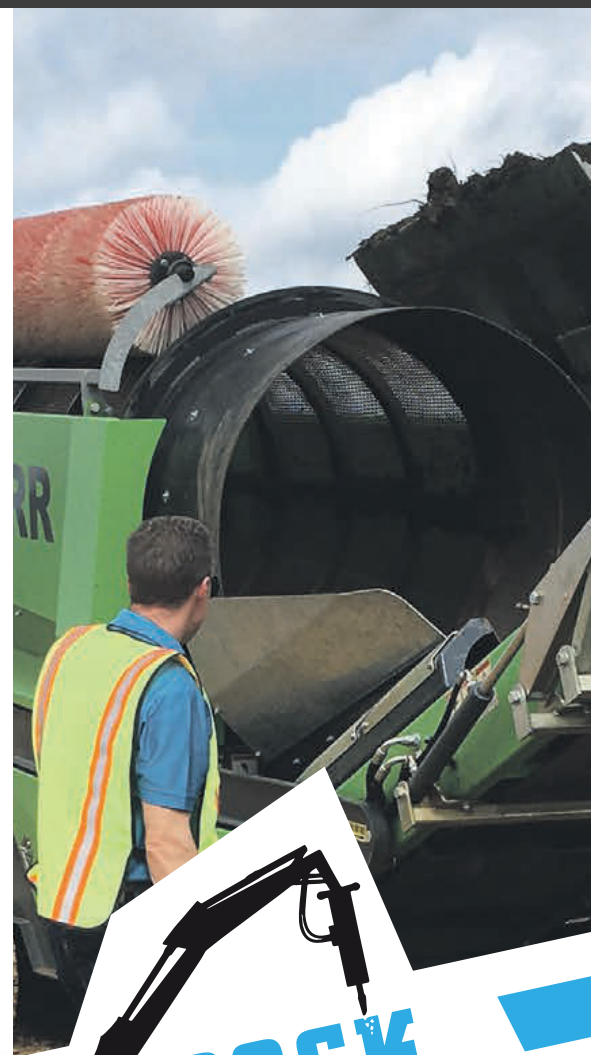


SEPTEMBER 2018

ROCKROADRECYCLE.COM



**HORSES FOR COURSES:  
HAULING OPTIONS**



**MANITOWOC DEBUTS  
NEW CRANES AT  
CRANE DAYS 2018**



**EMERALD EQUIPMENT  
SYSTEMS HOSTS  
ORGANICS OPEN DAY**



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## Horses for courses: hauling options





- Hauling
- Loading
- Tires



Horses for courses: hauling options

On the cover:  
Volvo CE has recently launched its biggest articulated hauler, the A60H.

RockRoadRecycle.com staff writer  
Photo courtesy of Volvo

PG 3

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Komatsu America introduces the new WA480-8 wheel loader

Associations and affiliations:





*Doosan Tier 4-compliant ADTs do not need a DPF to meet the emission regulations in North America.*

Getting the material out of the quarry, mine, tunnel or construction site has seen major developments in hauling equipment in recent years. Whether underground, in the middle of a city or a huge open cast mine, a vast array of solutions are now hard at work across the globe, with many of them being developed by U.S.-based corporations. These range from trucks on railroad tracks to wheel based haulers for roads, or, as the examples show in this article, even some specialist systems that are proving to be ideal for construction companies, whatever their application.

Some of the most interesting developments in haul trucks have been developed with an underground focus. That does not preclude their use above ground,

but the sheer logistics of many underground projects has meant that it is often easier, more cost effective and efficient to install semi-permanent infrastructures for transporting and excavating materials, workers and equipment. As the companies and examples below show, the solutions provided have proved to have a beneficial effect on the projects they have been involved in.

#### Mining Equipment

Mining Equipment specializes in supplying rail-mounted equipment for underground operations, with a product range that includes diesel, battery and trolley locomotives. In addition to locomotives, the Colorado-headquartered company also has a large inventory of rolling stock such as muck

cars, flat cars and mantrips, as well as offering a bespoke development service to meet specific customer requirements. The company has recently launched a complete line of diesel locomotives, with most of these featuring a hydrodynamic three-speed transmission with lock-up torque converter and engine exhaust brake, as well as integrated wet disk brakes. These items combined together provide wear-free braking.

The 25t locomotives have been purpose developed for underground or surface mining, tunneling or general construction projects. The unit may be customized to suit and be built with various engines and drive components, all of which effect speed, power and tractive effort. Haulage capacity is contingent on locomotive weight, horsepower and adhesion factors such as track conditions.

An example of Mining Equipment's work has recently been in Atlanta, GA, where Atkinson Construction has been involved in constructing a tunnel for a water storage project. Commissioned by the city of Atlanta, Mining Equipment has supplied all the rolling stock, locomotives, rollover dump and California switches, with muck removal being undertaken with muck cars and a rollover system. The relatively small diameter of the tunnel in the project, coupled with the grade and the use of muck haulage, made sizing and balancing all aspects of the equipment a particular challenge.

#### Sandvik Mining and Rock Technology

Sandvik is not well known as a manufacturer of haul equipment, but has an extensive line of underground trucks. These offer high capacity in a compact form, and are highly maneuverable with a small turning radius and operate at high speed. Features include FEA-optimized frames and dump boxes, powerful diesel engines, advanced drive train technology, four-wheel drive and ergonomic controls.

The latest development is the new i-Series trucks which feature Sandvik's intelligent control system that acts as the software backbone for the intelligent



*In addition to locomotives, Mining Equipment also has a large inventory of rolling stock as well as offering a bespoke development service to meet specific customer requirements.*



With intelligent systems such as MATRIS™, CareTrack™ and an on board weighing system, users can optimize production and minimize operational costs.

equipment, allowing the building of multiple smart solutions, such as Integrated Weighing System (IWS) and AutoMine™ Trucking, to improve performance. Of the new range, the TH663i truck features a wide range of intelligence integrated technology, such as intelligent control system, integrated jacking system, onboard weighing system, OptiMine™ data collection and automation readiness as standard. All Sandvik underground mining trucks are designed to operate fully loaded and at high speeds on long spiral haulage ways with up to 20 percent gradients.

#### Above ground

The latest developments in hauling equipment have not been limited to underground equipment. On the contrary; recently most of the major manufacturers have launched some exciting developments that are designed to work on virtually any construction application encountered.

#### Volvo CE

Volvo CE has recently launched its biggest articulated hauler, the A60H. The 60t class articulated hauler combines continuous production with reliability thanks to its robust design and easy service access. It has been designed for heavy hauling in severe off road operations, including quarries, open-cast mines and large earth moving operations, with the A60H's long service life, quality, reliability and durability making hauling easier and more efficient.

With the A60H, valuable data is on hand to improve onsite efficiency and save costs. With intelligent systems such as MATRIS™, CareTrack™ and an on board weighing system, users can optimize production and minimize operational costs. Volvo has used the latest technology to monitor machine operation and status, advising on the best ways to increase profitability. The on board weighing system guarantees the optimal load every cycle which maximizes production, boosts fuel efficiency and reduces machine wear in all site conditions and operations.

Another recent development from Volvo is its G-Series haulers, which have been designed to provide continuous production and reliability. With payloads ranging from 25t to 45t, the new G-Series comprises of the A25G, A30G, A35G and A40G, as well as the 45t class A45G and A45G FS. Powered by the Volvo Tier 4 Final / Stage IV engines, which range

from 234 kW (318 hp) on the A25G to 347 kW (445 hp) on the A45G, the G-Series delivers excellent fuel efficiency without compromising on power or performance, providing significant improvements in fuel economy compared to the models they replace.

#### Caterpillar

Three new Cat® articulated trucks—730, 730 EJ (Ejector) and 735—have been extensively redesigned and are aimed at enhancing the field proven features and performance of its C-Series predecessors (730C2, 730C2 EJ and 735C). They include new operator stations with innovative new controls, transmission protection features, a new hoist assist system, an advanced traction control system, a new stability assist system and a fuel saving ECO operating mode.

In addition, the design of the 730 and 730 EJ is enhanced with automatic retarder control and a hill start feature. The 735 retains these features from its C-Series predecessor and further incorporates significant design refinements that include a new Cat® C13 ACERT™ engine, Cat CX31 transmission (also

on the 730 and 730 EJ) and structural and dimensional modifications that reduce empty weight by 22 percent, while retaining the productivity of the outgoing 735C. These features combine for an up to 18 percent gain in fuel efficiency.

The new 735 replaces the Cat C15 ACERT™ engine, rated at 441 net horsepower, with the Cat C13 ACERT™, rated at 428 net horsepower. The new 730 and 730 EJ continue to use the Cat C13 ACERT™ engine, rated at 367 net horsepower. The C13 engine used in all the new trucks is available in configurations to meet emissions standards of both highly regulated and lesser-regulated countries. The 730 EJ is designed to eject loads while traveling, providing positive dumping of the entire load, and also to work in areas with overhead restrictions and soft underfoot conditions with improved machine stability.

Offering a 45.2t-rated payload capacity, the new Cat 745 articulated truck features a new cab design, which has been completely re-engineered from the inside out using global operator feedback to advance comfort and ease of operation. The new external “spinal”



Cat® Connect payload technology for the new 745 truck allows customers to optimize operations and improve jobsite efficiency.



Bell's current offering comprises of two ranges: the proven D-series (currently in its Mark VII version) and the brand new E-series, said to be the next evolution in Bell design.

ROPS structure boasts bonded rear quarter glass that eliminates the structural pillar to give the operator a dramatic improvement in visibility from the cab. Upon cab entry, the new "wake up" feature initiates machine displays as soon as the door is opened, while the lighter and stronger cab door offers shut assist for improved sealing against dust infiltration. The quieter cab design lowers inside sound levels by 5dB (A) at the operator's ear.

