argues the rule was not directed by the governing statute, the 1916 Federal-Aid Road Act, nor was it ever subject to the Administrative Procedures Act's rigorous public

notice and comment requirements. It further says there does not appear to be any factual record or official federal proceedings to support an objective rationale for the rule.

ARTBA also noted other federal agencies, including the U.S. Department of Defense, the Coast Guard and the National Aeronautics and Space Administration have set up procurement systems that allow for the appropriate use of sole source contracts for patented or proprietary products to accomplish their missions.

“This regulation is a relic of antiquated early 20th century thinking,” ARTBA President Pete Ruane said. “It is out of step with the Federal Highway Administration's support for the development and procurement of the best products on the market. Repealing it would spur the use of new technology and materials that help save lives and upgrade the quality of our highways and bridges.”

If the USDOT accepts the petition, the agency would then formally propose to withdraw the rule, with allowances for public notice and comment. The goal, ARTBA says, is new federal direction that promotes, rather than stifles, the use of innovative products and techniques in the transportation infrastructure market.

ARTBA is being assisted in the petition action by the Washington, D.C., law firm, Venable, LLP. The Venable team is led by former U.S. Secretary of Transportation James Burnley.

Established in 1902, ARTBA represents the U.S. transportation construction industry before Congress, the White House, federal agencies, courts, news media and the general public.

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# Larson Electronics LLC releases explosion proof LED light tower with quadpod mount

KEMP, TEXAS — Larson Electronics LLC, released a 300 watt quad pod mounted explosion proof LED light tower, capable of illuminating an area up to 14,500 square with 35,000 lumens of bright illumination. This adjustable Cree LED light tower is designed for portability and durable operation in

harsh, demanding conditions such as emergency services, mining, construction, marine and industrial operations.

The EPLC2-QP-2X150LED-100 is a Class I Division 1, Class II Divisions 1 & 2 and Class III Divisions 1 & 2 explosion proof quadpod mounted LED lighting system. This portable LED

light tower features two removable lamp heads; each contain twelve LED bulbs. Paired with high purity optics, these light heads produce 17,500 lumens in a flood beam pattern, drawing only 1.25 amps on 120V for extremely efficient and powerful illumination. This LED light tower is perfect for replacing metal halide floodlights that are too fragile for explosive environments and run too hot.

With impressive illumination capabilities comes equally impressive functionality. This portable LED light is mounted on a four-legged, non-sparking aluminum quadpod with a tower adjustable from seven to 12 feet. The tower can be completely taken apart for storage and transportation and the quadpod mount includes solid wheels

for easy movement from one area of the workspace to another. Additionally, this explosion proof LED is equipped with 300 feet of 16/3 chemical and abrasion resistant SOOW cord, fitted with an explosion proof cord cap, making connections to explosion proof outlets a breeze.

"The EPLC2-QP-2X150LED-100 is a more compact tower, but still packs a heavy punch like our bigger units," said Rob Bresnahan, CEO of Larson Electronics LLC. "Its 35,000 lumens cover a space of 14,500 square feet in size, which is impressive for a collapsible, very mobile tower. The unit gives operators more than adequate lighting for their job site, that can be easily transported."

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The tower can be completely taken apart for storage and transportation.



The 300 watt quad pod mounted explosion proof LED light tower, capable of illuminating an area up to 14,500 square with 35,000 lumens of bright illumination.

Photos courtesy of Larson Electric



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# Still topping the charts ~ S-60 stiffleg derrick is number one choice at bridge elevation project

The American model S-60 stiffleg derrick may be an old boy in the lifting world, but it can still out-perform many newer crane models. The unit, supplied by industrial equipment sales and rental company, F&M Mafco, is unloading pre-cast concrete bridge segments from barges onto a dockside storage facility. The segments, weighing up to 130 tons each, are produced in Virginia and shipped by barge to New Jersey for storage, before being transported to the required spot on the bridge and associated roads.

The American model S-60 stiffleg unit is used in conjunction with an American 550 3 drum hoist that operates the derrick.

"The storage yard was limited on space and the portion closest to the water couldn't take much weight and was largely unstable," said Bobby McKenna, project manager for hoists and derricks at F&M Mafco. "The derrick's capacity with a longer radius than a standard crane, coupled with its small footprint made it an ideal fit for this project. It has been on rent

since March 2014 and other than standard maintenance, has had zero hours of downtime."

## 'Game-changing' project

F&M Mafco, based near Cincinnati, Ohio, was founded in 1945 and sells, rents, repairs and reconditions tools and equipment. It specializes in heavy rigging packages, cranes, on-site tooling, welding systems and other industrial items. The company was involved in the bidding process for the Bayonne Bridge project with a couple of joint ventures, with alternate methods for completing the project in using the equipment in different ways. The winning bid was by the joint venture of Skanska Koch Kiewit.

The Bayonne Bridge is a road crossing that links Staten Island with New Jersey. The bridge deck has been raised 64 feet to accommodate much bigger ships; the shipping lane was also dredged to create a deeper canal. Large cargo ships, of up to 18,000 TEU (20ft equivalent unit) will be able to pass under the bridge to reach container ports.

The Bayonne Bridge was originally



An American Cranes S-60 lifts pre-cast concrete bridge segments at the Bayonne Bridge project in New York.

Photos courtesy of American Cranes



The American Cranes S-60 stiffleg derrick is an ideal choice for dockside operations thanks to its high lifting capacity and stability.

built in 1931 and ships carrying up to 5,000 TEU have sailed underneath. Due to modern requirements for increased transportation of industrial and consumer goods, much larger vessels are now in operation — the largest of which are described as 'post-panamax' as they can travel through the Panama Canal. The bridge has been raised from 151ft to 215ft. The \$1.5 billion project was initially announced in 2010; and port terminal operators, the port authority and the federal government have spent several billion dollars more on upgrades to the whole surrounding transport infrastructure. Larger ships will make the transportation of cargo more economical, and the goods can then be sent by road or rail across the northeast and mid-west of the U.S. and to Canada.

The Bayonne Bridge project has been described as a 'game-changer' in that the bridge was kept operational while the elevation was being carried out. The bridge is in operation but is not expected to be fully completed until 2019.

"It truly is an engineering marvel," said Steve Plate, chief of the Major Capital Projects for the Port Authority of New York and New Jersey, during a broadcast when a 14,000 TEU capacity ship passed underneath. "This is the first time an operation of this kind has been done — operating a bridge while you're rebuilding a bridge. It's like performing open-heart surgery on a runner as he's running his marathon."

## The strongman of the lifting world

The American model S-60 stiffleg derrick has a maximum capacity of 400 tons at its closest radius. "With a 200ft boom, it can actually pick up 104 tons at a radius of 210ft," said McKenna. "The boom sits out a bit from the center line of rotation, so it can pick a bit farther than its actual boom length."

At a radius of 24.4m and (80ft), the S-60 has a greater lift capacity than many newer cranes at the same radius. The S-60 can pick up 247 metric tons, while modern crawler hydraulic cranes are less impressive in lifting only 80-174 tons.





# How tax reform will impact contractors

by:

Ryan L. Furman, CPA and

Benjamin Sumner, CPA, [Dannible & McKee, LLP](#)

The Tax Cuts and Jobs Act was passed by the House and Senate and signed by the President at blazing speed. Now that the dust has settled, many taxpayers find themselves wondering, "How does this impact me?" In particular, the construction industry has many things to ponder as they sit down to discuss tax reform with their tax practitioners. Outlined below are several items that all contractors should consider for 2018 and beyond.

## The Good

- Corporate tax rates have been permanently reduced to a 21 percent flat tax, a reduction of 14 percent from the maximum 35 percent tax rate of the previous rate structure.
- Corporate alternative minimum tax (AMT) is repealed and any prior year AMT credit will offset some of your regular tax liability after 2017 and may be refundable.
- Pass-through businesses will now be able to claim a §199A deduction of 20 percent of qualified business income. You should consult a tax advisor for additional information.
- The average annual gross receipt thresholds for many accounting methods has increased to \$25,000,000. Many contractors will be eligible to

utilize the cash method of accounting, the completed contracts method for long-term contracts and simplified accounting for inventories.

- §179 expensing has been increased to a maximum of \$1,000,000 on qualifying property placed in service in taxable years beginning after Dec. 31, 2017. The phase-out threshold for this expensing election has been increased to \$2,500,000 of qualifying property.

- 100 percent bonus depreciation is back. All qualified assets placed in service after Sept. 27, 2017 and before Jan. 1, 2023 are eligible for the 100 percent expensing election. Note: The definition of qualified assets has been expanded to include used property.

- The depreciable period for qualified improvement property (including roofs and HVAC units) has been reduced to 15 years.

- For estates of decedents dying after Dec. 31, 2017, the estate tax exemption has been increased and adjusted for inflation and is expected to be \$11,200,000 per decedent (\$22,400,000 per married couple) for 2018.

## The Bad

- For taxpayers with average annual gross receipts exceeding \$25,000,000, interest expense deductions will be limited to 30 percent of a corporation's adjusted taxable income. Excess interest expense may be carried forward for up to five years.

- Like-Kind Exchanges are no longer permitted on personal property and may only be used for the ex-

change of real property.

- Entertainment expenses will no longer be deductible regardless if the expenses were business related or not.

- Deductions for employee transportation fringe benefits (parking and mass transit) are no longer allowed.

- Moving expenses are no longer deductible and employer moving expense reimbursements will no longer be excluded from taxable income.

- The individual AMT has been retained. Note: The percentage-of-completion method is required for AMT purposes.

## The Ugly

- Payments for college athletic seating rights are no longer deductible as charitable contributions.

- The individual mandate of the Affordable Care Act (ACA) has been repealed.

- "Excess business losses" will no longer be deductible by a noncorporate taxpayer. The excess losses will carryforward to offset future business income.

- Self-Created property will no longer be treated as a capital asset. Accordingly, the sale of self-created patents and models will result in ordinary gain.

**With such significant change to the existing tax laws, it is important to consult with your tax advisor to determine the impact of each of these changes. Additionally, it is worth re-visiting your choice of entity structure as some taxpayers may find a greater benefit with another entity selection.**

## Update on new accounting rules for leases

On February 25, 2016, the Financial Accounting Standards Board (FASB) issued an Accounting Standards Update (ASU) intended to improve financial reporting of leasing transactions. The ASU affects all companies that lease assets such as real estate, construction equipment, cars, and trucks. For private companies, the new standard on leases will take effect for fiscal years beginning after December 15, 2019.

Under the current accounting model, lessees and lessors are required to classify their leases as either capital or operating leases, and to account for those leases differently. Those models have been criticized because they do not provide a faithful representation of leasing transactions, particularly obligations of lessees.

Under the new guidance, a lessee will be required to recognize assets and liabilities for leases with lease terms greater than 12 months. Consistent with current Generally Accepted Accounting Principles (GAAP), the recognition, measurement, and

presentation of expenses and cash flows arising from a lease by a lessee will depend on its classification as a finance or operating lease. However, unlike current GAAP, which requires only capital leases to be recognized on the balance sheet, the new standard will require both types of leases to be recognized on the balance sheet. Lessor accounting will remain largely unchanged from current GAAP.

For companies with significant operating leases, the new requirement to add the liability for operating lease payments to the balance sheet may have an impact on the computation of working capital and other financial ratios used by banks and bonding companies. Although the economic fundamentals of the company have not changed in any way, the company could now be out of compliance with loan covenants and its bonding capacity could be negatively affected.

Contractors must carefully watch the implementation of this standard and understand how it

might impact their financial statements. Evaluation of the impact from this change could take considerable amount of time and effort depending on the complexity and volume of current leases.

*Dannible & McKee, LLP, a Syracuse, New York based public accounting firm with more than 90 professionals has been providing services to the construction industry since its inception in 1978. You may contact them at (315) 472-9127 or visit the firm online at [www.dmcpas.com](http://www.dmcpas.com).*





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## People in the industry

## Paving industry veteran joins Atlantic Southern Paving and Sealcoating

FT. LAUDERDALE, FL — Atlantic Southern Paving and Sealcoating, a national asphalt paving contractor headquartered in Fort Lauderdale, FL, has been in business a stellar 25-plus years as a leading full-service, commercial parking lot management and maintenance company. Ron Pendergrast, former Area Asphalt Manager for Community Asphalt Corporation, brings over 40 years of paving experience to the Atlantic Southern team. With his vast knowledge consisting of large scale project administration, management as well as estimation of some of South Florida's extensive highway paving projects, Ron is a veteran in the paving industry.

"It's been a long time coming to have someone with Ron's experience join our team to help take our paving division to the next level," said Michael J. Curry Jr., owner of Atlantic Southern Paving and Sealcoating. Ron Pen-

dergrast brings a wealth of knowledge to the Atlantic Southern Paving team having led and conducted some of South Florida's largest highway paving projects. Well known for managing the 2002 FDOT/FTBA Florida's Best in Construction "Design Build Project of the Year" where he managed the milling, resurfacing and safety upgrades along SR80 for a remarkable length of 29 miles. Also known for managing a major \$44 million-dollar project for paving construction on I-95 South of PGA Blvd. to South of Donald Ross Road that entailed not only roadway widening, but bridge widening, a new ITS system, 16,000 feet of sound wall, highway lighting, milling, resurfacing and drainage. Atlantic Southern Paving is pleased to announce Ron Pendergrast as their newest Paving Superintendent.