In direct response to customer feedback, the lower portion of the front fenders is now made of a durable and flexible rubber sheet material. This change will help decrease maintenance and repair costs on sites where mud packing around the fenders could damage the lower section. Cat® Connect payload technology for the new 745 truck allows customers to optimize operations and improve jobsite efficiency, while the measurement system gives operators the ability to measure and deliver accurate payload.

### Bell Equipment

The latest generation of Bell ADTs has been engineered to provide the very best in power and drivetrain technology and efficient, innovative design. Bell's current offering comprises of two ranges: the proven D-series (currently in its Mark VII version) and the brand new E-series, said to be the next evolution in Bell design.

The most recent example of how Bell Equipment identifies customer needs and translates them into competitive solutions is the ADT specialist's new range of articulated 4x4 trucks. Following the successful introduction of the 60-ton Bell B60E two years ago, 2018 has seen the launch of the B30E 4x4. Sharing the proven base of the company's conventional three-axle 30t range, the new two-axle truck offers important advantages for operations that do not require extreme 6x6 off road capability.

"The Bell B30E 4x4 is an alternative for smaller quarries or other operations within the aggregates sectors. Without the typical tire scuff that a three axle ADT experiences when operating on harder surfaces, the articulated two axle concept guarantees substantial savings in tire wear," explains Tristan du Pisanie, ADT product marketing manager. "Not only does the tire scuff compromise tire life, it also damages the road surface. Therefore,

the two axle truck reduces site maintenance requirements."

Thanks to the 4x4 drivetrain, the Bell B30E can safely operate in more challenging conditions than conventional rigid quarry trucks, tippers or tractor trailer combinations. "Our 4x4 customers do not have to stop operations due to rain," says du Pisanie, "and many of these B60 or B30 owners have been able to extend their normal operating season or even



There are more than a dozen new features inside the completely new layout of the DA30-5 cab to enhance the driving experience.

use their 4x4 ADT for stripping of overburden."

The positive customer feedback on both the B60E and the B30E 4x4 has led Bell Equipment to present the B45E 4x4 as an addition to its 4x4 ADT range. The two-axle version of the B45E with twin tires on the rear axle delivers all advantages of the 4x4 concept for payloads over 40t. "It is envisaged that this will become an alternative to 4x2 rigid trucks in medium to large quarries or mining operations," du Pisanie said.

### Doosan Infracore

Doosan Infracore North America, LLC has introduced a series of enhancements to its DA30-5 ADT. The new version of the DA30-5 includes numerous updates to the truck's performance, operator comfort and controllability of the machine, ease of maintenance and fuel efficiency. A significant development is the 30t class DA30-5 ADT, with new front suspension, which has been updated to a hydro gas, self-leveling system to provide superior performance and greater shock absorption. Combined, these suspension system features allow for better driving comfort, especially when the truck is being driven while empty on a construction jobsite or mining operation.

The cab interior of the DA30-5 has been redesigned to provide better ergonomics and more operator comfort, taking into consideration input from current owners and operators. There are more than a dozen new features inside the completely new layout of the DA30-5 cab to enhance the driving experience. These include a new dashboard with a modified shape and a soft touch automotive material, making it easier to clean, and a high-quality finish and appearance. Updates to the truck's vehicle control unit (VCU) include more robust hardware, better processors, more input channels for customized functions or further technology developments and high quality automotive style connectors.

The truck's new monitor in the cab has bigger indicators for easier reading. User-friendly graphics and icons can be controlled by buttons on the display panel and the panel now has capability to display multiple cameras views for increased visibility around the ADT. Operators can toggle through the menu to access additional information such as machine status, service and settings.

Additional new features of the DA30-5 cab include new air vents for the floor to improve airflow and circulation, a USB charger, a new bracket on the right hand side for a CB radio, electrically adjustable mirrors and a new brake pedal. A bigger space between pedals, more convenient compartment storage and a 12V/24V power socket have also been added.

Powered by a 370 net horsepower diesel engine, the updated DA30-5 meets Tier 4 emission regulations through the use of both SCR and EGR technologies, with an electronic brake system, one of four brake systems on the trucks. Additionally, Doosan Tier 4-compliant ADTs do not need a DPF to meet the emission regulations in North America.

### Komatsu

Komatsu's dump trucks have been designed to transport heavy loads quickly, easily and cost effectively, being available in a rigid or articulated version. They provide driving safety, even at high speeds, with the transmission system and chassis, axles and suspension being designed to handle grueling daily stresses for maximum reliability. Recently the company has introduced the new HD325-8



Equipped with an EPA Tier 4 Final certified engine, the HD325 and HD405 feature increased horsepower and a new traction control system (KTCS) to achieve improved productivity.

and HD405-8 off highway trucks. Equipped with an EPA Tier 4 Final certified engine, these latest additions to the rigid frame truck family feature increased horsepower and a new traction control system (KTCS) to achieve improved productivity. These models have payload capacities of 40.3 U.S. (short)/36.5 metric tons and 44.1 U.S. (short)/40 metric tons, respectively.

The new trucks' Komatsu SAA6D140E-7 engines have increased to a net 514 horsepower (383 kW). Fuel consumption is down for the HD325-8 by as much as 9 percent, and by as much as 6 percent for the HD405-8, compared to predecessors. Also, access is better, with sloped stairs and handrails in front to replace the previous ladder configuration. Other new standard features for both truck models include a quiet 78 dB(A) cab, a seven-inch LCD color monitor, a dedicated rearview monitor, a fast fill fuel system and a premium heated and ventilated operator's seat with air suspension.

"The updated truck models retained their industry leading steering performance and retarding capacity for maximum production," said Rob McMahon, product marketing manager for Komatsu America. "The addition of Komatsu's latest fuel saving technologies and the all-new cab lower the cost to maximize production and significantly enhance operator comfort at the same time."

A loyal Komatsu customer in the U.S. is Southland Construction, a "horizontal and vertical contractor" providing various services in Apopka, FL. A recent proj-



Another development designed to make haulage easier and more efficient is the BulkX System developed by Britain's Conquip Engineering Group.



Southland's first step was to rent a fleet of 14 Komatsu HM400 articulated trucks.

ect saw Southland undertake a two year, \$80 million contract for the Central Florida Expressway Authority, which will see Southland move 2.7 million yards of dirt and complete construction of eight bridges, including the largest and most complex the company has ever built.

Southland took measures to help improve its dirt moving operation for the contract. The first step was renting a fleet of 14 Komatsu HM400 articulated trucks from Linder Industrial Machinery Company. "We needed those trucks for this project because it's so big, and the trucks have been awesome," explained vice president/general manager Joe Raucci. "They can really move with a full load on them. We actually had to tell our operators to lighten their loads for maximum fuel efficiency. Our sweet spot is 44,000 pounds and the trucks can just fly."

#### Specialist hauling systems

Although not strictly haulage trucks and equipment, there have been a series of developments from specialist manufacturers of equipment. These are concerned with getting excavated material from the job site in the most efficient and effective manner possible.

#### Conquip Engineering Group

Another development designed to make haulage easier and more efficient is the BulkX System developed by Britain's Conquip Engineering Group. This is a revolutionary construction excavation system, with its development coming about when several contractors working on the award winning London, England, infrastructure project, Crossrail, approached the company. They required a system that would enable them to excavate quickly and efficiently from the various shaft locations all over inner city London. The situation was complicated, as the metropolis of London has been occupied for over two millennia, and over that time has acquired a huge network of subterranean structures, some up to 80m deep.

The complexity of existing tunnels meant that stations and shafts had to be excavated in specific locations. The shaft openings for the tunnels were awkwardly placed, which caused friction between the construction site and the inhabitants and businesses in the surrounding area. Contractors and their partner companies constantly faced opposition from local businesses and residents about traffic and noise pollution. By working with the contractors, Conquip began to understand the multi-faceted challenges they faced. Through an analysis of the site methodology and processes, a system was developed which meant that contractors could excavate and transfer tunnel waste directly into waste management vehicles.

This BulkX system has proved to be not only more efficient than traditional methods, but it has also reduced the level of noise and dust pollution. This is due to the fact that fewer machines were required on site and excavation waste didn't have to be stockpiled. As a result, excavation at Crossrail became more flexible and had less of an impact on the local community and environment.

#### Where there is a need, there is a way

As the developments and cases outlined show, material haulage is now about much more than trucks. Equipment used can be wheeled, fixed, articulated or in the case of the last two manufacturers, highly specialized. In effect, manufacturers are listening to their customers to produce solutions to match requirements based on the highly diverse nature of customer operations.

# McCloskey International welcomes BL&D Plant Hire & Sales to global dealer network

KEENE, ON — Screening and crushing industry leader McCloskey International has recently welcomed equipment dealer BL&D Plant Hire & Sales to its global network of distributors. The company serves Zambia and Zimbabwe. Representatives of the company were present at CAMINEX 2018 to launch the new McCloskey dealership with a McCloskey C38 on display June 5-7, 2018 at Kitwe Showgrounds in Zambia. The Africa Copperbelt Mining Exhibition & Conference features equipment and services for the mineral processing and mining industries, along with



Richard Whittemore, Marie Langham and Isaac Chobela at CAMINEX 2018.

Photos courtesy of McCloskey



Lusaka Branch, BL&D Plant Hire & Sales

the latest technologies for the sector. Headquartered in Lusaka, BL&D Plant Hire & Sales' has a diverse portfolio of customers within the private and public sectors, across multiple industries including mining, aggregates, road building and infrastructure, land clearing and agriculture, and material handling and processing. BL&D will also serve these industries in Zimbabwe. They employ a complement of 200 staff comprised of operators, mechanics, drivers and support staff, working to supply the Zambian market with construction equipment

through HHEZ, a Hyundai dealership, and Plant Hire Services through BL&D Plant Hire. On announcing the new dealership for McCloskey equipment, Jeremy Badcock, Director at BL&D Plant Hire & Sales noted "this is an exciting time to be representing McCloskey International. After a temporary decline, rising prices have reawakened mining. With this favorable environment, foreign direct investments are adding an additional boost across industries. Zambia has substantial mining reserves, which will contribute to our economic growth in the com-

ing years." Paschal McCloskey, President and CEO, McCloskey International, believes that the McCloskey product range is well suited to the African market, as it is user friendly and rugged. "We established the company in Canada where machines are expected to withstand extreme temperatures in vastly remote areas," McCloskey noted, "as a result, they have been designed to be reliable, operator friendly and easy to maintain. These are the same features that African-based operations will be looking for in their machinery."



BL&D has a diverse portfolio of customers within the private and public sectors, across multiple industries.



## Prairie Dawg Practical

by Tim Holmberg,  
DEMI Equipment

### *Hey Prairie Dawg, “Will electrical cords always be necessary?”*

Will we ever realize a time when electrical cords will be absent from running our equipment? Will there come a time when we no longer need to wrap and unwrap the long, heavy runs of live high voltage power every time the plant is moved or changed in configuration? This was an interesting conversation a tower operator and I had not too many days back. I know these guys spend many hours

getting all the lengths of cord routed and connected or terminated, many hours tying the cords to the conveyor frames, making sure they are not stretched over any sharp edges or places where they will get worn from the excessive vibration and shaking this equipment prone to produce.

Let's brainstorm and see if we can possibly think of some quick ideas to watch

for in the next 20 years regarding our electric motors being operated in a newer, more efficient way than anyone could have dreamed.

- Will it be possible to run each motor on solar-based technology, built into each and every motor, or will this technology only be an aftermarket feature? Will motor manufacturers want to pick this up from the inventor and get the technology integrated from a factory represented concept where they would further develop the capabilities overall? Wouldn't solar power be an amazing green alternative resource to reduce operational costs significantly? I know that running newly developed motors with solar energy is only half the battle — other half is telling it to turn on and off and make certain the motor listens. This could quickly become a huge safety issue if the malfunction stops forward progression almost immediately. It could be extremely dangerous to not have any controlling positive connection wires when it comes to hitting a safety stop switch and there being a lapse in response should a sig-

nal get interrupted or blocked from the wireless controller. By using a simple set of headphones (if a signal fails) is not a “life and death” quick response needed to shut a machine down that may have someone unexpectedly trapped or caught in an unforgiving machine?

- It would appear that controls to the motors may still have to remain somewhat hard wired for the sake of human life applications — at least for safety shut down purposes. This would definitely bring down the number of overall cords needed and also reduce cord diameter and length, making the entire process more manageable.

- As nuclear power continues to develop and is realized to be more useful and safe, will it be likely that this technology could actually be considered to assist in the concept of eliminating electrical cord runs? Or is this type of technology still too unstable in the hands of the public, even if trained and licensed? I believe one day it could absolutely be something that we could see being used in an

**PRAIRIE 9**



### Empire Series Stationary Plant

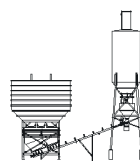
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attempt to advance the overall production and safety of large electrically driven machines.

• Some may say we already have the answer in cleaner burning, diesel-powered self-contained engine drive packages and I believe it to be the closest solution so far. But this type of supplemental powering over an electric motor has many drawbacks, such as additional maintenance requirements, from daily to monthly, that can start to get overlooked after a short period of time. One notable would

be an added up front purchase cost. Another limitation would be overall emissions output points, which now starts limiting full blown production schedules of a plant, only allowing so many hours of overall use based on strict permitting laws. Direct diesel or diesel hydraulic and even diesel generated power is another solution to removing cords from laying all over the operations ground and eliminating them almost completely if desired, but is this beneficial to the owner's bottom line? We will have to wait and see where the next few years of technology

takes us.

American technology, along with other well-established international markets have continued creating avenues of solution-based technology and I put nothing beyond the reach of seeing these valid ideas become realities. One never wants to limit one's thinking ability and say, "there is no way that would ever work." A few short years later you may be amazed when what you had once deemed impossible is right in front of your eyes doing the possible.

If you enjoy these random aggregates

and quarrying equipment-based subjects, tune back in for more topics. 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 [prairiedawg@pdpractical.com](mailto:prairiedawg@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

## Caterpillar delivers 50,000th Cat® articulated truck

In a year of multiple significant milestones for Cat® mining and infrastructure trucks, Caterpillar announces delivery of its 50,000th articulated truck from its Peterlee, U.K. manufacturing facility. Since the start of Cat branded articulated truck manufacturing in 1985, Caterpillar has become an industry leader of the articulated truck design.

"The articulated truck has been a key member of Caterpillar's core product line since it was developed in Peterlee, which has always been its proud home. I thank the entire team for their focus and dedication to continually improve the design, manufacture and support of these great trucks for our customers," says Brent Losey, product manager for articulated trucks. "Cat articulated trucks are helping our customers meet their objectives on construction and mine sites around the world. We are proud to see the 50,000th truck drive off the assembly line and look forward to the next 50,000!"

Trader Construction



Trader Construction Company of New Bern, NC, received the 50,000th unit during a ceremony held at the Peterlee facility recently.

Photo courtesy of CAT

tion Company of New Bern, NC, received the 50,000th unit during a ceremony held at the Peterlee facility recently. Carl Huddle, president of Trader, and Gregory Poole Cat dealer

representatives were on hand to receive keys to Trader's newest Cat 745, 45.2-ton articulated truck. "Trader and Cat dealer Gregory Poole have enjoyed a longstanding relation-

ship dating back to the 1960s, and Trader has owned or leased a total of 500 40-ton class articulated trucks over the years," says Anthony Pollock, articulated trucks marketing manager for Caterpillar.

Since 1957, Trader has worked in close partnership with municipal, commercial and private customers on mining, road and highway, bridge, aviation, site development and other infrastructure projects large and small throughout North and South Carolina. The Trader team has grown to over 400 office and field workers. The company operates and maintains more than 200 pieces of heavy equipment, including 50 articulated trucks, to efficiently

complete its infrastructure projects.

Featuring the recently re-engineered world-class cab, the Cat 745 offers improved ease of operation; uninterrupted rear-quarter visibility and in-cab operating sound levels 7 dB lower than previous designs. Its gear range selector delivers efficient single-lever control over truck speed and body hoisting functions to improve cycle times. Featuring economy mode operation for an average 5 percent fuel consumption improvement, the truck's power train is driven by the Cat C18 ACERT™ engine, rated at 504 net hp (375 kW), with a range of emissions control platforms to meet global environmental standards. The

Cat 745 articulated truck features a host of standard integrated technologies, including Product Link™, Cat Production Management and Cat Detect with Stability Assist, to monitor, manage and enhance job site operations.

With a heritage dating back to the DJB Design & Engineering Ltd. company, today's Cat family of articulated trucks features six, three-axle models with rated payloads ranging from 26.5 to 45.2 tons and heaped capacities from 19.6 to 32.7 yd<sup>3</sup>. Caterpillar first premiered a 40-ton payload class articulated truck with the D400 in 1985. Since that time, Caterpillar has been a leading manufacturer of 40-plus-ton class articulated trucks.

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## Siegmund's new investment: increased payload with lightweight trucks

STAYTON, OR — Siegmund Excavation & Construction, serving the Pacific Northwest, and its partner company Allied Rock, LLC are modernizing the way they're hauling loads, improving efficiency and increasing payload. Siegmund purchased two new, custom-built ultra-lightweight Kenworth trucks with aluminum truck/trailer equipment, expressly assembled to Siegmund's specifications. Each pup and truck combo's net payload is 36.5 tons, as compared with the 31.5-ton payload the company used to haul.

"Trucks have load weight limits. These trucks are made ultra-light so they can carry more material safely while operating within legal weight limits," explains Andrew Siegmund, owner of Siegmund Excavation and Allied Rock. "We invested in these custom-built machines in order to decrease unit haul cost and increase truck payload. Basically, we can now haul more aggregate per trip."

Allied Rock is a leading regional supplier of high-quality, crushed quarry rock. Allied crushes rock at the X-Rock Quarry in Stayton, and also crushes rock on-location with its portable crushing services. "We provide portable crushing services across Oregon, in as many as 25-30 different quarries per year," says Siegmund.

"To my knowledge, no other company in the state of Oregon has dump trucks that carry this much payload," said Gibson Kuenzi, project manager at Siegmund Excavation. "These trucks use the latest truck technology, along with high-strength aluminum components to achieve maximum payload."

"When it comes to investments in equipment, we are in the practice of continuously updating and modernizing our fleet with the latest technology to stay ahead of our competitors. When we make an investment, we make every effort to be the first to acquire a new technology and new or improved designs of current products or machines," says Siegmund.



Siegmund Excavation & Construction and its partner company Allied Rock, LLC are modernizing the way they haul loads, to improve efficiency and increase payload.

Photos courtesy of Siegmund



Allied crushes rock at the X-Rock Quarry in Stayton, and also crushes rock on-location with its portable crushing services.

# CAT's® new D8T dozer moves more on less fuel



*by Jon M. Casey*

CAT's GRADE with Slope Assist helps operators set the slope and grade and maintain it while working on the job.

*Photos courtesy of CAT*

CAT® Construction Equipment introduced its new D8T Track-Type Tractor during a media webinar presented on July 26, 2018 by Sam Meeker, Cat track-type tractor product applications specialist. With more than two dozen participants on hand, Meeker highlighted the new features and benefits that the D8T offers. Foremost is this dozer's increased profitability due to new design features that enable the D8T to move 18 percent more material per hour using up to 11 percent less fuel in most applications.