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Pictured is Ron Pendergrast, Atlantic Southern Paving's newest Paving Superintendent and paving industry veteran.  
PRNewsfoto/Atlantic Southern Paving and Sealcoating



## Cemen Tech leverages automated functionality for 2nd generation C Series volumetric mixers; now offers 24-hour parts in US

INDIANOLA, IOWA — Cemen Tech, a global leader in the manufacturing of concrete mixers, announces the next generation of its C Series volumetric concrete mixers with the introduction of the newest C60 model. This includes enhanced ACCU-POUR™ capabilities and new Automated Gates as a standard option. The company has also announced a new 24-Hour Parts commitment for customers in the contiguous United States to ensure optimal uptime and productivity across its entire product offering.

ACCU-POUR is the nerve center for the C Series volumetric concrete mixer with one-button operation using the AP-Touch™ control panel, allowing for consistently accurate mix designs. Pre-programmed mix designs simplify labor by reducing the need to have concrete experts on staff and on site. Information is stored electronically for each job and mix to continually improve productivity and profits, and to

lower total operating costs.

The new Automated Gates technology makes the C60 fully computerized and continues to reduce operator error by syncing the mix design with the appropriate gate setting for material flow. An operator no longer needs to worry about manually changing the amount of material flow through the gates as it is done automatically based on the mix design selection on the AP-Touch screen. The operator simply selects their mix design, and the ACCU-POUR technology automatically aligns the gate settings with the correct mix design. This eliminates wasted material, time and money by ensuring they have the exact mix design every time.

"The C Series ACCU-POUR technology means a faster onboarding process and less chance of error for operators, as well as simplified labor demands. The C60 pairs ease of use with the

Cemen Tech 17



The new Automated Gates technology makes the C60 fully computerized and continues to reduce operator error by syncing the mix design with the appropriate gate setting for material flow.

Photos courtesy of Cemen Tech

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# Enerpac's new Venturi valves speed up reaction time for single acting cylinders

MENOMONEE FALLS, WI — Enerpac introduces new Venturi valves, improving the reaction speed of single acting, spring and load return cylinders by up to three times.

Venturi valves create a vacuum-like effect in a pump system, drawing the oil from the cylinder and back to the pump's reservoir at a much faster rate which increases the retraction speed of the plunger by up to three times. Venturi valves are available in both manual and electric configurations. Enerpac also offers retrofit kits for field installation on existing pumps for manual valves and solenoid operated valves.

"These new valves are used in many

applications throughout the industry," said Jay Baudhuin, Senior Global Product Manager-Pumps. "Some examples are assisting the return stroke of single acting cylinders in presses and plunger attachments and completely returning low-height high tonnage cylinders after lifting a bridge deck."

Venturi valves are an excellent choice for improving the efficiency of high tonnage cylinders. The retraction speed for spring return models can be slower than desired. Once the load is removed from a load return cylinder, the plunger will not fully retract without additional equipment to force the plunger back into the base of the cylinder.



*Venturi valves are an excellent choice for improving the efficiency of high tonnage cylinders. Photo courtesy of Enerpac*

## Cemen Tech from 16



*The C60 pairs ease of use with the most sophisticated technology possible for volumetric mixers.*

most sophisticated technology possible for volumetric mixers," stated Mark Rinehart, director of sales and marketing, Cemen Tech, Inc. "We continue to engineer the C60 with technology and innovation that sets it apart from other solutions in the industry. The C60's complete automation, ease of use and ability to be used for almost unlimited applications is a game changer for this industry."

### New 24-Hour Parts Guarantee

Cemen Tech has also reinforced its commitment to customer uptime with the launch of a new 24-Hour Parts program for U.S. customers in the lower

48 states.

"A dedication to 24-Hour Parts gives customers the support they need, ensuring that the parts required to keep their businesses going are there when they need it," stated Connor Deering CEO/president, Cemen Tech, Inc. "Our goal is to help customers maximize uptime and increase productivity. Getting parts in a timely fashion is critical to our customers, they should not have to wait on us."

Cemen Tech products provide the foundation and stability to meet the needs of a growing world in an environmentally conscious way.



*ACCU-POUR is the nerve center for the C Series volumetric concrete mixer with one-button operation using the AP-Touch™ control panel.*





## Trucks, Trailers & Attachments

### IMT launches redesigned website, enhances user experience and information access

GARNER, IOWA — Iowa Mold Tooling Co., Inc. (IMT) is pleased to announce the launch of its newly revamped website. The redeveloped site offers essential product information and features, a comprehensive overview of the history and culture of IMT, and dealer access to a new Distributor Resource Center.

"Customers will find the new site easy to navigate and informative. It's thoughtfully set up to help them determine their specific equipment needs," said Justin Anderson, marketing representative at IMT. "The new site is just one more way we're working to make our customers' lives easier."

The new website features a modern interface and is designed with the customer experience in mind. The product descriptions are logically organized and visitors can utilize a product selector tool to determine the best product for their application. By providing initial information, such as, necessary lifting

capacity, users are able to drill down into specific product categories, such as truck-mounted cranes, to discover the product best-suited for their needs. Once users select a product, they can access the technical manual and relevant product literature.

"The new site guides customers through the product selection process with a user-friendly interface," said Anderson. "Now, customers can easily discern which product will work for their application in a convenient setup."

Customers can also read IMT news and job stories, access distributor information and locations, and request a quote through the new site. Dealers will have access to an improved distributor resource center, equipped with all the tools they need to successfully partner with IMT.

Explore the new IMT website at [www.imt.com](http://www.imt.com).



The new website features a modern interface and is designed with the customer experience in mind.

Photo courtesy of IMT

## Four tips for fleet managers to ensure a smooth transition to the ELD mandate

Since the Federal Motor Carrier Safety Administration's (FMCSA) electronic logging device (ELD) mandate has taken effect, some fleet managers still find themselves struggling to comply with the new rule while also maintaining a successful operation. Although ELDs provide plenty of benefits, such as reducing paperwork and keeping roads safe, one crucial question remains: how can fleet managers make sure their continued transition is smooth and successful?

Here are four tips to help fleet managers do just that:

- Set an implementation deadline

For those who have fallen behind in adopting ELDs, establishing an internal deadline can help speed up the implementation process. Creating a timeline can encourage fleet managers and their teams to stick to deadlines, as there are concrete objectives to complete. It's also important to add buffer time to the timeline in case obstacles arise later on.

- Select the right ELD

There's plenty of hardware and soft-

ware available for fleet managers to choose from when adopting ELDs, not to mention the number of vendors who sell them. Conduct thorough research to select the right device and features, such as edge computing capabilities and predictive maintenance.

- Thoroughly train employees

Fleet managers will need to provide extensive training for employees who will be using the ELDs. Not only can the extra precaution help boost mandate compliance, but it may also prevent mistakes before they happen.

- Maintain open communication

It's important for fleet managers to be transparent with employees as well as customers. Employees will want to know how the mandate affects both them and the business as a whole. Giving clear and honest information will make it easier for everyone to know their part in compliance and any new company policies that are developed as a result of the mandate.

Fleet managers may see the ELD mandate as a wrench that's been thrown into their business operations, but it

doesn't have to be. Properly preparing your equipment, employees and company for the mandate can ensure a successful transition.

Ryne DeBoer is the vice president at electronics manufacturing services provider Morey Corporation. Source: [CON-EXPO-CON/AGG 365](http://CON-EXPO-CON/AGG 365)



For those who have fallen behind in adopting ELDs, establishing an internal deadline can help speed up the implementation process.



## New PTOs from Muncie Power

MUNCIE, IN — Muncie Power Products now offers modified TG and 82 Series power take-off options compatible with the Eaton Endurant and Paccar Transmission with the E80 input gear.

Instead of a paper gasket, the modified TG and 82 Series feature a seal plate gasket. This seal plate gasket is able to withstand the specialty oil used by the transmission and allows the installer to mount the PTO without checking backlash. The seal plate gasket is part of a cooperative design effort between Eaton and Muncie Power Products.

Muncie Power's modified TG and 82 Series are available in air shift only.

Muncie Power Products, Inc. is also pleased to introduce its new, quiet power take-off – the FR6Q – designed to fit Ford® 6R140 transmissions.

The FR6Q features the latest in noise abatement technology. With the FR6Q's patent-pending spring-loaded

rocker mechanism, virtually all gear rattle noise is eliminated for a quiet power take-off.

Muncie Power's FR6Q fits 4X2 and 4X4 Ford Super Duty® trucks, F-350 to F-550, with the Ford 6R140 transmission, but may also be used on F-650 and F-750 trucks. The FR6Q has a one-piece installation with rocker. It has up to 200 ft. lbs. of torque capability.

The FR6Q boasts a preconfigured wiring harness, is solenoid activated and available with direct mount pump drives or round shaft output options. The FR6Q operates in stationary and mobile modes. It is suited for the tow and recovery, dump, utility and snow and ice markets as well as applications such as cranes, compressors and vacuum tanks.

For more information, visit [www.munciepower.com](http://www.munciepower.com).



## Trucks, Trailers & Attachments



Instead of a paper gasket, the modified TG and 82 Series feature a seal plate gasket.

Photos courtesy of Muncie



The FR6Q features the latest in noise abatement technology.

## Terex's Ted Barron named to Green Truck Association board of governors

WATERTOWN, SD — Terex Utilities is pleased to announce that Ted Barron, vertical market manager, was recently named to the Green Truck Association's board of governors. GTA is an affiliate division of the National Truck Equipment Association. Its goal is to improve the efficiency and productivity of work trucks through the development and deployment of strategies to reduce diesel and gasoline consumption and the associated environmental impacts.

As a board member, Barron will work with other industry professionals to

set policy and develop strategy for the organization, as well as play an active role in the development of programs and services.

GTA's members include utilities, municipalities and component and OEM manufacturers. "GTA brings together a variety of users and manufacturers with a common interest of reducing emissions. By exchanging ideas regarding proven technologies, emerging technologies that are not yet cost-effective or reliable, as well as creative science projects that may be the solutions of the future, we can work together to

be good stewards of the world we live in," said Barron.

Barron's background as a fleet manager for a utility and his current role with Terex Utilities provides a combination of perspectives, which he shares in service to other industry groups. He is also a member of the ANSI A92 Aerial Platforms main committee, ANSI A92.2 standards subcommittee for vehicle mounted elevating and rotating work platforms, and the Event Planning committee for the 2019 International Construction and Utility Equipment Expo.



As a member of the Board of Governors, Barron will work with other industry professionals to set policy and develop strategy for the organization.

Photo courtesy of Terex

## Western Global expands product lineup with portable fuel station

CLAWSON, MI — Western Global, an industry leader in innovative fuel storage solutions, introduces the Fuel Island as a ready-to-use, portable fuel station ideal for commercial fleet refueling. The Fuel Island is a self-contained fuel station with remote monitoring technology. It pairs Western Global's trusted TransTank fuel tanks with the necessary components and equipment to create a turnkey solution that can be deployed immediately. With its integrated, cloud-based remote monitoring equipment, fuel consumption can be accurately tracked, saving time and resources for the distributor and end-user.

"Site setup and installation time is greatly reduced compared to a conventional site-built solution, as the Fuel Islands are largely 'ready to use' when they arrive at the customer's location,"

says Bob Lennox, Western Global's North American Fuel Solutions Group sales lead. "Our team works with the specific local authorities for the client's site to ensure full compliance prior to setup."

The Fuel Island can be configured with either an in-cabinet or out-of-cabinet solution to ensure there is a fully compliant design for just about every jurisdiction and fuel type.

Customers can choose from three Fuel Island equipment packages designed to fit any application and budget. Every package includes a fuel tank (available in three sizes) on a skid mount, dispensing equipment, a fuel inventory monitoring system, cardlock equipment, an electrical panel and all necessary plumbing and wiring. Western Global's

Western Global 20



Western Global introduces the Fuel Island as a ready-to-use, portable fuel station ideal for commercial fleet refueling.

Photos courtesy of Western Global



# Lightweight vibrators for precast concrete deliver high performance and extended life

Martin Engineering has introduced a lineup of powerful, long lasting vibrators for precast concrete applications. Lighter in weight and easier to transfer from

one form to another than comparable vibrators, the Martin ® U1-1600 High Frequency Electric Vibrator delivers the force required to minimize voids and

provide a smoother surface finish. With greater equipment reliability and service life, these competitively priced units offer improved quality and durability, reducing the overall cost of ownership.

"Surface voids — also known as bug holes — are usually found on vertical casts as a result of entrapped air or water," explained Larry Horrie, vibration product specialist at Martin Engineering. "Using a powerful high-speed vibrator to expose these bubbles improves material consolidation for exceptional strength and a flawless finish."

Constructed with durable lightweight materials, the unit weighs only 23 lbs. (10.4 kg), as compared with other precast concrete vibrators on the market that average around 35 lbs. (15.8 kg). Using standard mounting brackets, operators with several vibrators affixed to a form have found the U1-1600 easily replaces heavier units and offers a longer equipment life with less cumulative weight.