Meeker explained that these benefits come from an improved, larger blade design, fully automatic, lock-up clutch, 4-speed transmission and additional factory integrated technology options that help maximize efficiency depending on an owner's specific needs. For example, the new lock-up transmission combined with differential steering give a 10 percent increase in steering torque, which is especially helpful for tight turning situations like backfilling or spreading large truck dumps.

The new automatic transmission now has a new gear that is placed between the conventional first and second gears. This smooths out the shifting and gives the operator optimum power at the speeds a they typically operate. There's no need for up or downshifting. All speed and turning is controlled by a single hand control with a thumb wheel that allows the operator to make on-the-fly ground speed changes a breeze. The transmission's lockup torque converter is the key element in helping to realize the 15 percent improvement in fuel efficiency.

Meeker said that the new dozer is equipped with a 19 percent larger semi-universal (SU) blade that helps move more material with each pass. Optional performance cutting edges increase blade payload by up to 25 percent as well. The new blade has a capacity of 13.4 yards while the previous model was 11.3 yards. The new performance cutting edge helps load the blade faster, especially in difficult materials

like clay or rocky material.

Along with the new blade, the D8T has an automatic ripper control that features a rip-to-depth capability that keeps the ripper parallel to the dozer chassis. This reduces equipment wear and tear and gives the operator more control over consistent ripping without the variations in adjustments that are needed with a conventional ripper.

Meeker said there has been an increase in horse-

power from 363 HP to 394 max HP. "We went from 312 to 354 net HP which leads this class," he said. "The fully-suspended undercarriage is unique in the industry," he added. "From idler to idler we are fully suspended from front to back, which gives that smooth ride and extra traction under most conditions."

## Technology

"All machines come from the factory remote-control-ready," he said. "What that means is that all of



Outfitted with CAT's AutoCarry and/or AutoRip system, the D8T maintains a steady ripping pattern, keeping the ripper parallel to the dozer's undercarriage.



*The D8T comes with hydraulically powered bottom guards that open in either of two ways, side opening for larger jobs (shown) and in a bomb bay style for smaller service needs.*

the necessary harnesses are already installed on the CAT, ready to install a CAT Command Remote Control Kit." The remote kit comes in two versions. One with a remote console and the other is called the remote station, which, in effect is an operator simulator.

Meeker explained that the console is an over-the-shoulder device that an operator uses to control the dozer from a line-of-sight position. The remote station on the other hand, can be operated remotely from anywhere in the world. This remote capability gives the operator the ability to run the machine in areas where there are potential hazards to the operator. The operator safety is foremost with this technology. "All D8s are able to be equipped with this remote system," he said.

"We like to call our technology options the "technology ladder" in terms of functionality," he said. "First, we have the slope indicate system, which is standard on all D8s. This system gives the operator a real-time reading of what the slopes are while he is operating the dozer. This helps the operator determine where the dozer is sitting on the jobsite while he's working doing grading work. This helps maintain the desired slope on the job."

"Next on the ladder is the optional CAT GRADE with Slope Assist," he said. "This system has been available on the smaller dozers for the past couple of years. This is a two-dimensional, grade control system, that allows the customer to program the slope and then drive the dozer to that grade on the slope and holds it there. Slope assist guides the blade to a target slope. The operator can use this in either the manual or the automatic mode. It does not use GPS or base stations but helps the operator as he works a slope."

"We also have our attachment ready option (ARO)," he added. "This allows the owner to install the grade control system on the dozer at a later date. CAT Grade with 3D is our integrated grade control system. It has antennas on the cab, sensors in the blade cylinders and sensors throughout the tractor that gives us the full 3D integrated technology."

This is installed at the factory. Sensors help compensate for pitch, roll and yaw as the machine operates. This is a revolutionary control system. The ARO kit is included in case the user would like to install a laser or a UTS kit on at a later date. This system includes the AutoCarry and/or AutoRip System, which monitors the blade or ripper and adjusts the blade or ripper to maintain a load that prevents the dozer from slipping while moving material. The AutoRip also includes a depth limit feature that maintains the ripper carriage parallel to the dozer frame. This limits the amount of wear on the ripper carriage. AutoRip 2.0 gives more consistent ripping production.

Meeker said the new D8T is easier to operate, featuring a color LCD display, optional rear view camera and Standard Product Link™ Elite (remote control troubleshooting). As mentioned previously, the thumb roller for speed control and updated joystick gives improved feedback to the operator.

### Serviceability

"Serviceability has always been a hallmark of the D8T," said Meeker. "There is easy access to fluids and filters, coolers, battery compartments. The onboard diagnostics are improved and we've included a higher capacity air cleaner that improves performance by 20 percent."

The new dozer has an optional, extended-life heavy-duty undercarriage. "The undercarriage has a brand new link that is taller, wider and deeper than previous links. It lasts longer and provides better wear with reduce idler scallop wear. Combined with a larger bushing, customers are seeing a 20 to 40 percent longer wear life, even in high abrasion conditions."

Finally, Meeker added the new D8T comes with hydraulically powered bottom guards that open in either of two ways, the side opening for larger jobs or in a bomb bay style for cleaning and lesser maintenance applications.

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

*The CAT D8T comes with a larger 13.4 cubic yard blade with improved cutting edge design choices.*



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## Yoder & Frey reports massive interest in upcoming September auctions

Yoder & Frey, leading auctioneers of heavy construction, mining and agricultural equipment in the USA, has recently been inundated by enquiries from consignors looking to send quality used equipment to the next auction at its Ashland, Ohio site

on September 26. Peter Clarke, president of Yoder & Frey stated, "Over the past year or so we've seen a massive increase in the number of consignors sending equipment to our sales as well as a measurable rise in the number of bidders signing up to participate.

Everyone is looking for a deal and auctions can often deliver these. We also continue to reap increased awareness and international advantage from the partnership we formed with Euro Auctions at the beginning of last year. This sale should be a real winner

for both consignors and bidders."

They have also recently announced a specialist one-day closure sale that's expected to exceed \$5m and takes place on September 27. Being held in Friedens, PA the auction includes the disposal of all equipment,



*The selection of rigid dump trucks includes CAT 789B models from throughout the 90s as well as CAT 777 models from the late 80s through to late 90s models.*



*Yoder & Frey has announced a specialist one-day closure sale that's expected to exceed \$5m and takes place on September 27.*

*Photos courtesy of Yoder & Frey*

*Peter Clark, president of Yoder & Frey stated, "It's not often that a quantity of used machines like [this] come back to the market."*





# yoder & frey

## HEAVY EQUIPMENT AUCTIONS



### Quarry, Aggregate & Mining Surplus Auction

**Thursday September 27<sup>th</sup>, 2018**

**475 Sand Rock Road, Friedens, PA 15541**

#### Sample of equipment already consigned:



2008 Hitachi EX1900-6



CAT D9N



CAT 980G II



CAT D400E II 6x6



CAT 789B - choice



CAT 777C - choice



Barford SR124



2011 Komatsu WA200PZ-6



O&K RH200

#### Early Consignment List (Watch Website - New Stock Added Daily):

2002 PC1250 (New Engine)  
992G - choice  
CAT 992C - choice  
CAT 988B - choice  
980G,B & C Models  
Komatsu WA200PZ-6

Grove RT65 - choice  
CAT D9R II LGP  
CAT D9T  
CAT D11R - choice  
CAT D8N  
Komatsu D275AX-5

CAT 375 - choice  
Euclid R60 - choice  
CAT 16G Graders - choice  
631D Scrapers - choice  
CAT 365B  
CAT 785B

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Yoder from 15

following the closure of a local company which includes a number of high specification, good quality and well maintained 20 ton+ excavators, dozers,

scrapers, rigid dump trucks, and a good selection of wheeled loaders.

"These lots really do deserve a close look as while much of the equipment in this sale has been in use for the past

20 or so years, it has all been meticulously maintained and is being offered in excellent condition, given its age," stated Clark. "It's not often that a quantity of used machines like [this]

come back to the market and we were delighted to have been approached to oversee this stock disposal auction. We've now also opened the sale up to several other consignors which increases the

appeal of this event and will mean some excellent additional bargains will be on offer."

Included in the auction are a number of wheeled-loaders including CAT 992G, CAT

988B and several CAT 980B/C and G's as well as other leading brands, D9 & D11 Dozers, Grove cranes and crushing and screening plants.

The selection of rigid dump trucks includes CAT 789B models from throughout the 90s as well as CAT 777 models from the late 80s through to late 90s models. Among the 20 ton+ excavators there's a 2008 Hitachi EX1900-6 hydraulic model. Also being included in the sale are a number of supporting lots including a number of unused 40.00/57 haul truck tires and a large selection of spare parts associated with the industry.

Peter Clark concluded, "[While] we're extremely well known for our big annual sales like the Kissimmee Winter Sale that takes place each year in Florida in February, we are increasingly being approached to deliver disposal sales. With our growing network of regular bidders, being part of the Euro Auctions Group also provides Yoder & Frey with access to a global market place in which we can promote consignors equipment to over 150,000 buyers in over 95 countries.

Our enhanced and free-to-use internet solution also provides buyers with a robust and secure online sales platform so they can confidently bid on whatever items interest them and know that we can then arrange shipment to wherever they are located."

For information and to pre-register for this disposal auction on September 27 Being held in Friedens, PA, or for other upcoming auctions that include: Ashland, Ohio, now shifted to September 26 (previously 20) and Kissimmee, FL on October 25, potential consignors and all bidders should visit the [Yoder & Frey](http://Yoder & Frey) website. Alternatively Yoder & Frey can be contacted by email at [info@yoderandfrey.com](mailto:info@yoderandfrey.com).