The design also makes the unit more portable. Using the easy-grip handle attachment, it can be quickly swapped between multiple forms. With male/female wedge brackets, the vibrator slides snugly into a V-shaped slot that's specially designed to withstand heavy forces.

The U1-1600 provides 1799 lbs. (816 kg) of force from a 115-volt (12 amp) electric rotary motor running at 9000 RPM. Triple dipped and shock-resistant class F windings are designed to operate under high internal temperatures for the sustained periods required for these applications. The long 3-prong power cord features a switch

box for overload current protection.

The oversized ball bearings that carry the high frequency vibration are lubricated for life and protected from abrasion and wear due to the unit's tight seal construction.

Designed with an aluminum housing and durable O-rings between the end caps, the internal workings of the motor are protected from dust and water, even during pressure washing.

"Vibration speed is a big factor in precast concrete," Horrie pointed out. "Without the higher frequency, water and air bubbles aren't adequately driven to the surface, which can require extra labor to treat and may affect the structural integrity of the cast over the long term."

In most cases, after the cast leaves the form there is a need for manual touchup. This is due to the fact that bug holes are generally revealed only once the concrete has set. The more prevalent the small holes on the surface, which are generally less than 1 in. (2.5 cm) in size, the more labor is required to fix them. By using a high RPM portable vibrator, operators can extract bubbles from anywhere in the form, resulting in considerably less finishing labor.

"The U1-1600 is made in America and comparably priced with its foreign competitors, but manufactured with higher quality materials and more rugged construction," Horrie concluded. "Longer lasting and more reliable products are a cornerstone of Martin Engineering's manufacturing philosophy, and the U1-1600 is a good example of that concept."



Using the easy-grip handle attachment, it can be quickly swapped between multiple forms. Photos courtesy of Martin Engineering

## Western Global from 19

highly skilled operations team pre-assembles and installs all components so every Fuel Island is

delivered ready to use. At the heart of every Fuel Island is its tank. The TransTank P-Series

ries, from Western Global's robust line of stationary bulk storage fuel containers, ensures environmental safety with double-walled tanks with spill containment. A lockable equipment cabinet provides added security. Available in capacities ranging from 3,124 gallons (11,828 liters) to 17,731 gallons (67,119 liters), TransTank P-Series tanks are designed with an access manway on top as well as a built-in ladder, making routine maintenance and inspection easy.

Like all Western Global products, the Fuel Island is designed to improve efficiencies, safety and profits.

For more information, visit <http://www.western-global.com>.



Customers can choose from three Fuel Island equipment packages designed to fit any application and budget.



Using standard mounting brackets, operators with several vibrators affixed to a form have found the U1-1600 easily replaces heavier units and offers a longer equipment life with less cumulative weight.



# Welcome to the 2018 Hard Hat Expo!



(L-R): Joe and John, two members of the helpful entry staff, have been cheerfully greeting attendees for many years.



Harry Spreng (R), discusses the variety of products supported and services offered by [Penn Power Group](#).



L-R: Jennifer Fruin and Jodi Khouri representing [CJ Motor Sports](#) sponsored one of the many door prize giveaways during the two-day expo. Nathan Knoblach was the lucky winner of the Husqvarna K760 Power Cutter.

Right: Lee Newspapers sales representative, Christine Attle (center) presented [JC Smith's](#) Joanne Reed (L) and Mary Smith (R) with framed copies of recent coverage in [RockRoadRecycle.com](#).

Photos by Colleen Suo

This year's Hard Hat Expo was a great success and a grand way to continue introducing our exhibiting partners and attendees to RockRoadRecycle. Although we've been living in the digital world since September of 2017, it gave everyone an opportunity to experience the new product up close and hands-on.

The unpredictable weather was no hindrance to attendance, as we experienced a marked increase from previous years during the 2-day event with a steady stream of attendees entering the Center of Progress Building at the New York State Fair Grounds.

Many exhibiting partners commented on an increase in quality sales

leads and several first-timers captured important hard sales.

As we mentioned during the show, we are excited that 2019's Hard Hat Expo will be held in the new Expo Center currently under construction. The new venue will enable the Trade Show Division and RockRoadRecycle to not only honor long standing exhibiting partners with booths equal to or exceeding current preferences in both size and location, but we will also be able to offer newer and first timers flexibility in choosing booth space — satisfying all our exhibiting partners.

See you there!



(L-R) Lindsey Meyers and Mari Louise Merkwa of [Hybrid Building Solutions, LLC](#) found themselves neighbors to the fun-loving team from [AARaucions.com](#): Philip Gableman, Cosmo Pirraglia and Taylor Robinson.



Inset L-R: Greg Calidonna and Joe Martini of [Clinton Tractor & Implement Co.](#) helped man their impressive booth. Clinton Tractor not only sponsored the complimentary carry bags for the show, they also donated a SnowEx Bulk Pro 1875 salt spreader for one of the door prizes.







2018 Skid Steer Rodeo winners: First Place (center) is Allan Burkholder with a time of 1.45. Second Place (R), George Brown with a 1.52 and Third Place (L), Merlin Zimmerman with a 1.70. The rodeo was sponsored by [ADMAR Construction Equip. & Supplies](#).



Jared Acee of [Vernon National Shooting Preserve](#) (center) and Matt Stanley, sales manager for RockRoadRecycle (L), present Dennis Cuff of Auburn with the Grand Door Prize; an Instinct L Over and Under shotgun.



While visiting the [NYLICA](#) booth; Paul Barber (also an exhibitor) signed up as a new member. Maura Dibble, executive director, welcomed him to the organization.



Tony Guizzotti had a steady flow of interested attendees at his [Unique Paving Materials, Corp.](#) booth during the 2 days.



[White's Farm Supply, Inc.](#) had a great representation of inventory variety on hand — something for everyone.



[Tora Crushing & Screening](#), McCloskey International authorized dealer located in E. Syracuse, had many opportunities to explain the benefits of their equipment.



The [Tracey Road Equipment](#) booth is always chock-full of a variety of road and heavy construction equipment.





## First Timers & Milestones

First-time exhibiting partner [Service Tire Truck Centers](#)' Kris Bachmann commented, "We were able to meet with several hundred prospective clients over a 2-day event and have real discussions about the many services and products STTC offers to solve the tire and wheel challenges our customers face."



Bill Welch (on tailgate) of [Harbor Equipment, LLC](#) has been dealing in trailers for years and has recently taken on the Liddell line of heavy haul lowboy and enclosed haulers. The wintry weather did not deter potential buyers from visiting his outdoor booth. The enclosed hauler is outfitted for landscaper and lawncare equipment.



Stephen Murphy, distribution manager for the [Barford](#) product range, gave a walk-around tour of the S104 track mounted screener. Barford recently broke into the US market and we were excited to have them at the Hard Hat Expo.



[J.C. Smith](#) has been a staple at the Hard Hat Expo since the first event in 1986. Joanne Reed considers it one of the best shows they go to, stating, "It has made us far more visible and allows us to show contractors, 'this is J.C. Smith, and this is what we do and what we sell.'" The company was featured in the ROAD section of February's RockRoadRecycle e-mag.



# New ads urge action on infrastructure, permanent solution for Highway Trust Fund

WASHINGTON, DC — “If we’re stuck in gridlock, so is our economy. Congestion drives up the price of everything we make, buy and export. It’s a \$160 billion hidden tax.” That’s the key message of a new ad campaign urging Congress and the Trump administration to act now to develop and pass a robust transportation infrastructure investment package and a permanent fix for the Highway Trust Fund.

The ad campaign, developed by the Transportation Construction Coalition (TCC) and Americans for Transportation Mobility (ATM) Coalition, features

a 30-second television spot (“Stuck”) that begins airing this week in Washington, D.C. Companion digital ads direct users to an opinion piece calling on policymakers to “envision and create the transportation network tomorrow demands.”

The piece outlines the groups’ top two priorities:

- Priority 1: Provide an expanded and sustainable revenue solution to support and grow future Highway Trust Fund-supported investments as Congress and the Trump administration work to develop an infrastructure investment package. A bipartisan 253

members of the House went on record in 2017 as supporting a Highway Trust Fund fix as part of tax reform. The Transportation Construction Coalition and Americans for Transportation Mobility agree that any trust fund solution “should entail a long-term, dedicated, user-based revenue stream.”

- Priority 2: Any additional funds provided in an infrastructure package this year should be invested in projects that will facilitate long-term regional and national economic growth and create new jobs. This is a chance to ensure enduring benefits to both the economy and

America’s infrastructure.

The opinion piece concludes: “With Republicans, Democrats and President Trump all voicing support for an infrastructure bill, this is a rare chance for all parties to show how Washington can come together to accomplish big things for their constituents. This is a generational opportunity to turn blueprints and big thinking into a 21st century infrastructure network. Let’s get moving.”

The ads will run through April and May.

## ASI’s GSB-88® Sealer/Binder receives GreenCircle recertification

GSB-88® Sealer/Binder Emulsion from Salt Lake City, Utah-based Asphalt Systems, Inc.® (ASI) has been awarded the GreenCircle Certificate for its fourth consecutive year. GSB-88® is the only asphalt emulsion in the world to receive this environmental certification for sustainable pavement preservation excellence. GreenCircle is an internationally recognized third-party certification entity whose thorough evaluation process provides independent verification that sustainability claims related to an organization’s products and operations are honest, valid, and verified. In 2017, GreenCircle’s testing has determined once again that Gilson-based GSB-88® sealer/binder/rejuvenator emulsion is an economical, versatile, and environmentally friendly solution for improving and extending the lifespan of asphalt surfaces. One application of GSB-88® every five years can significantly extend the life of asphalt and help reduce global warming, when compared to reconstruction.

Gilsonite is a unique, naturally occurring resinous asphalt ore found in Utah that does not have to undergo an oil refining process. Gilsonite emulsions are non-flammable, non-carcinogenic and non-toxic. With very low VOC levels, ASI’s gilsonite-based asphalt preservation products are safe for the environment. As an aid to maintaining infrastructure, pavement preservation is both eco-friendly and socially responsible.

ASI products are used by contractors, cities, counties, state govern-

ment agencies, the civil aviation industry and military customers throughout the United States and abroad. For more information about ASI, please call 801-972-2757, email [info@asphaltsystemsinc.com](mailto:info@asphaltsystemsinc.com) or visit [www.asphaltsystemsinc.com](http://www.asphaltsystemsinc.com).

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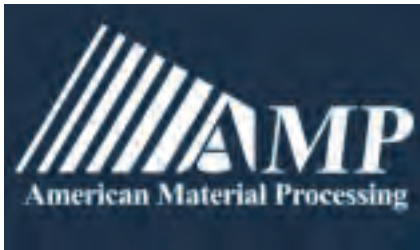
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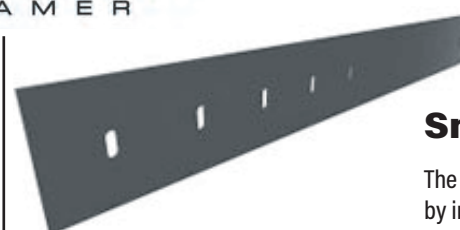
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# John Deere adds SmartGrade™ capabilities to North America's largest Power-Angle-Tilt dozer

MOLINE, IL — North America's largest Power-Angle-Tilt (PAT) crawler dozer now boasts the benefits of John Deere SmartGrade™. Adding SmartGrade technology to the Dubuque, Iowa, manufactured 950K PAT improves the quality of work and job site accuracy through the complete integration of the Topcon 3D-MC2 Grade-Control System. The system is fully incorporated into the machine cabin, structures and software — delivering precise grading performance while eliminating vulnerable external masts and cables.

"The 950K PAT dozer and our entire SmartGrade lineup have been very successful since their respective launches," said Nathan Horstman, crawler dozers product marketing manager, John Deere Construction & Forestry. "It only made sense to put these two innovations together and provide customers with a game-changer in terms of dozer productivity and efficiency on the job site."

Integrating SmartGrade into the machine eliminates external cables to the masts, which reduces breakage, and the removal of the masts from the blades helps decrease vulnerability to theft and damage. SmartGrade technology removes the need to install blade-mounted sensors and components daily, reducing setup time and allows operators to get more work done.

A key feature of the integrated machine control is Auto SmartGrade. This allows the operator to easily adjust the system when moving the machine from one soil type to another, unlike an after-market system, which often requires the GPS manager to make a trip to the machine to recalibrate the system. Particularly helpful to new operators, Auto SmartGrade automatically lifts the blade over heavy loads before track slippage occurs, then returns the blade to grade. SmartGrade also limits the number of passes required, reducing the pace of wear on the undercarriage. The John Deere SmartGrade dozer is nearly seven percent more accurate across the entire speed range of the dozer when compared to conventional masted systems.

Another benefit of the SmartGrade technology is that machine dimensions are preloaded into the grade control monitor, reducing the time required to calibrate the dozer to about 30 minutes. The easy-to-use system is beneficial to new operators in that it can get them up and running quickly.

The 950K PAT SmartGrade dozer incorporates an EPA Final Tier 4/EU Stage IV John Deere 9.0-liter (549-cubic inch) engine with 280 horsepower (209 kW). Contractors will quickly realize that the efficiently designed hydrostatic powertrain will get approxi-

mately 15 percent more power to the ground versus a conventional torque-converter powertrain. The John Deere dual-path hydrostatic transmission allows an operator to push a full load through turns without losing material, unlike conventional torque-converter transmissions on competitor machines.

The 8.6-cubic yard (6.6 m<sup>3</sup>) six-way PAT blade gives the operators the flexibility to place material where they want it on every pass using the blade angle feature. The PAT enhances job site productivity and versatility by executing several tasks that might otherwise require multiple machines.

Fleet managers looking to get the most out of their 950K PAT SmartGrade dozer can rely on their John Deere dealers to provide Ultimate Uptime, featuring John Deere WorkSight™. With Ultimate Uptime, owners receive pre-delivery and follow-up inspections that include five years of JDLink™ telematics, machine health prognostics, remote diagnostics, programming capabilities and the ability to add dealer-provided uptime solutions to a customized package. For additional information and model-specific specifications, visit your local John Deere dealer or [www.JohnDeere.com](http://www.JohnDeere.com).



The system is fully incorporated into the machine cabin, structures and software — delivering precise grading performance while eliminating vulnerable external masts and cables.

Photo courtesy of John Deere



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## Kryton International launches Hard-Cem®

PG 27

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LAS VEGAS, NV — Vancouver based Kryton International Inc. recently launched Hard-Cem®, a game-changing concrete hardening admixture.

Forty years ago, Kryton first revolutionized the concrete waterproofing industry with the introduction of Krystol® technology. Kryton is yet again introducing a disruptive innovation in the construction industry.

Hard-Cem is an integral hardening admixture used to increase abrasion and erosion resistance of concrete. Its unique technology extends concrete wear life up to 6 times, overcomes deficiencies of surface-applied hardeners and allows usage in horizontal, vertical or inclined concrete and shotcrete surfaces.

Kryton is launching Hard-Cem under its lineup of Smart Concrete® solutions through its distribution network. Kryton's Smart Concrete solutions help eliminate the need for expensive repairs and replacements by substantially increasing the service life of infrastructure and buildings.

"Hard-Cem extends our product offerings in integral concrete durability, erosion and abrasion protection. We intend to be a go-to solutions provider to an industry that is increasingly concerned about protecting and extending the lifespan of concrete structures" said Kari Yuers, President and CEO of Kryton.

"Hard-Cem overcomes the performance issues, practical constraints and safety concerns of existing hardening strategies while actually costing much less," stated Kevin Yuers, Vice President of Product Development at Kryton.

Distribution channel agreements and partnerships are underway. For more information, contact [kryton.com](http://kryton.com).



Kryton is launching Hard-Cem under its lineup of Smart Concrete® solutions through its distribution network.

Photo courtesy of Kryton

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E-Z Drill, Inc. welcomes Debra Davis as inside sales and safety specialist.

Photo courtesy of E-Z Drill

## E-Z Drill adds inside sales and safety specialist

PERRY, OK — E-Z Drill welcomes Debra Davis as its inside sales and safety specialist. Davis, who brings several years of industry experience, is responsible for continuing the company's mission to provide responsive and friendly customer service. She also is helping keep safe-

ty at the forefront, coordinating regular safety training sessions for E-Z Drill employees.

"Because our company is growing, we needed a dedicated on-site safety ambassador who can ensure safety remains our top priority, both for employees and our customers," said Rick

Walstad, E-Z Drill president and CEO. "Debra's OSHA 30 training and fresh approach to safety, combined with her experience, make her the ideal fit for these roles. We're excited to have Debra back in our E-Z Drill family."

"I am excited to be back with E-Z Drill; the work



## People in the industry

atmosphere is second to none," Davis said. "I look forward to working with all of the people at the plant on implementing enhanced safety measures as well as sharing the capabilities and benefits of E-Z Drill products with new and existing customers within the concrete industry."

In addition to conducting monthly safety

meetings and training sessions at the E-Z Drill facility, Davis' OSHA training also translates to enhanced safety at the jobsite by allowing her to help customers meet new OSHA silica dust regulations. She ensures E-Z Drill customers get the right parts for their drills and are satisfied with the equipment.

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## Harbor Equipment adds Liddell and Wilson trailers to its product line

Harbor Equipment, LLC is pleased to announce the addition of Liddell Industries Lowboy trailers and Wilson Trailers to its growing line up of trailers. Harbor Equipment is located on Route 145 in East Durham, NY about midway between Catskill and Cobleskill, NY.

Liddell manufactures a premium lowboy in ranges from 45 to 80 ton models with jeep and stinger. Liddell trailers are revered by users for their rugged construction, easy to reconnect goosenecks and longevity. Under new ownership after the death of founder Mitch Liddell, Liddell Industries is committed to offering the highest quality Lowboy at an affordable price. Liddell is based in Brownwood, TX.

Wilson manufactures stock trailers with their well-regarded "Punch Side" design built for years of rugged dependability in hard commercial service. Harbor Equipment Stocks Wilson gooseneck livestock trailers. Wilson also produces aAluminum commodity, flatbed, stepdeck and semi stock trailers.

Harbor Equipment also carries Sure-Trac brand dump and equipment trailers in addition to their line of horse and livestock trailers by Adam, Elite, Corn-Pro and Bison.

For more information call 518-239-4900 or visit our web site [www.harborequipment.com](http://www.harborequipment.com).



At the recent Hard Hat Expo in Syracuse, NY Harbor Equipment had a selection of construction, heavy haul and enclosed trailers on display.



Harbor Equipment LLC is an authorized Liddell heavy haul trailer distributor. They also carry the Sure-Trac line.





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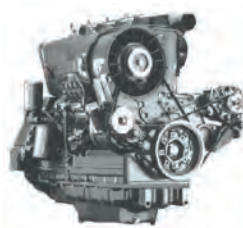
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# Dire States updates:

*2018 Winner announced and  
project review of 2016's recipient*

*Members of Surrey Public Works  
Dept., Keith Hegney, Bob Olson  
and Chad Kastner.*

*Photos courtesy of CASE CE*



## **Surrey, ND wins 2018 Dire States Grant for citywide drainage control and flood mitigation projects**

CASE Construction Equipment has awarded the \$25,000 Dire States Equipment Grant to Surrey, ND for much-needed road drainage revitalization and flood control projects throughout the city. Due to years of sudden urban planning and insufficient funding, several drainage-ways have filled with years of sediment, restricting natural run-off of storm water and yearly snowmelt. There are also several roads that require drainage ditches to be installed to prevent flooding.



*CASE Construction Equipment has awarded the \$25,000 Dire States Equipment Grant to Surrey, ND.*

The poor drainage has wreaked havoc on roadways throughout Surrey — costing large portions of the city's yearly budget to maintain. In addition to flooding and infrastructure damage, the drainage issues have caused several areas in town to collect and pool standing water, creating a public health concern.

The 2018 grant will provide the township with \$25,000 in free equipment rental for the project through CASE dealer Titan Machinery.

"This grant will allow us to finally address some of these major drainage concerns in our city," said Keith Hegney, public works director, Surrey, ND. "This will vastly improve our community's drainage issues by stopping flooding and saving our city's roadways by removing vegetation and soil, grading the land surface, and constructing drainage networks to assure natural drainage. Misdirected storm water runoff can and will continue to cause major damage to our city's infrastructure if we don't take care of it. Now we can."

"Dire States is all about making an impact on communities that have struggled under the weight of their crumbling infrastructure," said Michel Marchand, vice president — North America, CASE CE. "Drainage control and flood mitigation are essential when it comes to positioning a city for future growth, and these projects in Surrey, ND will improve multiple facets of the community and its operations. Making a difference at the local level has been the focus of the Dire States Grant since it launched three years ago."

The grant was awarded after soliciting submissions nationwide from local communities to use heavy equipment to improve a critical piece of local infrastructure. A committee of representatives from CASE chose the winner.

### **Update on 2016's winner:**

Awarded with the first Dire States grant in 2016, the Tioga County Soil and Water Conservation District (SWCD) in Tioga County, NY, used the grant to supplement its Environmentally Sensitive Stream Maintenance Program. The program is in place to mitigate damages from flooding events, which have had considerable impact on the local infrastructure and the community. Tioga County's local CASE dealer, Monroe Tractor, assisted multiple municipalities in environmentally sound, necessary projects to protect, upgrade or restore ailing infrastructure.

A total of five projects in four towns were completed with the assistance of the Dire States Grant. Each project was an opportunity to assist a municipality with the equipment rentals, as well as an opportunity for hands on training for Tioga County municipal leaders.



*Before: One of the completed projects from the 2016 award was an undersized culvert in the Town of Berkshire.*



*After: Culverts were replaced to the appropriate width, set at an elevation to promote natural streambed materials to fill the bottom of the culverts.*

One of the completed projects was an undersized culvert in the Town of Berkshire. The culvert was damaged in storm events and was a barrier for aquatic life passage. In addition, an 8-foot drop off continued to erode and created a dangerous safety issue for the community.

The SWCD used the Dire States Grant to assist in the construction and installation of two new culverts. Both culverts were replaced to the appropriate width, set at an elevation to promote natural streambed materials to fill the bottom of the culverts. Culverts were installed and constructed with rock riffle on both the up and downstream passages. The highway superintendent and staff assisted in the installation process, encouraging shared services and hands on training for municipal staff members.

Other projects completed by Tioga County with the help of CASE's Dire States Grant included channel realignments on the Piester Stream channel and on Davis Hollow Road. Emergency repair work caused by flash flooding was completed on Sackett Creek in the Town of Nichols. Lastly, the Diamond Valley Road Bridge received a streambed repair after storm events threatened a home upstream of the bridge.

Since its inception, the community building grant has been awarded to two important infrastructure projects that have made a direct impact on the people of those communities.

In 2017, Quincy Township, PA won the grant for replacement and repair work on the Old Forge Bridge — a deteriorating bridge in an important location that risked access to residents, as well as fire departments, ambulances, police, school busses and other essential components of the community.



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# New Terex® Advance Charger Series of front discharge mixer trucks targets urban concrete delivery

FORT WAYNE, IN — Unveiled at the recent World of Concrete, the new Terex® Advance Charger front discharge mixer truck series is the company's first true city-class truck, designed and built specifically for delivering concrete in urban areas. Starting from a fresh design slate, the new Charger truck is lighter, shorter, and offers the same tight turning radius characteristics of traditional Terex Advance front discharge mixers, meeting the expectations of concrete producers delivering concrete in densely populated cities.

"Some producers have a front discharge fleet for rural and off-road deliveries and rear discharge fleet for city deliveries. We conducted extensive voice of customer interviews and found that there were some design elements of our traditional design that weren't required for and, in some cases, hindered delivering concrete in urban environments," explains Mark Aubry, director of customer engagement at Terex Advance. David Grabner, director of engineering for Terex Advance, adds, "We approached the Charger truck design differently. We looked at the truck as a mobile mixer platform and designed it to optimize specific targets such as height, wheelbase and payload."

## True city-class truck

The city-class Terex Advance Charger

series competes with and offers a more effective solution than rear discharge mixer trucks. It gives producers all the advantages offered by the front discharge design — driving directly into the jobsite, quickly discharging the load from the operator's cabin, eliminating the chute man and delivering up to one extra load of concrete per day. The series also addresses several expectations of producers to compete with rear discharge trucks for city deliveries — lower charge height, more compact wheelbase, lower weight and competitive cost.

Concrete charge height for the new Charger trucks has been lowered by more than 12 in (304.8 mm) compared to traditional Terex Advance front discharge mixer trucks. "Often, ready mix producers would have to raise the discharge height of the ready mix plant in order to accommodate front discharge mixers," commend Aubry. "The new Charger design eliminates this need and expense for producers."

Total truck weight for the new Terex Advance Charger series has been reduced through component selection and design improvements. Charger trucks keep the purpose-built front discharge chassis and popular Allison automatic transmission, programmed specifically for the truck's power unit.

"However, we made some adjustments to the frame and engine selection to maximize truck payload," offers Grabner. "Throughout our new product development process, we were able to substantially lower the three-axle Charger truck weight when compared to our traditional three-axle mixer. This allows us to have a payload of up to 10 yd<sup>3</sup> (7.6 m<sup>3</sup>) in a city-class front discharge mixer."

With the new Terex Advance Charger series working predominantly in congested urban areas, these trucks boast a compact wheelbase and include a non-driven front axle design, similar to that of rear discharge units. The new axle saves truck weight to increase payload, and it offers improved truck maneuverability. The design takes full advantage of the axle's wheel cut to shorten turning radius compared to traditional Terex Advance front discharge mixer trucks and rear discharge trucks.

New Terex Advance Charger trucks feature a redesigned 10 yd<sup>3</sup> (7.6 m<sup>3</sup>) mixer drum that saves weight compared to traditional front drum designs. Drum configuration on the truck offers a one-third, two-third weight distribution — both empty and fully loaded — from the front to rear axles to offer responsive driving performance. Although the new Charger drum saves

weight, it is still made with a 3/16-in (4.8-mm) thick hardened AR400 brinell steel shell to deliver the same durability and reliable performance as mixer drums found on traditional Terex Advance trucks. Additionally, the same durable drum drive with re-engineered pedestal mounting to reduce truck weight powers the new Charger drum.