Catalogues and further information on all other forthcoming Global auction events are also available at [www.euro-auctions.com](http://www.euro-auctions.com).



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**2013 LIEBHERR 900C LITRONIC**, Wheeled Excavator, 1,050 hours. . . **\$140,000**



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**TESAB 643** 6 x 3 screen . Approx 2500hrs. Cat engine 3306. New maganese, new belts. **\$90,000**



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**2016 MCCLOSKEY ST80** 425 hrs., 49 HP, 36x80 Conveyor. Self contained, Hyd top fold & hyd raise and lower.



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Travis Vance

# On the front lines with Fisher Phillips:

by Travis Vance and Pamela Williams



Pamela Williams

## MSHA citations upheld by administrative law judges

A recent blockbuster decision by the Sixth Circuit Court of Appeals has called into question the validity of citations under the Mine Act that were upheld by the Federal Mine Safety and Health Review Commission administrative law judges prior to April 3, 2018.

### Background

Over the last few years, there has been debate about whether administrative law judges (ALJs) are “inferior officers” under the Appointments Clause of the Constitution. Under this provision; officers (including inferior officers) may only be appointed by the president, “courts of law” or “heads of departments.” In June, the United States Supreme Court held that ALJs within the Securities and Exchange Commission are “inferior officers” and therefore must be appointed according to the Appointments Clause. *Lucia v. SEC*, 138 S.Ct. 2044 (2018).

What does this have to do with MSHA? Prior to April 3, 2018, ALJs within the

Federal Mine Safety and Health Review Commission (FMSHRC) were appointed by the Chief Administrative Law Judge. This judge, however, is not a “head of department;” rather, the Commission, acting as a body, is. If FMSHRC ALJs are inferior officers, therefore, were they correctly appointed? And, if not, what is to happen regarding the decisions they have made?

The Commission became concerned enough about this issue that, on April 3, 2018, and before the *Lucia* case was decided, it issued a notice ratifying the prior appointment of FMSHRC ALJs by the entire Commission.

### Sixth Circuit rules that the Commission illegally appointed its ALJs

Enter the Sixth Circuit. On July 31, 2018, it held that Commission ALJs were inferior officers under *Lucia*. *Jones Brothers, Inc. v. Sec’y of Labor*, --- F.3d --- (6th Cir. 2018). The court also held that the Commission had illegally delegated its appointment power

to the Chief ALJ but had “cured” the defect by the April 3 ratification by the Commission. Accordingly, it held that the company cited by MSHA was entitled to a new hearing before a different ALJ.

### Ramifications

The ramifications of the *Jones Brothers* case may be far reaching:

- **Current cases:** For cases decided by an ALJ prior to April 3, 2018, and that are still in the appellate process, operators should consider adding this issue as a basis for their appeal and ask that a new hearing be granted before a different ALJ.

- **Closed cases:** Based upon *Jones Brothers*’ logic, ALJ decisions before April 3 that became final orders of the Commission were decisions that could have been made by illegally appointed judges. Therefore, there is an argument that those decisions are void. Operators that have been significantly affected by these illegal decisions may

want to consider whether they can obtain declaratory relief.

- **Future cases:** When MSHA assesses how to characterize alleged violations of the Mine Act and what penalty to impose, it considers the company’s history of previous violations. If MSHA relies upon an illegal decision by an ALJ, the company should consider contesting the citation and penalty on that ground.

If your company has been impacted by a decision made by an improperly appointed Commission ALJ, you may want to seek the advice of counsel to discuss your options. We will keep you updated on any developments.

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## SDLG wheel loader shows rock-hard reliability at Oman aggregate plant

Operations at a sand and aggregate plant in Oman have been boosted by the arrival of a new SDLG L958F wheel loader, part of the latest F-series machines.

The Naeem Dhofar Trading Company is a specialist in sand and aggregate production. Since spring 2015, it has been crushing wadi rock at its 7.5-acre, purpose-built facility located at Wadi Dahboon, around 160 miles (100 km) north of Salalah, Oman.

Today, some 1,530 m<sup>3</sup> of rocks are delivered to the site each day, of which around 3,000 t are crushed and screened in a single 10-hour shift. From this, a range of products are produced, from natural wadi sand to aggregates as large as 20 mm, which are used in ready-mix, road building and general construction sectors in the Sultanate.

These materials are particularly

abrasive and put a lot of strain on equipment at the site. To mitigate this impact, Naeem Dhofar decided to purchase an SDLG L958F wheel loader to handle the bulk of the heavy lifting. SDLG’s simple, reliable technology provides an ideal value proposition for companies working in corrosive environments. With fewer electronic features than premium machines, there are fewer parts that can corrode, which keeps repair costs low.

The F-series wheel loaders from SDLG were launched last year and feature a modern design and time-tested technologies, resulting in a range that exceeds customer requirements. The hardy, 17-tonne L958F is one of the most popular models in the Middle East and Africa. It is fitted with a standard 3.2 m<sup>3</sup> bucket and features a rated load of 5.4 tonnes, a maximum breakout force

of 194kN and 162 kW of power.

“From the outset, this machine has impressed us with its power, quick cycle times and overall performance levels,” said plant engineer Devanand Bugde. “Wadi stone is a particularly harsh material, and one that places extreme demands on equipment. Add summertime temperatures that extend well into the 40°C (104°F) bracket and a general atmosphere of crusher dust, and it is fair to say the working environment is demanding! So far, the SDLG machine has handled this environment very well.”

### No task too tough

The L958F is responsible for loading the wadi stone (hard limestone pebbles that measure up to 30 cm in circumference) into tipper trucks for delivery to the site’s crusher hoppers. It is also used to clear fines, manage

stockpiles and load the finished product into trucks.

“The L958F is proving to be productive and reliable in a difficult environment,” added Bugde. “The operator likes using it, it’s easy to service and maintain, and it looks the part too! In truth, the L958F is performing at a level that you’d ordinarily expect of a much more expensive European or Japanese manufactured machine. Its design puts SDLG in a different league when compared with any other Chinese manufacturers.”

For the future, Bugde said Naeem Dhofar plans to expand its capacity, as well as develop its own ready-mix capability.

“As a result of our positive experience with the SDLG wheel loader, additional SDLG machines are on our shopping list when that time comes,” he concluded.



The L958F is responsible for loading the wadi stone into [dump] trucks for delivery to the site’s crusher hoppers.



The hardy L958F is one of the most popular models in the Middle East and Africa.

Photos courtesy of SDLG

# Bridgestone expanding off-the-road tire production in U.S.

Bridgestone Americas (Bridgestone) recently announced a \$12 million investment that will expand production to include popular OTR tire sizes at its Bloomington, IL, plant. The plant will produce multiple sizes and patterns in 29-, 33- and 35-inch OTR tires, which until now have only been produced by Bridgestone in Japan.

“As an industry leader, Bridgestone is committed to meet the evolving needs of our customers in the OTR segment,” said Bridget Neal, president, OTR tires,

Bridgestone Americas. “The addition of the three tire sizes to the Bloomington production line combined with our Aiken County, SC, off road tire plant allows us to support North American customers with regional supply of our key products.”

This investment also includes increasing the workforce at the Bloomington plant by 30 employees. The last major investment in the plant was \$48 million for a radial and giant loader expansion in 2011 and 2014.

“This investment is about increasing our flexibility to produce high-quality radial or bias tires – whatever our customers demand,” said Monty Greutman, Bloomington plant manager. “It will allow us to deliver on our global commitment to develop innovative new products that will meet our customers’ needs, but it wouldn’t be possible without the outstanding teammates we have here today – some of whom have worked here for decades.”

The Bloomington, IL, plant, owned

and operated by Bridgestone Americas Tire Operations, produces OTR tires for mining and construction applications. The plant team has achieved numerous awards and recognitions, including OSHA Voluntary Protection Program (VPP) Star Safety Certification, U.S. Tire Manufacturers Association’s Safety and Health Improvement Award and Illinois American Legion Employer of the Year for Hiring of Veterans.



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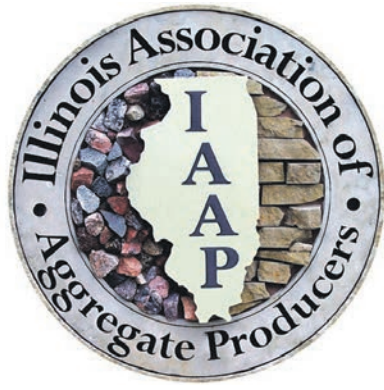
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## Highest honors for Mr. Arvind Poddar, BKT, entering the TIA Hall of Fame



Mr. Arvind Poddar, chairman and managing director of BKT.  
Photo courtesy of BKT

SEREGNO, ITALY — On July 25, 2018, Mr. Roy Littlefield, the executive vice president of the Tire Industry Associations (TIA) officially announced the names of the honorees for the 2018 Hall of Fame Award, TIA’s highest honor and one of the most prestigious accolades of the tire industry at a global level. Mr. Arvind Poddar, chairman and managing director of Balkrishna Industries Limited (BKT), one of the leading off-highway tire manufacturers headquartered in India, will be officially inducted into the association’s Hall of Fame on the occasion of the Tire Industry Honors Awards Ceremony. The event will take place at the Paris Las Vegas Hotel on October 29, one day before the opening of the 2018 SEMA Show, the leading automotive specialty and aftermarket fair, held at Las Vegas.