Through use of innovative design and production techniques, the new Terex Advance Charger series of front discharge mixer trucks are priced competitively to comparable rear discharge mixer trucks. At the same time, these new trucks deliver all of the quality and feature advantages for producers, contractors and drivers as traditional Terex Advance trucks. This includes the Terex-exclusive Total Control System, which combines on-site truck travel and all mixer drum functions into a single joystick control for more accurate and efficient concrete load placement at the jobsite.

The new Terex Advance Charger series expands the company's front discharge mixer truck offering. The traditional FD and FDB series of Terex Advance front discharge mixers will still be offered to the company's ready mix producer customers.







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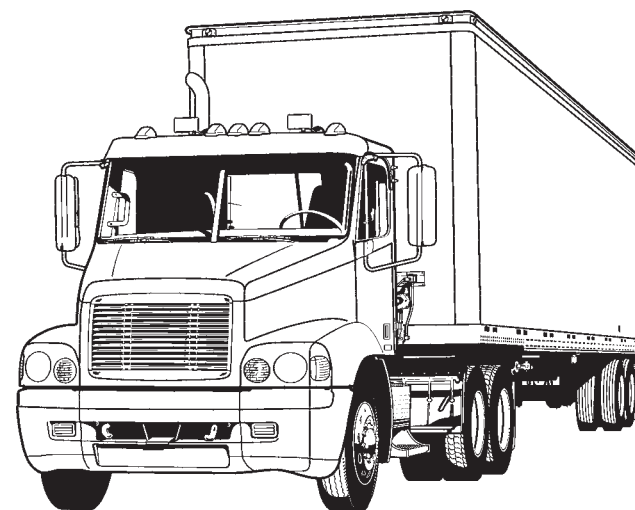


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## People in the industry

# Crane Industry Services expands with new facility, adds team members

Crane Industry Services, LLC (CIS) recently relocated to a new larger facility that offers broader skills assessment and training programs to meet current business demands. The new Centered on Safety Training Center facility is 8,892-sq. ft. and is situated on about 3.5 acres of land, convenient to the Atlanta airport, West Georgia and Birmingham, AL.

The new facility features multiple training rooms, an NCCER testing center, a simulation room, land for crane training and two warehouses for hands-on training. Previously the Centered on Safety Training Center was located on the West Georgia Technical College campus. "Our partnership with West Georgia Technical College continues, but this new facility allows us the space to now offer skills training in welding, electrical, millright and carpentry, as well as rigging and crane operation," said Debbie Dickinson, CEO of CIS. "While CIS's expertise is skills training for workers in construction, energy and heavy industrial markets, our sister company Instructional Dimensions and corporate partnership with ELA Consulting Group also provides executive leadership training and boot camps," said Dickinson.

With the opening of the new facility, CIS can now offer assessment and training after hours and weekends to meet the needs of customers who must work training around job schedules.

### New team members

As CIS has expanded its services, two new staff members have joined the team — Fred Robinson, business relationship manager and Shawn Galloway, crane & rigging trainer.

Robinson brings decades of experience in business development and leadership managing complex government service projects. His primary responsibilities include helping CIS customers to receive optimal value from their CIS training. "Fred has a servant's heart and is passionate about helping people do their job safely," said Dickinson.

Galloway has more than 25 years of experience in construction, military and industrial sectors, and is cleared for work in safety sensitive areas. In addition, using his previous experience writing training protocols for unmanned aerial vehicle operations in the military, including drone tactical standards for the U.S. Army, Navy, Air Force and Marines.

Galloway is applying this experience to the development of a Skills Measurement Record for simulators in crane training. "First, we identify the most common skills needed, and the most critical skills. We build scenarios for the simulator based on that and write curriculum, evaluations and metrics to measure performance specific to the utility company's training needs," he explained. While the protocol would be customized to each employer and the skill level of employees, it provides a foundation for establishing how much simulator training is needed to achieve a certain skill level.

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Fred Robinson brings decades of experience in business development and leadership.



Shawn Galloway has more than 25 years of experience in construction, military and industrial sectors.



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**Perdue AgriRecycle's  
perfect compost recipe**





- Composting
- Screening & processing
- Dust control

Perdue AgriRecycle’s perfect compost recipe

by Bill and Mary Weaver

On the Cover:  
Perdue AgriRecycle’s Scott Raubenstine with a double handful of the finished product at the Blades, DE facility.



PG 3

22

Classifieds  
Your source for all things RECYCLE

6

Get to know TAG Grinding

by Keith Loria



8

Communication on the job

by Colleen Suo



9

Safety warning devices protect people, machines & equip.



20

Vermeer announces new full track option for compost turner



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Perdue AgriRecycle's VP of Ag Services Scott Raubenstine (L) and Plant Supervisor JP Caron with their Topturn X55.

Photos by Joe Forsthoffer

**P**erdue AgriRecycle, the company's composting facility, opened in January 2017 in Blades, DE. Encompassing 26 acres with an initial capital investment of more than \$12.5 million. That investment was carefully made after more than five years of study by Perdue. Perdue purchased highly effective, energy efficient compost handling machinery from Komptech and follows the best scientific methods. Perdue fully composts its raw material, not once — but

twice, to ensure that all pathogens are killed by exposure to the natural heat of composting temperatures exceeding 131 degrees Fahrenheit.

Although the company began producing compost less than 18 months ago, they are already selling 50-pound bags of compost to garden centers, and truckloads to landscapers, golf courses, highway contractors (for tree planting) and crop farmers.

Perdue's composting begins indoors, where filters can contain odors. In the mixing room, a CAT 920M mixes the 100 percent sustainable ingredients of chicken litter, hatchery waste (the egg shells impart 6 percent calcium to their compost), poultry processing by-products and wood chips. The wood chips are mostly pine — from virgin wood — delivered by foresters in Delmarva who replant the areas they harvest. "Pine wood is absorbent like peat," commented Scott Raubenstine,

vice president of ag services at Perdue Agribusiness, "but unlike peat, pine is a renewable resource."

The ingredients in Perdue's compost do not vary under Perdue's control. "We are not opportunistic composters," noted Joe Forsthoffer, director of corporate communications for Purdue, "so we're able to produce a consistent and clean compost."

The amount of wood chips added to the compost is carefully measured according to Perdue's recipe to maximize the carbon/nitrogen ratio for speedy heating of the mixture. Some additional coarse wood chips are added to allow space for air movement through the pile. These are later screened out. The friendly aerobic bacteria doing the actual work of breaking down the raw materials need plenty of oxygen.

Once mixed, the compost-to-be is moved outside to concrete bunkers and quickly covered with specially woven organic tarps. The tarps keep the odors inside the bunkers, but keep rainwater out and allow the outward movement of carbon dioxide. Under the tarps a steady supply of ambient air flows through the compost from perforated pipes on the bottom of each bunker. The ingredients can naturally heat to pathogen-killing levels quickly — "within 24 hours," explained Raubenstine. "With the aerobic bacteria providing the heat from the breakdown of the organic matter, it's like a little oven in there. We can adjust the air speed to cool or to further heat the



Once mixed, the compost-to-be is moved outside to concrete bunkers and quickly covered with specially woven organic tarps.



bunker contents. The bunkers have permanent temperature sensors hooked up to Wi-Fi.”

Most composters would consider the compost “finished” and ready to sell after it met the required time at pathogen-killing temperatures (according to US Composting Council Standards). Not Perdue. After the first composting is completed, the finished compost — now free of the offensive odors of its ingredients and friable like loamy soil — is moved to long windrows in the open air and undergoes a second extended period of heating to pathogen-killing temperatures.

“In the windrows, the compost is turned at least fivetimes with a sharp bladed Komptech X55 Topturn windrower that effectively pulverizes the material into a potting soil-like texture,” explained Raubenstine. The Komptech Topturn’s curved blades efficiently move the hot material from the center of the pile to the outside, while moving the cooler outside material to the center to be subject to pathogen-killing heat again.

The action of the friendly bacteria can slow at temperatures above 170 degrees, so the windrow operator can apply well water from a 4-inch diameter hose attachment as he turns the compost. This water keeps the temperature within a good range for the hard-working bacteria and also restores moisture that has been lost to evaporation.

In the windrows, workers regularly check and record the temperature, oxygen and moisture levels at five different locations per windrow to assure effective composting.

After the second extended heating to pathogen-killing temperatures, the compost is screened through a Komptech L3 Multi Star to remove the larger wood chips, which will be reused.

“The compost is then either sent out for bagging in 50-pound bags or is kept on an asphalt staging pad ready to fill orders. The pad — which holds 2000 tons — is carefully designed so nutrients are contained and cannot escape into the ground water. “We spent several million on storm water management, an important part of receiving our permit to operate,” noted Forsthoffer. “While it’s on the pad, we continuously monitor the compost, turning it frequently.” It is trucked to customers in loads ranging from 10-ton dump trucks to 22-ton semis with walking floors.

A lab certified by the US Composting Council regularly tests samples of compost. “We test for maturity and stability of nutrients, soluble salts, inert ingredients — such as metals or plastics, moisture content, pH, the carbon to nitrogen ratio and the presence of 11 different heavy metals, among other things. There are more than 20 parameters we must meet before the compost can be marketed,” explained Raubenstine. Because the same ingredients are used in each batch, the results of the lab tests don’t vary much. “Because of our clean ingredients, our inerts are under 0.01.” The results are published on the US Composting Council’s website.

The compost is popular as a soil amendment for a number of reasons in addition to the slow-release nitrogen and phosphorus it provides. “Compost improves soil structure,” explained Raubenstine. “It helps to break up heavy clay soils, and in sandy soils, compost increases the cation exchange rate and adds

valuable organic matter to the soil. The humus-like compost absorbs and holds water,” and is high in organic activity valuable to crop growth, feeding beneficial microbes and fungi that bind together the soil aggregates and thereby help to prevent erosion

“About 12 to 15 percent of the compost we sell is sold into organic crop production and is Organic Material Review Institution [OMRI] certified,” stated Forsthoffer.

The composting process, which produces its own heat, reduces the bulk of the composted materials about the same amount as the former flash heating and pelletizing process did. A ton of raw material is reduced to a weight of about 1100 pounds, making it more economical to truck to end users outside the Chesapeake Bay Watershed.

About 15 years ago, Perdue company leaders foresaw the coming necessity to have alternative uses for nutrient-rich by-products and to help protect the water quality of the Bay. “Currently, after an expenditure of over \$80 million over the last 15 years — first on R&D for flash heating, which was then considered state of the art — and then for composting, we have handled 2.8 billion pounds of poultry litter at our recycling facility. About 50 percent of the nutrients in the litter are now trucked beyond the confines of that watershed,” noted Forsthoffer.

“We wanted to make sure our family farms stay economically and environmentally sustainable for the long haul. We also wanted to make sure there was an alternative for farmers who could not use the litter on their own land to grow crops,” he concluded.



The action of the friendly bacteria can slow at temperatures above 170 degrees, so the windrow operator can apply well water from a 4-inch diameter hose attachment as he turns the compost.





The mixture is moved outside to concrete bunkers and quickly covered with specially woven organic tarps, which keep odors contained and the rainwater out.

Plant Supervisor, JP Caron with Perdue's Komptech MultiStar 3 screener.



REOTEMP's EcoProbe™ is accurate and easy to clean between samples.  
Photo courtesy of REOTEMP

Monitoring the Composting Process

Perdue's choice of equipment for monitoring the temperature in the covered bunkers, and the temperature, oxygen levels, and moisture in the windrows is American made, by REOTEMP. The covered concrete bunkers use REOTEMP's Wireless Compost System, with permanent sensors hooked up to the computer by Wi-Fi. These durable, accurate sensors automatically monitor and record the internal temperatures of each of the compost bunkers at various depths, posting them to the computer once a day.

Because the windrows are regularly turned, permanent sensors cannot be used, so workers regularly check and record temperature, oxygen, and moisture levels at five different locations per windrow to assure effective composting, using a hand-held device, also manufactured by REOTEMP. REOTEMP's EcoProbe™ is accurate and easy to clean between samples. A single probe gives readings for both temperature and percent oxygen at each location.

Turning the Compost in the Windrows

Perdue chose Komptech X 55 Topturn for this job. The Komptech X55 Topturn is a third generation machine and, according to Komptech is one of the most widely used compost turners in the world. It makes short work of turning Perdue's long windrows. "In our operation, its output is about 4000 m3/hr., depending on the material," said Raubenstine.

Screening the Finished Compost

Perdue screens their compost through a Komptech L3 Multi Star to remove the larger wood chips, which will be reused. This machine is able to maintain an exceptionally high throughput of 8.25 tons per hour because the screen is kept clear by the patented CLEANSTAR screen cleaning system. Each star has a wear-resistant cleaning element that cleans the screen gap to the surrounding stars on each rotation.

The Multi Star is also easy on energy costs. When using electricity from the grid, its effective drive quietly powers both the screen deck and the conveyor, reducing energy consumption up to 75 percent.





## Get to know TAG Grinding

by Keith Loria

Currently, TAG Grinding utilizes two Hogzilla Monster 1564 Tub Grinders.

**W**hen Jerry Brooks decided to start TAG Grinding, Inc., in 1998, his idea for the Daveville, AL-based company was to provide recycling services for vegetative waste for the city of Atlanta, GA.

"I was in the timber business and saw an opportunity in Atlanta," Brooks said. "From May until September, they can't burn, so when we first started, we reached out to construction sites, and then we started doing municipalities."

TAG Grinding just celebrated its 20th anniversary this February and has grown quite a bit since its inception. Today, the company is a full-range debris management company, working out of Marietta, GA, handling debris removal, land clearing, disaster response and wood working recycling in Georgia and Florida.

"We now work with about 13 different cities throughout Cobb County," Brooks said. "When we started, it was just me and one grinder. Now, we have about 25 people and are running two grinders full-time, as well as a shredder and chipper."

Early on, Brooks found some challenges in the business, but persevered and was able to lead TAG Grinding to become the success it is now.

On a given month, the company removes 4,000 tons of waste out of the city of

Atlanta and another 2,000 tons a week out of Cobb County in total. TAG works the material from beginning to end and does a complete recycle.

The company operates Hogzilla brand equipment, built by CW Mill Equipment Co., Inc. and has used their grinders since first starting in business more than two decades ago. Currently, TAG Grinding utilizes two Hogzilla Monster 1564 Tub Grinders.

"On Day One, I bought a used grinder and it worked really well, so we stuck with them," Brooks said. "I've tried other brands but they never worked as well for us."

Besides, if there are ever any problems, Brooks said he can simply call Hogzilla and someone is always there to help him over the phone. He likes that aspect and doesn't see any reason to ever change.

TAG Grinding's staff of 25 includes those with experience in FEMA and the U.S. Army disaster response teams, and Brooks noted his personnel are a big part of the company's success.

"We're honest and do provide full-service from beginning to end and we always provide the best service for our customers," Brooks said.



The company is a full-range debris management company, working out of Marietta, GA.

Photos courtesy of CW Mill Equipment Co., Inc.



TAG Grinding's staff of 25 includes those with experience in FEMA and the U.S. Army disaster response teams.





## Ask the Grinder Guy:

by Dave Whitelaw

### *Hey Grinder Guy, should I sell bagged materials at my landscape supply yard?*

This question obviously came from a landscape supply yard owner, but it could basically be any soil or mulch yard. Like many others of the same business, this yard sold various mulches, pine bark, soils and many aggregate materials. While it is easy to say yes — space, cost of inventory and ability to load bagged material individually or by the pallet are issues.

While most yards have materials hauled in by bulk truckload, others produce some of their own materials. Different areas of the country use more bulk while others use more bagged material.

#### **Here are a few things to consider:**

- With a large landscape customer base, sales can increase by offering the larger, three cubic ft. landscaper bags of mulch or pine bark that enable the smaller landscape companies to purchase and transport materials to the jobsites without needing additional truck purchases

- Most Residential Customers have no

way to transport bulk materials.

- Bagged soils and aggregates will increase sales volumes.

- Buying bagged mulch material will generate mostly pennies per bag sold

- You do not want to compete with the Big Box Stores

What about purchasing a bagger?

- Capital costs are low and similar to a pickup truck purchase

- There are few wear parts on bagging units so the cost of operation is low

- Bags cost \$0.35 cents or so for clear to \$0.60 or more for larger multicolor print:

Volume determines cost. Colors increase cost. Print increases cost as does size and UV protection.

- Clear bags can be used for all products:

The 40lb size is generally used for soil and compost, while the two - three cu foot size is for mulches and pine barks.

Will you generate a better return by bagging?

After purchasing bags, probably not,



*The material was colored surprisingly well, ground to the right size and looked great. Something new your competitor may not have.*

*Photos courtesy of Dave Whitelaw*

but sales volumes will increase. Your ability to service all customers also increases. More volume may lead to additional discounts from your suppliers.

#### **Labor**

- Bagging can be done during the off-season or slower times of the year

- Two - three laborers can bag about 250 bags an hour

- Palletizing material takes time to stack neatly

#### **So does it make sense for you to buy bagged or buy a bagger?**

- Price the bagged material you would purchase

- Ask the smaller landscapers if they would purchase the three-foot bags

- Ask your staff how many residential customers ask about bags for soil, compost and aggregate

- Is your location or store nearer to residential or commercial properties?

- Estimate the cost of purchasing a bagger and production of your own bagged material

Decide what other options you have

to grow your business — none would probably be as cheap as owning your own bagging unit.

While I have been in this business a long time, I see new ideas quite often — but not necessarily new products that often. This is a photo of Pine straw, used mostly in the south that I ground and colored during a demonstration last month. The material was colored surprisingly well, ground to the right size and looked great. Anyone interested in getting a pallet or more shipped to their location just let me know. I will put you in touch with the producers. Retail stores sell for almost \$10 a bag and the coverage is almost double that of a bag of mulch. Plus it is a new look and aesthetically pleasing while staying in place when spread. Something new your competitor may not have.

Need help or have more bagging questions?

Dave Whitelaw

The Grinder-

Guy

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## CASE Construction Equipment names Marchand Vice President — North America

CASE Construction Equipment has named Michel Marchand as vice president for North America, replacing Scott Harris who has taken a similar role at CASE IH. Marchand, who previously served as the regional sales director for Canada, will now oversee all CASE Construction operations in North America.

"He has both comprehensive

knowledge of the construction equipment business and a passion for the CASE brand," said Leandro Lecheta, chief operating officer — NAFTA, CNH Industrial. "Throughout his career, Michel has consistently developed strong partnerships with our dealers in order to maximize growth and seize all the opportunities that the mar-

ket has to offer."

"The CASE Construction brand is strong throughout North America, and we have a real opportunity now, with the advances made across the breadth of our product lines and the development of our dealer network, to make an even greater impact for our customers and compete in new ways across all mar-

kets," said Marchand. "I am very proud to be a part of the future here at CASE."

Marchand left the automotive industry and first joined CASE as a business manager in 2009, and then took on the role of regional sales director in 2011. He is married to his wife, Sylvia, with whom he has two children — Luc and Anna.



*Marchand, who previously served as the regional sales director for Canada, will now oversee all CASE Construction operations in North America.*

*Photo courtesy of CASE CE*

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# Communication on the job: the good, the bad and the ugly

by Colleen Suo

The challenge was given at an educational session presented by Brian Gareau. Within a week after the session, take one idea and implement it in the workplace; take another and help someone else.

Brian Gareau, Inc. is a consulting firm that provides tactical and practical experiences along with executable models to accelerate and sustain high performance within companies and businesses.

One major way to enhance and sustain productivity is to improve communication skills.

Two points were made at the outset:

- We judge ourselves by our intentions, everybody else judges us by our actions.
- Communication is simple — but not easy.

One of the reasons we think communication is easy is due to the many recent technological enhancements for communication devices. Gareau contends that the technology is an enabler, but we need to make sure we are executing the basics really well.

The purpose of the session was not to teach anything new, but rather to remind us “of some really practical things that in the business of our day-to-day life” we may overlook. As we started, differences between hearing and listening were listed from some familiar quotes. Two that stood out for me were:

- “Hearing tells you what music is playing, but listening tells you what the song is saying.”
- “The biggest communication problem is we do not listen to understand. We listen to reply.”

You may be thinking what does this have to do with communicating in the workplace? If you understand how you’re being heard, it will help you to modify how you communicate.

Gareau explained that hearing is accidental, involuntary and effortless — you hear things all day. Listening, on the other hand is focused, voluntary and intentional — you have to on purpose listen to someone or something. “The best communications are a dialog between two individuals — not a one-way conversation.” He went on to go over some operational definitions for the purposes of his presentation.

Communications, Gareau explained, is the giving and receiving of information, serves multiple purposes within your organization, it is directional (up and down between departments and laterally within departments) and it involves choices — are you going to choose whether to participate.

Clarity can be one of the biggest barriers to communicating effectively.

Without clarity as to what’s the mission, what’s the goal, what’s my role, what are our standards; it will be impossible to hold people accountable and to expect them to perform effectively.

We’ve all heard the phrase, “words have meaning.” What words mean to each person will be reflected in actions. For instance, Gareau asked when something happens “half the time”, what percentage is it? How about sometimes, frequently, rarely, never or always?

The half and the never may have more common expectations, but the other time measurements are extremely subjective. When you request a quote or results of a job soon, is it clear to the employee how soon soon is?

Do you have commonly used acronyms within your company or organization? What about jargon? Is everyone in the loop when it comes to defining your companies frequently used acronyms and/or jargon? Do all the employees know what they stand for? Is it possible those same letters meant something else in previous employment for someone or even within different departments? How about metrics — how and what you measure for use in evaluation and comparison?

There is an online acronym finder and there are over five million acronyms — some with several meanings. For instance, there are 37 definitions for ROI. Now in all fairness, return on investment was the first one but rate of interest was number six.

Another barrier is resistance to change. If someone just doesn’t want to make the change, they’ll find a hundred reasons why you haven’t communicated it effectively to them.

An unlikely barrier to effective com-

munication could be equipment and technology. It could be very difficult to effectively communicate on a jobsite while trying to use radio headsets when workers are required to wear ear protection. Gareau pointed out that this important safety feature could become a barrier to jobsite communication.

Gareau went on to say that we are all wired differently. However, we tend to deal with people the way we like to be dealt with, so learning to identify what style of person or people you are communicating to and with can clearly be beneficial.

He identified the four styles represented by animals as follows:

- Dolphin: prefers personal communication, is a great coach and cheerleader, delegates by asking “who wants to”, prefers an open meeting style and solves problems using people/teams. Dolphins will want more dialogue in the communication process.
- Unicorn: visionary but fragmented in communication, very innovative, delegates selectively, prefers meetings only when needed and solves problems by trying “something different.” Unicorns love to brainstorm through a problem — “what if we try this.”
- Eagle: communication is detailed and factual, has well developed process skills, delegates based on structure and role defined, prefers very standardized meetings and solves problems through good documented processes. Eagles are very documentation-oriented and will help create standardization.
- Tiger: does not like to repeat themselves, when they are called to action they act quickly with the goal to “get ‘er done”, delegates minimally, prefers meeting only when necessary and solves problems by getting things done. Tigers get impatient with delay and what they perceive as “wasting time.”

Gareau illustrated the point by saying, “if the boss is a Tiger, and his

staff has a lot of Dolphins in it — if the Tiger doesn’t adjust to allow more conversation, the Dolphins never truly “get it.” If the Dolphins are supervisors or managers, how are they going to go out and explain it to the rest of your workforce?”

There are four support systems within every business to help you inform employees with clarity what you want and expect.

The first is communication. Any way you engage with employees formally or informally, which includes staff meetings, one-on-one meetings, a website, or company newsletter. Next are your policies and procedures, these are documented ways detailing how you would like work completed and what employees should do and shouldn’t do. The third support system is your standardized processes and the fourth is measurement. Gareau explained that what is measured sends a message as to what is important within a business or organization.

Information overload is another barrier. The average human’s short-term memory capability is seven ideas (plus or minus two). To expand on this statement Gareau said, “Think about how many meetings you go to where you get seven in the first minute and then people wonder why didn’t they get it?” Too much noise and information results in selective hearing and not active listening.

Gareau also mentioned that it is critical to be able to give and receive feedback, both positive and negative as part of communications. He suggested five points to help in this often-difficult aspect.

- Timing: is this the right time for this discussion? If you’ve just come from a “bad” meeting, it is probably not the right time to approach someone else and vice versa.
- Limit your focus: concentrate on specific behavior and effects. It is also helpful for some to have a “script” so you remain on target.
- Delivery: don’t embellish — stick to the facts, use “I” instead of “you” (“I felt this” or “I heard this”, instead of “you did this”) and don’t give advice at this point. You are providing feedback.
- Receipt: be an active listener. Remember, communicating is giving and receiving.

- Afterward: Thank each other and look for other opportunities to reinforce the dialog.

No matter what size company you are running or working for, learning and executing effective communication skills can only improve your bottom line. Employees will know what is expected of them, your customers will receive efficient services in a timely manner and everyone will spend less time scrambling to correct what they thought they were supposed to be doing.





## Safety warning devices protect people, machines and equipment in construction, earth moving

SensorZone is a proximity warning system (PWS) that alerts the operator when personnel are in dangerous proximity to the machine. Many major contractors insist on proximity warning technology on machines working to keep the workplace safe.



It operates using radio frequency identification detection (RFID), and provides vibration, audio and visual alerts to warn pedestrians and vehicle operators, when they are in danger of colliding with each other.

*Photos courtesy of GKD Technologies*

The system is designed to reduce the risk of collisions between workers and plant, site vehicles or other assets. It operates using radio frequency identification detection (RFID), and provides vibration, audio and visual alerts to warn pedestrians and vehicle operators, when they are in danger of colliding with each other. Active RFID detection systems do not rely on line-of-sight and will detect personnel in spite of obstructions. Unlike passive camera or mirror-based systems, which require the drivers to continually monitor them the GKD SensorZone leaves the operator free to concentrate on his activities.

All personnel on-site are issued with RFID tags — when the RFID tag wearer enters the detection zone the vehicle operator is alerted that there is an intrusion into the 360-degree danger zone and takes the appropriate action. The person entering the zone receives warnings via the vibrating Tag, as well as audible and visual warnings mounted on the machine.

Zones can be configured according to machine type and the zones can be set from approximately 6.5 to 33.5 feet (2 to 10 meters) around the machine.