## News from the IAAP

### Blasting licensure and certification training and examination

The next IDNR blasting licensure and certification training and examination session will occur on October 2-4, 2018. All individuals whose duties include the direct supervision of blasting operations at surface coal and non-coal mining operations are required to be licensed or certified. To obtain a blaster license or certificate, a person must provide an application to the Department and show proof of blaster training. Once the application is approved, the person must pass an examination administered by the Department. Individuals may obtain the required training from colleges, consultants or representatives from explosives manufacturers. Training will be provided by the Department, at no charge, in conjunction with each examination. Training takes place October 2-4 with the examination on October 5th at the Illinois Department of

Natural Resources Office of Mines and Minerals Explosives and Aggregate Division located at 503 E. Main in Benton, IL. Although this is the second of two examinations scheduled for the calendar year of 2018, the Department will continue to offer additional examinations if a company or group of companies can put together at least 12 individuals. The date and location of additional training and examination sessions will be determined based upon the needs of the participants and the availability of Department training personnel. If you have any questions concerning the blaster license, certificate training or examination please contact Antony Lacey at (217) 494-8633 or email at [Antony.Lacey@illinois.gov](mailto:Antony.Lacey@illinois.gov) or Angela Martin at [Angela.Martin@illinois.gov](mailto:Angela.Martin@illinois.gov). Maps will be provided to individuals scheduled to attend the sessions.

## New IAAP membership division for clean construction or demolition debris (CCDD) & uncontaminated soil fill (USF) operator

The IAAP Board of Directors has unanimously approved the formation of a new membership division within the IAAP to ensure that IAAP has the resources necessary to adequately advocate on behalf of CCDD and clean fill operators, as well as the construction industry, on related issues into the future. The division will be overseen by a CCDD Division Board of Directors comprised of IAAP members. Companies operating CCDD and USF sites, as well as allied associations

and trade unions, are invited to apply for membership and participate in our advocacy efforts.

As we have witnessed from recent unnecessary legislative attempts to mandate water monitoring at CCDD/clean fill sites, unjust regulatory actions, hostile legal actions and misleading media reports – the need for industry leadership and advocacy in relation to CCDD/clean fill issues is growing. Formation of the CCDD Division will provide us with

the structure and resources necessary to adequately defend and improve this beneficial program.

All revenue generated from CCDD Division membership dues will be used to support our advocacy efforts by hiring lobbyists, attorneys, media consultants, etc. as determined necessary by the CCDD Division Board of Directors. The IAAP will absorb all administrative costs associated with the CCDD Division.

For current IAAP Producer or Associate members, membership in the CCDD Division is in addition to your IAAP membership. CCDD and USF facility operators that are not eligible for Producer or Associate membership are welcome to join the CCDD Division.

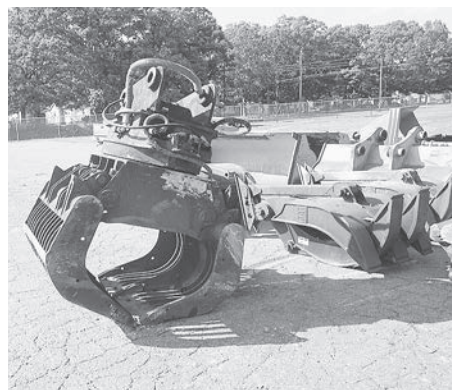


## North American Attachments

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## Grapples



## Komatsu America introduces the new WA480-8 wheel loader

ROLLING MEADOWS, IL — Komatsu America Corp. recently announced the introduction of the new WA480-8 Wheel Loader. Equipped with an EPA Tier 4 Final certified emissions regulations-compliant engine, this latest addition to the wheel loader family combines higher production with lower fuel costs, improved operator comfort and enhanced serviceability.

New operator-friendly design features include the optional advanced joystick steering system (AJSS), which eliminates the steering wheel, and with it, a major cause of operator fatigue. Also, the new “generous curves” bucket design fills and retains material better, making the machine nearly eight percent more productive than the previous model.

“The WA480-8 is the perfect tool for quarry, infrastructure and non-residential construction applications,” said Craig McGinnis, product marketing manager, Komatsu America. “It’s the perfect three-pass loader for on-highway trucks and hoppers,” McGinnis said.

Standard features of the WA480-8 include:

### Under the Hood

- A powerful 299 HP, 11.04 L, EPA Tier 4 Final certified, SAA6D125E-7 engine uses up to 20 percent less fuel than its Tier 3 predecessor
- Nearly 20 years of leadership in emissions technology enabled Komatsu designers to create an engine that reduces Nitrogen Oxides (NOx) by more than 80 percent, from the Tier 3 model
- Komatsu Diesel Particulate Filter (KDPF) and other after treatment components are designed in conjunction with the engine for efficiency and long life
- More than 95 percent of KDPF regeneration is performed passively, with no action required of the operator and no interference with machine operation

- Komatsu's SmartLoader Logic, combined with the lockup torque converter that activates in 2nd, 3rd and 4th gear, provides optimal engine torque for improved acceleration, hill-climbing ability, a higher top speed and fuel savings
- New In-Cab Enhancements/Features
  - Advanced Joystick Steering System (AJSS) eliminates the steering wheel for improved forward visibility and operator comfort while allowing the machine to operate at full speed
  - Integrated load meter system displays data directly to the machine's main monitor and remotely via KOM-TRAX. Load sub-total and cancel functions available via buttons integrated into the machine work levers. Load meter is only available on two-lever, two-valve machine configurations
- An optional printer allows operators to print bucket and truck weights based on load meter data
  - Air-suspension, high-back, heated seat softens machine vibrations for operator comfort, while cast frame structure increases strength
  - Seat-mounted electronic pilot control levers with F-N-R switch for operator ergonomics and convenience
  - Latest version of pioneering KOM-TRAX telematics system and monitor that provides key machine metrics, including KDPF status and DEF-level data, fuel consumption, plus performance information collected and sorted by operator ID
  - Komatsu Auto Idle Shutdown to reduce idle time and save fuel
  - Auxiliary jack and two 12-volt ports

- Seven-inch, full color, high resolution monitor with Ecology Guidance
  - Separate, full color, rearview monitor comes standard
- Additional Features/Benefits**
  - New bucket design improves overall machine productivity. Generous curves on the side wall and wrap improve pile penetration, make it easy to fill, and improve material retention in carry operations
  - New auto dig system controls bucket tilt and lifting by sensing pressure applied to the work equipment. System can reduce operator fatigue and optimize bucket load
  - New swing-out rear door and standard auto-reversing fan allow easy access to wider fin space radiator for ease of cleaning

- Gull-wing engine doors provide quick, convenient access for daily checks and service items
  - Full polymer, corrosion-resistant rear fenders are standard
  - Sight gauge at DEF fill cap to minimize overfilling. DEF fill cap has convenient magnetized holster to hold cap while filling
  - Additional hinged panels on each side of machine for easy access to regeneration components
  - Optional engine pan and oil heaters available for easier starting in colder conditions
  - New battery disconnect switch includes lock out tag out capability with a lock or hasp
- Visit the website at [www.komatsu-america.com](http://www.komatsu-america.com) for more information.



Equipped with an EPA Tier 4 Final certified emissions regulations-compliant engine, this latest addition to the wheel loader family combines higher production with lower fuel costs, improved operator comfort and enhanced serviceability.

Photos courtesy of Komatsu



The new “generous curves” bucket design fills and retains material better.

## Delay of the 2015 WOTUS rule lifted

Source: [nssga.org](http://nssga.org)

On Aug. 16, the U.S. District Court in South Carolina issued a summary judgment against the Environmental Protection Agency's (EPA's) two-year delay of the 2015 Waters of the U.S. Rule, reinstating the rule in all but the 26 states listed below due to earlier judicial stays.

NSSGA and other industries, states, and other coalitions are appealing this decision and pursuing a judicial stay of the 2015 rule in the parts of the U.S. not covered by the existing stays, and considering other legal options. Additionally, the proposed replacement rule is under review at the White House.

If operators have a Clean Water Act 404 dredge and fill permit pending in any of the states where the rule is not in effect, keep an eye on these developments. Any operators considering a permit application in a state where the rule is now in effect, you may want to hold off until this issue is resolved. The decision should not affect existing permits at this time.

NSSGA continues to pursue every option to oppose the 2015 WOTUS rule, which would cause dry stream beds and other marginal features to be considered waters of the U.S., requiring costly permits

and mitigation.

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- Arizona
- Arkansas
- Colorado
- Florida
- Georgia
- Idaho
- Indiana
- Kansas
- Kentucky
- Missouri
- Montana
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- Nevada
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- 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
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- 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
- 1085 Snowplows
- 1097 Sprayers
- 1105 Sweepers
- 1120 Tools
- 1130 Tractors
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- 1145 Training
- 1170 Truck Parts & Equipment
- 1175 Trucking
- 1180 Trucks
- 1205 Wanted

#### Announcements

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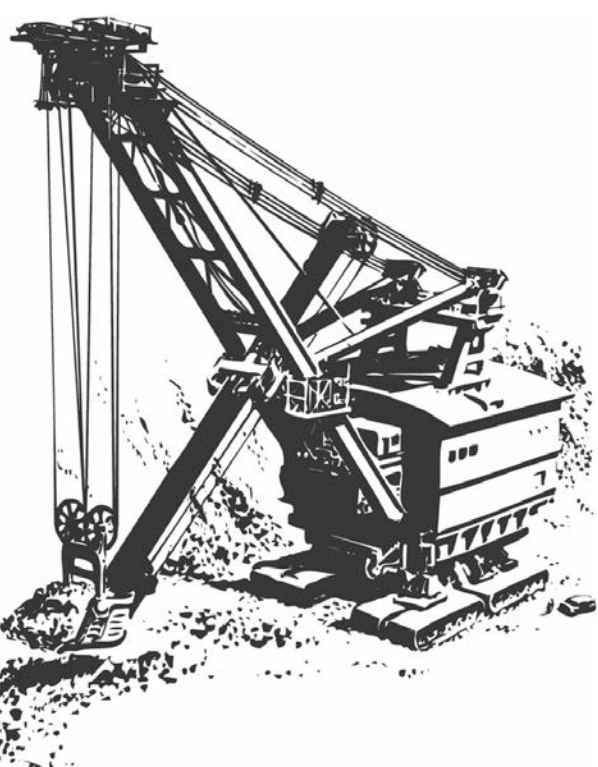


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## Major success for ALLU and Murray Plant at Hillhead 2018

The exciting capabilities of the ALLU range of Transformers were shown at Hillhead 2018 for the first time by ALLU's new UK distributor, Blue Machinery Group Company Murray Plant. The company was delighted with the reception the ALLU Transformers received, with many new orders being taken during the three-day show.