Individual RFID Tag ID's for machines and personnel allow data-logging — which helps to understand the behavioral profile of workers and machines on site.

The SensorZone Wireless Display and Battery Base station were originally launched in 2016, and was the first wirelessly linked, radio frequency identification (RFID) proximity warning system of its kind to be supplied and distributed in the UK.

Derived from the original SensorZone proximity warning system, the Battery Base station (BBS) and Wireless Display (WD) go one step further by allowing instant attachment to a machine or asset, providing



Battery Base station (BBS) and Wireless Display (WD) allow instant attachment to a machine or asset, providing immediate use and protection without the need for a hard-wired installation.

immediate use and protection without the need for a hard-wired installation.

The system can be mounted and activated as required within a few minutes, making it ideal for short-term deployment. It can be fitted to delivery vehicles coming into a busy depot or construction site where the danger of reversing into a pedestrian is increased. It can also be mounted on large, mobile plant vehicles quickly, even if they are utilised on a site just for one day. The security of anti-collision warning is available immediately without the need for specialist installation.

The Wireless SensorZone applications can be extended beyond vehicular use. They can be mounted on any mobile equipment where 360-vision by the operator is not feasible. It's an effective safety solution to install at the base of mobile elevated work platforms; it indicates to the operator in the basket if any pedestrians have strayed into the platform's path. Until now, this has been impossible to achieve for extending equipment because of the need to run wires along the height of the platform. Being wireless, the system can be used anywhere on site, without the need for power cables.

GKD Technologies, marketing director, Nigel Baseley said, "These systems are well established in the UK, through OnGrade. We see an increasing interest throughout Europe for such systems from all sectors — construction, Rail, Logistics where PW systems are not yet as well established. We see great opportunities and are also looking for partners throughout Europe to represent SensorZone."



The system can be mounted and activated as required within a few minutes, making it ideal for short-term deployment.

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## Haver & Boecker offers mixed screen media options for improved efficiency

Haver & Boecker recently showcased blended screen media options for each vibrating screen deck at AGG1 2018 in Houston. The blended screen media approach offers improved efficiency. Haver & Boecker technicians work with producers, evaluating their applications, challenges and goals to customize screen media selection in a way that optimizes screening. The manufacturer's variety of screen media options helps ensure producers receive an option best suited for their material type and size.

Before making recommendations, Haver & Boecker technicians examine and evaluate the operation's screening challenges. This begins by examining discarded screen media for signs of wear and breakage. Technicians then evaluate the vibrating screen in operation, looking for indications of blinding and pegging as well as evaluating the quantity and characteristics of the specific material being screened. Based on the observations, technicians will recommend the ideal screen media for each phase of screening to minimize wear and maximize screening efficiency. By eliminating premature wear and screen media breakage, operations avoid the high costs associated with unscheduled screen change-outs and prevent contamination.

Each phase of screening is matched with the ideal screen media to address the challenges of that phase from layered to basic to sharp. The recommended me-

dia styles, which could range from polyurethane to rubber to metal or woven wire, help minimize wear and maximize productivity.

In many applications, operators look for greater wear life on the screen's feed end — at the layered phase. This can be accomplished by installing a section of heavy-duty screen media, such as Haver & Boecker's Ty-Max, Ty-Dura or Ty-Plate. These media selections offer a reinforced design by incorporating polyurethane, rubber or metal plate to withstand high top sizes and abrasion.

In the middle of the deck, Ty-Wire tends to be a popular choice since it gives operators the ideal combination of wear life and open area where most screening — or basic screening — takes place.

Using woven wire or self-cleaning screen media at the discharge end — where sharp screening occurs — will provide maximum open area at the end of the deck to allow any remaining undersized particles to fall through and for near-sized material to pass, preventing contamination of the final product.

Haver & Boecker's array of screen media options allows operations to choose a variety based on its top sizes and opening requirements. A blended screen media approach can incorporate the following solutions based on specific challenges:

- Ty-Max: Producers looking for high durability and strength in a hooked section choose Ty-Max. Haver & Boecker reinforces the

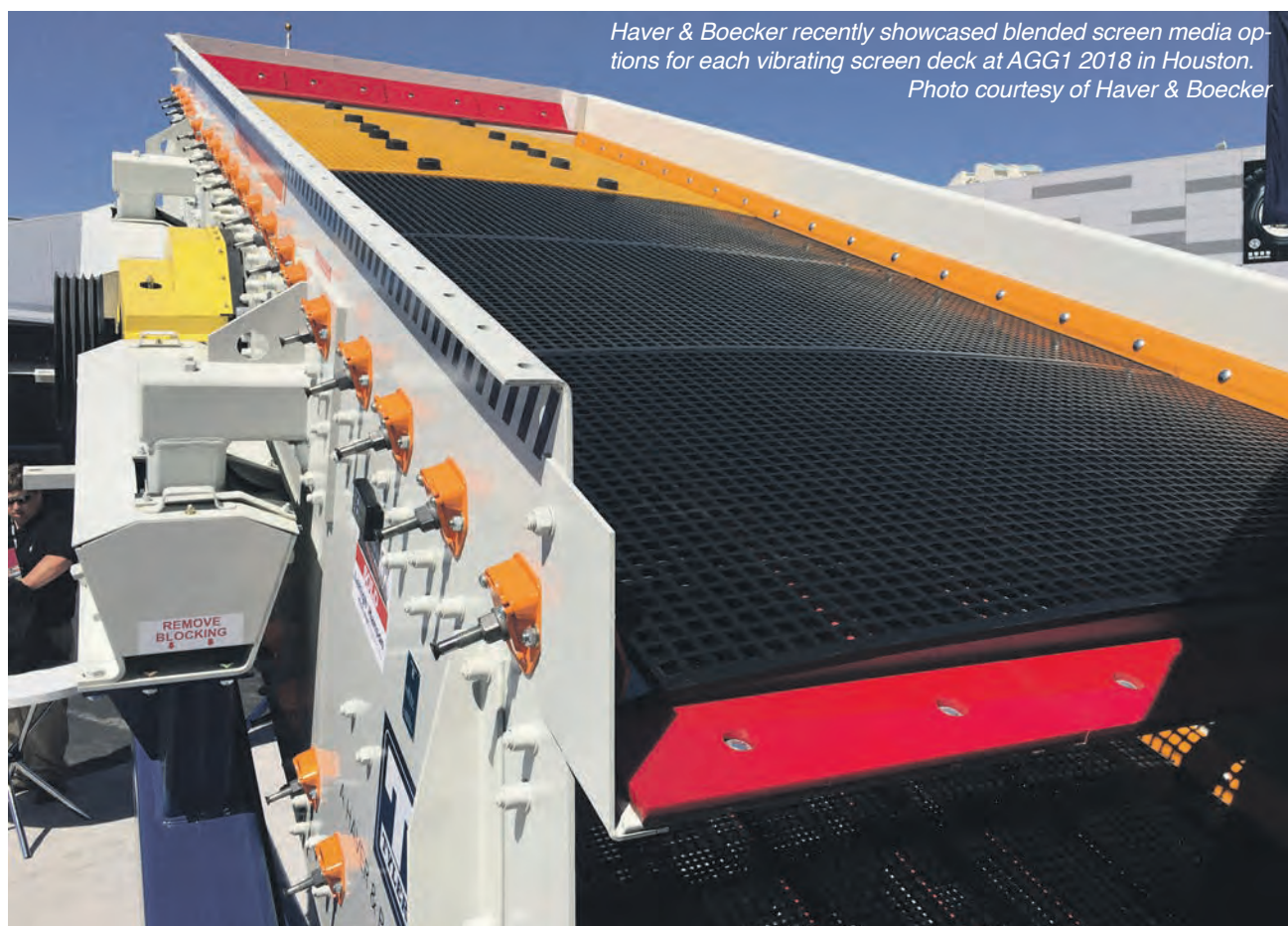
polyurethane screen media with an internal wire grid as thick as 3/8 inch.

- Ty-Wire: Ty-Wire combines woven wire with an engineered composite to achieve open area closer to wire cloth, but with four to seven times longer wear life. Ty-Wire weighs less than woven wire, making it safer to handle and easier to install. It's an excellent hybrid product.

- Ty-Deck: Ty-Deck modular polyurethane panels are available in multiple configurations for flat deck setups. Ty-Deck's lightweight design eases installation and sectional deck replacements.

Haver & Boecker's polyurethane screen media is manufactured out of Tyrethane, the manufacturer's signature blend of polyurethane. Chemists developed Tyrethane to offer the best combination of open area and wear life for both wet and dry applications. Tyrethane is poured open cast, resulting in 1.5 to 2 times longer wear life than injection-molded products. In addition, open cast polyurethane permanently hardens when cured to maintain its chemical properties, so it resists wear and tear. Injection-molded screens can soften when the temperature rises during screening, resulting in shorter wear life.

To find out more about how Haver & Boecker works with producers to determine the best combination of screen media, email [info@havercanada.com](mailto:info@havercanada.com) or call 800.325.5993.



Haver & Boecker recently showcased blended screen media options for each vibrating screen deck at AGG1 2018 in Houston. Photo courtesy of Haver & Boecker



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## Global dealer meeting huge success

ALLU has placed a great deal of emphasis over the last few years in growing its highly professional dealer and distributor network. Throughout Europe, Latin America, the U.S. and increasingly SE Asia, the network has continued to grow enabling customers throughout the world to easily benefit from the unique attributes of the ALLU Transformer and Processor ranges.

In order to provide customers with the very latest developments in ALLU's increasing solutions portfolio, close to 100 representatives from over 30 ALLU distributors traveled to Finland early February. During the meeting, the dealers enjoyed a series of events aimed at providing them with the latest developments and application thinking concerning the ALLU products.

In addition to seminars, workshops and a highly

informative walk-through of the production process, ALLU product and service experts were also on-hand to provide advice in order to help the dealers assist their customers maximize their investments.

"The dealer conference and meeting was the perfect occasion for me to meet the ALLU people in the field," said newly appointed ALLU vice president of sales Jeroen Hinnen. "I thought it was an excellent occasion, enabling us at ALLU to not only help our partners, but also to listen to what they and their customers want from ALLU."

At a gala dinner held on the last night of the meeting, an awards ceremony was held to recognize the outstanding performance of ALLU's dealers. Huppenkothen GmbH from Germany was presented with 'dealer of the year', with PT. Alluxindo Pratama Sukses from Indonesia being awarded the 'ALLU

award for excellence'. Finally, newly appointed dealer R D Williams from Australia, was given the 'best performing new dealer' award.

"Our dealers are vital link between us and the customers. And the dealer's performance has been outstanding in 2017," said ALLU president Ola Ulmala. "The ALLU awards recognize how well our dealers are performing, providing customers with outstanding solutions wherever they are in the world."

The dealer meeting is one of a series of events ALLU intends to hold throughout 2018 aimed at helping its dealers help their customers. Service workshops are scheduled throughout the world, as are application and product development seminars.

ALLU would like to thank all of the dealer representatives for coming to Finland, and for being an essential part of the ALLU global family.



Close to 100 representatives from over 30 ALLU distributors traveled to Finland early February.

Photos courtesy of ALLU



ALLU's network has continued to grow enabling customers throughout the world to easily benefit from their attributes.

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## Western Global expands support for clients seeking custom fuel solutions

CLAWSON, MI — Western Global's newly formed Fuel Solutions Group offers dedicated resources and a simple process for complex projects involving

fuel storage and dispensing. With more than 50 years of experience, Western Global is a trusted name in fuel storage with innovative cube-shaped tanks

and modular designs that increase efficiency on worksites around the world. By continually focusing on the end-user, Western Global's product engineers

have created fuel tanks with multiple worldwide approvals that can be used in nearly every fueling application and

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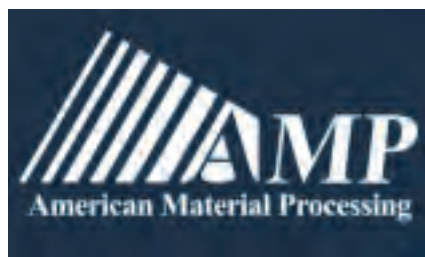


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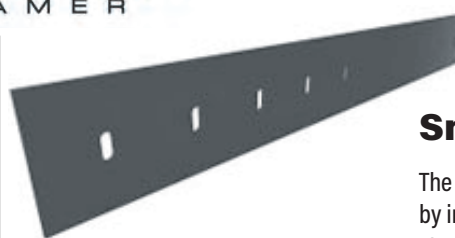
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To better serve customers with customized fueling solutions, Western Global created the Fuel Solutions Group. The group is a dedicated team of engineering, compliance and project management professionals who specialize in the design, assembly and installation of turnkey solutions for large operations requiring fuel storage and dispensing.

"Western Global has engineered a variety of customized fueling solutions over the years but not in a formalized manner," said Bob Lennox, Fuel Solutions Group sales lead. "As the fueling needs of large or remote jobsites become more complicated, we realized customers want and need a full-solution provider to avoid headaches and save resources. The launch of the Fuel Solutions Group does that. We are now able to offer those customers a simple process, a single point of contact and allocated resources to complete their projects on time and within budget."

The process begins with a consultation, where the group meets with the client to discuss the full scope and requirements of their fueling operation. After all the necessary information has been gathered, the design and engineering team move forward with a detailed proposal that aligns with the project's requirements. Specialists in electrical, mechanical and regulatory review are involved to ensure the customer's package is specified correctly from concept to completion. A finished fueling package might include pumping, metering, filtration and electrical components. Western Global's skilled assembly team installs all components prior to deployment to minimize site work, resulting in a turnkey, customized fueling solution delivered to the customer ready for use.

With decades of experience, dedicated resources and a record of success navigating the challenges of different industries, the Fuel Solutions Group can engineer a solution to overcome nearly any fuel-supply challenge. Additionally, embedded management processes ensure the highest possible standards of quality and safety throughout the process.

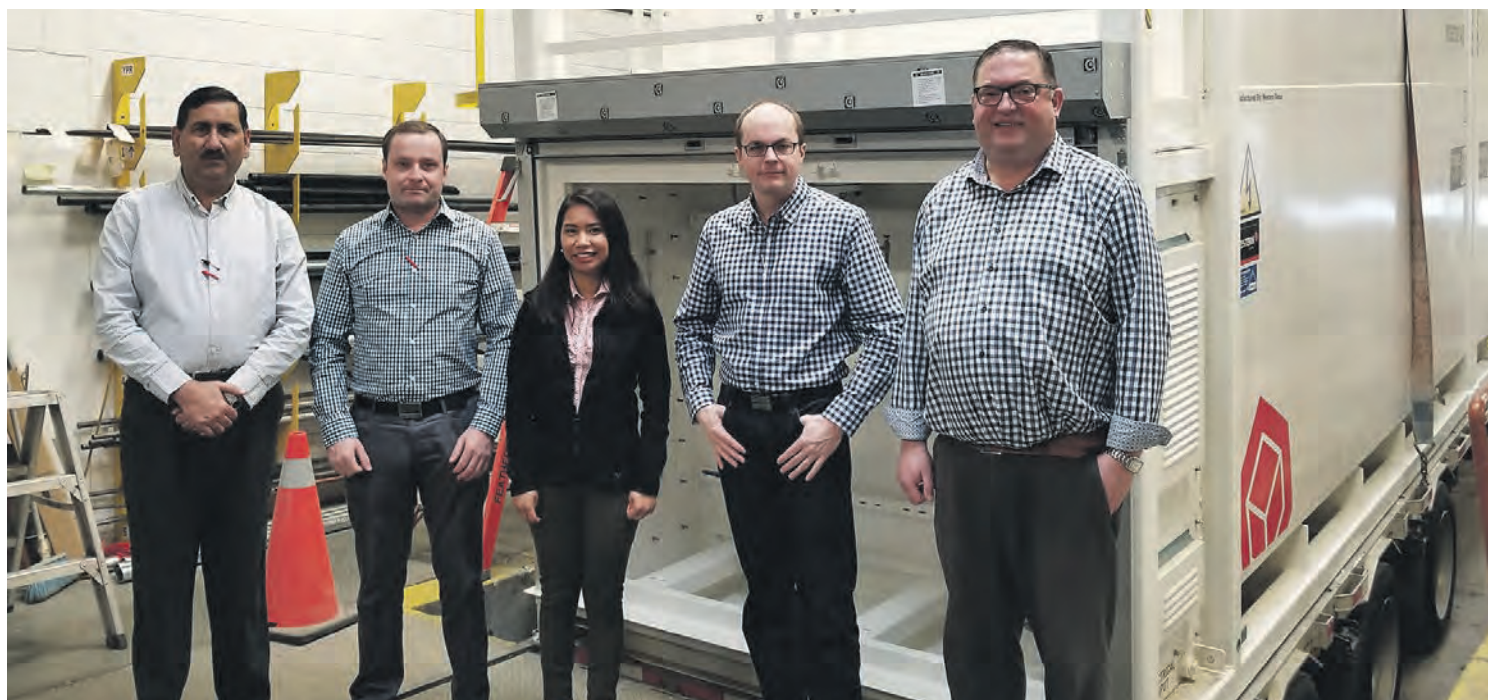
"Our team has led the way and provided approved engineering designs for a diverse client base across multiple applications involving fuel storage and distribution. In each of these projects, our engineers exceeded client expectations, helping ensure mission success," Lennox said.

Recent projects developed and managed by the Fuel Solutions Group include a major fuel system for a downhole mine site, an auxiliary fuel supply for diesel-fired heat units at a cement batch plant, and fleet fueling for a mining operation in an arctic climate as well as setting up tank farms in remote locations.



*A complete Western Global fueling package may include pumping, metering, filtration and electrical components.*

*Photos courtesy of Western Global*



*Western Global's electrical, mechanical and regulatory review specialists ensure the customer's package is specified correctly from concept to completion.*



*Western Global's Fuel Solutions Group is a team of engineering, compliance and project management professionals who specialize in the design, assembly and installation of turnkey fuel storage and dispensing solutions for large operations.*



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# Caterpillar announces executive officer retirement

DEERFIELD, IL — Following a distinguished career spanning nearly 30 years with the company, Caterpillar Inc. recently announced that Group President Rob Charter has elected to retire. Since 2015, Charter has been a group president of Customer & Dealer Support (C&DS).

"During his three decades with Caterpillar, Rob has built a reputation for his focus and unwavering commitment to helping our customers succeed," said Caterpillar CEO Jim Umpleby. "Rob's global perspective — he's held positions in Asia, Latin America, the United States and in his home country of Australia — is just one reason he's a valuable member of our executive leadership team. Rob is also known within the company for his passion for developing and mentoring Caterpillar employees around the globe. We wish him a long and happy retirement."

Charter's retirement will be effective June 1, 2018. The company expects to announce a replacement in the

near future.

"I've had an extraordinary career and am grateful for the opportunity to have served our customers for the past three decades," said Charter. "I'm honored to have led some remarkable teams. And, over two-thirds of my time at Caterpillar was spent working alongside what I still believe is one of the company's greatest competitive advantages — our dealer network. My wife, Tammy, and I look forward to returning home to Australia and spending more time with our family."

Charter joined Caterpillar in 1989 as a development engineer in Melbourne. Early in his career, he worked in service training, machine sales and service, mining product support, manufacturing, construction, quarry and forestry. Charter was also a district manager in Australia. Charter's next leadership position was with Caterpillar's Asia Pacific Division in Tokyo as product manager. In 2005, he was appointed southern region manager in Caterpil-

lar's Latin America Division, a position he held until 2008 when the Caterpillar board of directors named Charter vice president of the Asia Pacific Distribution Services Division. He held this position until January 2013 when he was appointed as vice president of the Excavation Division. He became a group president and a member of Caterpillar's Executive Office in 2015. Charter holds a bachelor's degree in mechanical engineering from Ballarat University in Victoria, Australia, and has completed the Stanford University Executive Program.

*Rob Charter, Caterpillar group president of Customer & Dealer Support, elects to retire effective June 1, 2018.*

*Photo courtesy of Caterpillar Inc.*



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## Five Star Equipment supplies ALLU Transformer to Scotts Miracle-Gro

*Material processing attachment saves company on manpower, equipment, maintenance and time*



Transformer has also proven to be beneficial in pulverizing frozen piles of mulch that the facility stores outside.

*Photo courtesy of ALLU*

EAST BRUNSWICK, NJ — Scotts Miracle-Gro recently took delivery of and received training on an ALLU Transformer material processing attachment at its brand new Riga, NY facility. The company purchased the ALLU DH-4-23-40 attachment for its 20-ton wheel loader to screen, crush, mix and load materials in one step during the production of mulch, topsoil, manufac-

tured soil, soil starter and potting mix. The ALLU unit not only eliminates the need for costly stationary screening and pulverizing machinery, but it also reduces labor, fuel and maintenance costs due to its versatility, portability and efficiency. Additionally, this winter, the ALLU Transformer has proven to be beneficial in pulverizing frozen piles of mulch that the facility stores

outside, rendering the material more pliable so that it flows freely through indoor conveyor systems that sort, size and bag the product.

This is the second ALLU unit purchased by Marysville, Ohio-based

Scotts Miracle-Gro, which has numerous production facilities across the United States. The unit was sold and will be serviced by ALLU Inc.'s dealer Five Star Equipment from its Rochester, NY facility.

## Vermeer announces new full track option for CT718 compost turner

*Developed for rugged ground conditions*

PELLA, IOWA — The popular Vermeer CT718 compost turner can now be equipped with full-length steel tracks, an option best suited for rough and muddy ground conditions. The new full track option is one of four drive systems available for the CT718 compost turner that also include two-wheel drive, four-wheel drive and two-wheel plus two short tracks drive system.

"We've added a full track option at the request of our customers," Jeff Bradley, product manager for recycling and forestry equipment at Vermeer explained. "The composting industry is growing worldwide, and compost turners are one of the most efficient ways of ensuring that material gets the proper amount of oxygen. The full track option will give facilities with rugged or wet ground conditions a more effective option."

The Vermeer CT718 compost turner is efficient and highly productive at turning windrows up to 18 feet (5.5 m) wide. The compost turner uses a mechanical belt-drive system and a Flexxaire fan that automatically adjusts based on temperature to help maximize performance. An optimized drum design with long flails ensures proper aeration while minimizing material drag and providing protection to the drum skin. The operator-controlled rear curtain also aids with controlling material deflection.

The comfortable operator's cab of the CT718 compost turner features programmable, preset controls that allow the user to adjust height with a single touch and a control display that shows the sides and rear of the machine through mounted cameras.

Plus, with a low machine height of just 12.5 feet (3.8 m) and folding ladder, the CT718 compost turner is easy to transport between locations. Additional options for the CT718 compost turner include hard-surface flails and a spray bar attachment.

For more information about the Vermeer CT718 compost turner, visit Vermeer.com or contact your local Vermeer dealer.

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## Grapples



The new full track option is one of four drive systems available for the CT718 compost turner.  
*Photo courtesy of Vermeer*



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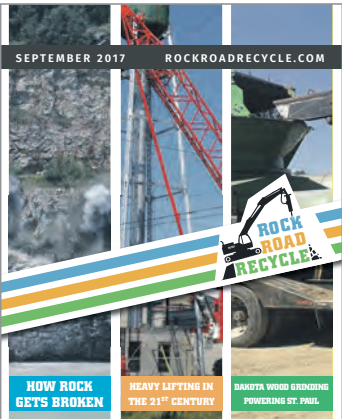
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#### Number / Classification

- 20 Air Compressors
- 25 Air Tools
- 35 Announcements
- 45 Antiques
- 55 Appraisal Services
- 60 Asphalt Equipment
- 70 Attachments
- 80 Auctions
- 85 Backhoe/Loaders
- 135 Bits
- 150 Buckets
- 155 Building Materials/Supplies
- 157 Building Repair
- 160 Buildings For Sale
- 165 Business Opportunities
- 190 Chain Saws
- 200 Chippers
- 220 Compaction Equipment
- 225 Composting Equipment
- 230 Compressors
- 240 Concrete Mobile Mixers
- 245 Concrete Products
- 255 Construction Demolition
- 265 Construction Eq. For Rent
- 270 Construction Eq. For Sale
- 275 Construction Machinery Wanted
- 277 Construction Services
- 278 Construction Subcontracting
- 280 Construction Supplies
- 300 Conveyors
- 310 Cranes
- 320 Crushing Equipment
- 375 Dozers
- 400 Drills
- 415 Employment Wanted
- 425 Engines
- 430 Excavators
- 470 Financial Services
- 494 For Lease
- 495 For Rent
- 505 Forklifts
- 535 Generators
- 550 Gradalls
- 555 Graders
- 610 Help Wanted
- 635 Hoists
- 705 Legal Notices
- 745 Loaders
- 760 Lumber & Wood Products
- 780 Maintenance & Repair
- 800 Mine Equipment
- 805 Miscellaneous
- 880 Parts
- 885 Parts & Repair
- 890 Pavers
- 925 Pressure Washers
- 950 Real Estate For Sale
- 955 Real Estate Wanted
- 975 Rentals
- 997 Safety Equipment
- 1017 Scrapers
- 1020 Screening Equipment
- 1040 Services Offered
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- 1105 Sweepers
- 1120 Tools
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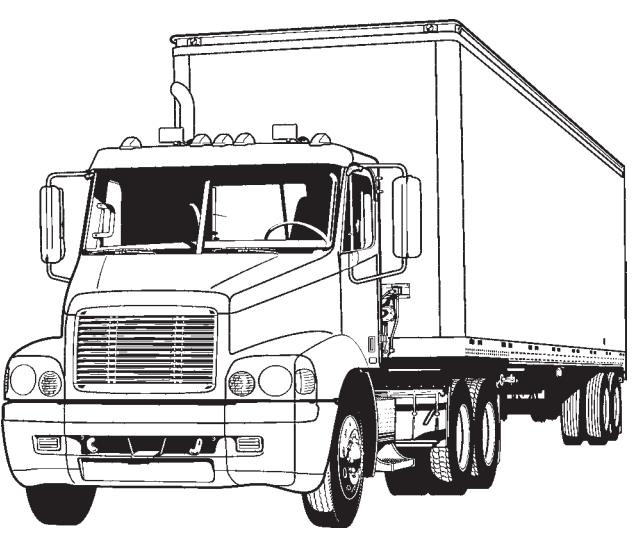


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