Hillhead was held June 26 - 28 in Buxton, Derbyshire, and is the world's largest live-action quarrying show. As such, ALLU used the show to demonstrate the benefits of the Transformer Series, which has proved to be ideal for quarrying, surface mining and aggregate production.

The ALLU range of equipment was exhibited by its new UK dealer, Murray Plant. Part of the Blue Machinery Group of companies, Murray Plant also displayed other key product ranges, including the world-renowned Rammer hydraulic breakers and demolition attachments.

### The ideal solution for quarrying and aggregates

The ALLU Transformer Series was the main focus of Murray Plant's ALLU offering at Hillhead. This comprises of an excavator/ loader/ tractor mounted processing bucket that screens, pulverizes, aerates, blends, mixes, and separates, even crushes, feeds and loads materials. This results in the feed material being effectively transformed into highly valuable products,

making any business involved in waste and recycling more efficient, and more profitable.

Catering for applications of all sizes, and capable of processing any material that can be screened and sorted, the ALLU Transformer Series comprises of the compact DL & D Series as well as the truly massive M and G Series. All are designed to transform the way in which material handling and processing businesses are able to improve their efficiency and profitability. The latter have proved themselves on truly massive quarrying and surface mining applications throughout the world, being designed for use by excavators up to 300 t.

### Excellent reception

Earlier this year Blue Machinery Ltd. announced the acquisition of Rammer's UK dealer, Murray Plant Ltd. As a key part of the Blue Group, this has led to the company now being able to supply its customers with a first class range of products. As well as being the exclusive Rammer dealer for the UK, Murray Plant Ltd. was also the Scotland distributor for the ALLU range of Transformers and Processors, and is now the exclusive distributor for all of the UK.

"The opportunity to work alongside a company of Blue's stature, as well as continue our relationship with Murray Plant which has dominated the UK breaker market for many years,

is a fantastic opportunity," said ALLU's UK distributor manager, Carlos Guallart. "We are now working with all parties to ensure that ALLU customers throughout the UK are able to benefit from dealing with such respected organizations. As the recent Hillhead exhibition showed, the combination of ALLU equipment and Murray Plant's expertise has been warmly received by UK customers."

"What is genuinely exciting for all UK quarrying, demolition, construction, civil engineering and material handling businesses, is that now, for the very first time, the leading brands have been brought together," says Murray Plant's sales director Fergal O'Neill. "Visitors to our stand at Hillhead were excited by the operating synergies now available to them through Blue Machinery and Murray Plant."



The company was delighted with the reception the ALLU Transformers received, with many new orders being taken during the three-day show.

Photo courtesy of ALLU

## Caterpillar produces 1000th 797 ultra-class truck

Caterpillar recently celebrated the manufacture of the 1000th Cat® 797 Mining Truck. With 400 tons (363 tonnes) payload capacity, the 797F model is Caterpillar's largest truck and the largest mechanical-drive mining truck in the world.

The 797 is the only mining truck in the size class to reach the 1,000 milestone. The first 797 placed in a mining operation was commissioned in 1999 and is still in service—with more than 130,000 hours working in Canadian oil sands. Extended durability has helped the 797 become a mainstay in Canadian oil sands opera-

tions. Since that time, the breadth of applications has grown to include copper, coal and iron ore mines — with the largest populations working in North America, South America and Australia.

"The 797 has proven its ability to deliver high production in the most challenging conditions—from the extreme cold and soft underfoot conditions of the Canadian oil sands to high altitude, deep pit copper applications in South America," said Sudhanshu Singh, global product manager, large mining trucks. "In a broad range of applications, the 797F sets the production

standard for ultra-class mining trucks. That's a big reason why there are double the number of 797s at work today compared to the total number of all competitors' trucks in the size class."

The 20-cylinder, quad-turbocharged Cat C175 engine powers the 797F. Producing 4,000 hp (2983 kW), the C175 delivers more power for faster acceleration, faster speed on grade and greater productivity. For applications that don't require the highest power, such as the flat hauls found in many coal and iron ore applications, a 3,550-hp (2647-kW) setting is available. A variety of fuel maps are avail-

able to balance productivity and fuel consumption, and a Tier 4 configuration is available to meet North American exhaust emissions standards. As with all Cat large mining trucks, the 797F features a complete power train designed and manufactured end-to-end by Caterpillar.

Caterpillar assembled the 1000th 797 and all of its predecessors at its Decatur, IL, USA, facility. The Decatur facility assembles all Cat large mining trucks.

For more information about Cat mining equipment and technology, contact the local Cat dealer or go to: [www.cat.com/mining](http://www.cat.com/mining).



With 400 tons (363 tonnes) payload capacity, the 797F model is Caterpillar's largest truck and the largest mechanical-drive mining truck in the world.

Photos courtesy of Cat



The 797 is the only mining truck in the size class to reach the 1,000 milestone.

## Doosan reaches milestone with more than 400,000 excavators and wheel loaders produced worldwide

SUWANEE, GA — Doosan Infracore North America, LLC, is celebrating the milestone of producing more than 400,000 excavators and wheel loaders for markets worldwide, since the company entered the construction equipment market in 1978.

Doosan has a manufacturing history that goes back to 1937. Known at the time as Chosun Machine Works, it was Korea's first large-scale machinery factory with the first facility built in Incheon, South Korea. The factory produced defense products, mining machinery, casting and cast steel. In 1958, Doosan began manufacturing marine diesel engines.

In 1978, Doosan began producing and shipping crawler excavators – the DH series – from its excavator production plant in Incheon, which opened a

year earlier. The company continued to enhance its excavators and launched the new Solar series in 1985. Just two years later, the company had already produced more than 10,000 units.

At the start of the 1990s, the company began production of its wheel loaders – the DL series. In 1992, Doosan introduced its Mega series wheel loaders, and a year later, the company launched the Solar-III series excavators. 1993 also marked a major excavator milestone in which, 30,000 units had been produced. In 1994, Doosan entered the North American market.

The company continued its excavator and wheel loader developments in the mid-1990s. A new Mega-III series of wheel loaders was launched in 1996. In 1997, Doosan launched the Solar-V series excavators, and the company

received ISO14001 Certification. Two years later, Doosan reached 50,000 excavators produced.

At the turn of the century, Doosan introduced the new Mega-V series wheel loaders. In 2005, Doosan renamed its construction equipment division as Doosan Infracore, Ltd., and launched its DX excavator series and DL wheel loader series. In 2007, Doosan successfully completed the merger and acquisition of three Ingersoll Rand brands (including Bobcat and Doosan Portable Power). Following the acquisition of Bobcat Company, Doosan Infracore moved into seventh place among worldwide construction equipment manufacturers.

Doosan Infracore achieved a major milestone in 2016 when it ranked sixth in the global construction machinery

business. On June 4, 2017, Doosan Infracore celebrated its 80th anniversary, marking the founding of Chosun Machine Works. Today, Doosan Infracore continues to manufacture its excavators and wheel loaders at Doosan plants in Incheon and Gunsan, South Korea. Doosan manufactures 13 crawler excavator models, three wheel excavator models and 11 wheel loader models. The company also builds log loaders and material handlers for use in forestry and recycling applications, respectively. Doosan articulated dump trucks are built at the Doosan manufacturing facility near Elnesvågen, Norway and have been since 1974.

Doosan has grown successfully to position the company today as one of the leading global players in the worldwide construction machinery market.



*Doosan Infracore North America, LLC, is celebrating the milestone of producing more than 400,000 excavators and wheel loaders for markets worldwide, since the company entered the construction equipment market in 1978.*



*Doosan Infracore achieved a major milestone in 2016 when it ranked sixth in the global construction machinery business.*

*Photos courtesy of Doosan*



# Top tech trends for OTR tires

**A**s construction equipment has grown in the last couple of decades, in terms of size, power, weight and speed, so too has the need for off-the-road (OTR) tires that can keep up with the increased demand.

“Tire manufacturers have developed more enhanced compounds and design characteristics to adapt to a jobsite’s specific environment,” explains John Francis, global OTR product manager, Titan International. “If necessary, tire manufacturers will work with contractors to develop custom tread compounds.”

This is in line with predictions coming from many of the market reports today. For instance, Research-andMarkets suggests the OTR tire market is projected to grow in construction. One big trend cited is that due to the advancements in construction and mining equipment, such as automation and electrification, fleet operators use the equipment in multiple shifts. This has led to decreased tire replacement duration, leading to increased demand for aftermarket tires.

At the same time, the transition to bigger and faster equipment has also led to advances in tires, both in the tires themselves, as well as the technology associated with the tires.

## Advances in tires for equipment

Throughout the years, various tread designs and solutions for tires were born out of the need to address flat tires, traction, productivity, driver comfort, longevity, and cost of ownership. Often, the goal is to increase productivity and decrease maintenance costs.

“Tires are being relied on as a more critical part of the equipment,” explains Justin Brock, B2B construction segment manager, Michelin North America. “Equipment is advancing at a rapid pace. Tires must also advance with the equipment. It is the connection the machine has to the ground.”

As such, the tires for the construction equipment are advancing in several fundamental ways in recent months to help meet the needs of the industry.

- **Solid Tires:** Many construction companies are looking for a solution that prevents flat tires and the downtime associated with changing out a flat tire, especially in remote locations, according to Brock. Enter solid tires, which became a solution for some in these circumstances, but many times with a

tradeoff of decreased operator comfort, traction, and an increase in equipment stress when compared to a pneumatic tire, says Brock.

- **Radial vs. Bias:** The production of bigger and faster equipment has led construction to shift to predominately using radial tires, explains Francis of Titan International. However, he says, while radial technology outperforms bias in many instances, bias tires, when used in proper application, can provide significant cost savings and performance benefits.

- **Tread Siping:** Another growing trend is tread siping, which is a feature that helps with head dissipation and even wear across the tread base. Francis explains that when siping first became popular, most sipes were deep and large designs, but today they have evolved into smaller, narrow strips, which based on tread design may take the form of a zig zag or straight line pattern.

- **Airless:** Airless technology will continue to play an important part of the evolution of tires, according to Brock of Michelin. One example is the MICHELIN X TWEEL airless radial for skid steers, which has the ability to offer the benefits that a solid tire provides in flat protection, but also provides great traction, operator comfort, and longevity due to its airless radial design.

- **Multipurpose Tires:** Today, machines are being used in multiple applications every day. One of the reasons for this is the growth of the rental segment in which the equipment is rented to different customers to be used in various applications, according to Brock. “The end users in the construction segment face an array of different environments. Many times the equipment is used on hard surface one moment and off road the next moment,” he says. “These application changes mixed with the various environmental conditions are driving customers to seek a more versatile/multipurpose tire solution.”

- **Low Sidewall Technology:** This is a concept inspired by the automotive market, with larger rim diameter and shorter sidewall, which allows for less sidewall flex, ultimately easing stability concerns and improving breakout force. Francis says this has proven successful in agriculture and mining and is currently being tested in smaller construction equipment applications.

- **Accelerate Change Technology:** This wheel technology eliminates the need for the outside wheel

to be removed when changing the inner tire. All the bolts stay on and there’s no need to torque the wheel. This reduces downtime associated with tire changes and rotations by up to 50 percent, according to Francis.

## Tire monitoring technology

One of the biggest advances for tires in recent months is the use of tire management software and tire pressure monitoring systems. Technology is more often-keeping track and managing tires for the operators.

“As the top wear-part expense on the fleet, tires offer one of the greatest opportunities to reduce costs, but only if properly managed,” says Francis of Titan International.

There are a few key ways that technology and connectivity are aiding in the management of construction tires.

- **Tire Management Software:** One way fleet managers can reduce tire costs is by using tire management software. Most fleets already have access to technology that can improve their tire management practices. Telematics and fleet management software are two staples in aggregate and mining operations, according to Francis.

- **Tire Pressure Monitoring System:** This system monitors real-time inflation pressures and internal operating temperatures and is installed internally on the tires and set to integrate with the machine’s telematics system. The benefits include: longer lasting tires, less variances in tread wear, increased stability, and the ability to retread a tire if necessary. According to Market Research Future, this is expected to grow seven percent through 2023.

- **Intelligent Tires:** In general, tires are becoming more intelligent, as they become connected. Goodyear recently unveiled an intelligent tire prototype, which will connect fleet operators to the tire. This will allow for continuous connectivity and real-time data sharing. The end result is safer and more cost-efficient mobility and maximized uptime.

Equipment used in the construction industry is constantly evolving—with new technological and innovative advancements for the jobsite. As Brock of Michelin explains, “As the demand of these machines increases so do the requirements of the tires.”

Source: [Conexpo-Con/Agg 365](#)



# [ PAVING THE FUTURE ]

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## Manitowoc debuts new cranes at Crane Days 2018



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**Manitowoc debuts  
new cranes at  
Crane Days 2018**

On the cover:  
Manitowoc revealed the newest  
addition to its award-winning  
range of crawler cranes: the  
Manitowoc MLC100-1 crawler  
crane at its Crane Days event.

PG 3



# Manitowoc debuts many new cranes at Crane Days 2018



*Product information and photos courtesy of Manitowoc*

Manitowoc debuted the **MLC100-1** crawler crane at its Crane Days event in Shady Grove, PA, June 3-8. The Crane Days event, which highlights the innovation and velocity that comes with following “The Manitowoc Way”, and has resulted in several new crane models for 2018.

“The Manitowoc Way is all about innovation, velocity and listening to our customers,” Harley Smith, global product director for crawler cranes at Manitowoc, explained. “We want to show our customers that we’re listening, and I think the MLC100-1 stands as proof that we are. They asked for a reliable crawler that can get to work faster than any competing crane. Visitors to Crane Days are seeing the simple elegance we’ve delivered at their request.”

The new crawler crane was deliberately designed to be erected and decommissioned faster than any other crawler crane in its class.

“It means a lot to debut our newest crawler crane right here in Shady Grove. Visitors to Crane Days are the first in the world to see the MLC100-1 fully assembled,” said Smith. “This crane is a huge time saver, with extremely quick set-up and tear-down times, giving our customers more time to get to work.”

The MLC100-1 has a 100t (110 USt) capacity and a maximum boom length of 61 m (200 ft). The new-model crawler crane has an impressive load moment of 371t-m (2,680 ft-kips) and is powered by a 300 HP Cummins 6.7 L Tier 4 Final engine.

The crane will save customers time on the job site because of its self-assembly hook, which enables the operator to install the counterweight without

any outside assistance. During assembly, the crane uses a single segment of hoist line with a button termination, which is routed through sheaves in the boom butt. This eliminates the need to assemble the boom top and enables operators to get to work faster when compared with competing cranes in the same class.

“Our customers have come to expect high performance from Manitowoc crawler cranes,” Smith said. “But even our long-term customers will be surprised at how quick this crane can get off the truck and get right to work. We put a lot of design hours into the assembly and disassembly of this crane with valuable feedback from our field technicians, and I’m happy to say that it paid off.”

The MLC100-1 has an improved wider cab design, with easier access to the cab made possible by additional grab bars and a movable left-hand console. In addition, the cab’s high-back seat with headrest and electronic seat controls combine with improved HVAC performance for best-in-class comfort.

The crane allows for easier service than ever, with high-visibility sight glasses and quick drains on every gearbox. The main valve is also easily accessible. The crane operates via Manitowoc’s Crane Control System (CCS), which can be used in conjunction with the company’s new Diagnostic Code App to quickly analyze diagnostic screens.

End users can customize the MLC100-1 with numerous options to suit their specific job site needs. These include a free-fall option, a third-drum option with a 22m (72 ft) wire rope, generator-powered boom lights and a cold weather package for high performance in the toughest climates.

Manitowoc also debuted the new best-in-class



*The GMK4090 also offers the new MAXbase feature as an option giving the crane more setup flexibility on the job site.*



The new GMK4090 taxi crane features a modern, compact design that puts an emphasis on roadability and maneuverability.

Grove **GMK4090** all-terrain crane. The new GMK4090 taxi crane features a modern, compact design that puts an emphasis on roadability and maneuverability. Manitowoc designed the crane using extensive Voice of Customer (VOC) research, which revealed demand for a lightweight, flexible taxi crane in the 90t (100 USt) capacity class.

“The GMK4090 has been designed with flexibility and maneuverability as main focuses in accordance with our customers’ needs,” said Andreas Cremer, global product director of Grove all-terrain cranes. “With its best-in-class taxi load chart and compact footprint, this crane will be ideal for a variety of applications. Various counterweight options also give it versatility in roading, which can increase efficiency and return on investment for many owners.”

The crane features compact dimensions, with a narrow width of 2.55m (8.4 ft), so it can easily access and maneuver within the tightest of job sites. It has a minimum tail swing of only 3.5m (11.6 ft), so it stays within the maximum outrigger width, unlike other cranes in this segment that require extended tail-swing clearance. The GMK4090 also offers the

new MAXbase feature as an option — this variable outrigger setting gives the crane more setup flexibility on the job site, especially when erecting it on irregular job site grounds. MAXbase also offers greater capacity when compared with the 360° standard load chart.

Visitors to Manitowoc’s facility in Shady Grove, PA, were the first in the world to see the Grove **TMS500-2** truck crane. The new 36t (40 USt) capacity TMS500-2 features the quick set up and versatile taxi capabilities expected from a truck crane in this class. Manitowoc’s VOC research showed strong demand for such a model. The TMS500-2 gives these customers a lightweight truck crane that can quickly travel among job sites without additional loads, making it perfect for housing jobs; steel erection and HVAC work, for example.

“We saw a strong demand from our dealers (and the market in general) for a lightweight, versatile truck crane with excellent taxi capabilities,” said J.J. Grace, product manager for truck-mounted cranes at Manitowoc. “We took that sentiment into account, and the TMS500-2 is the result.”

The TMS500-2 will have two boom options and shares a common carrier cab with the higher-capacity TMS9000-2, which debuted at CONEXPO in 2017. This modern, single-person cab comes with an upgraded console with an automotive-style gauge display and multi-function steering, which grants fingertip access to cruise control and driving lights. The superstructure cab features full-vision design for maximum visibility, an improved climate control system and Manitowoc’s CCS, which includes a working range limiter, operator-programmable function speeds and a selectable ECO mode that reduces fuel consumption.

The crane also features a high-performance 350 hp Cummins ISL engine with an Ultra-shift transmission that provides highway travel

speeds of up to 113 kph (70 mph). The TMS500-2 can be configured with either a heavy or lightweight counterweight package for added versatility when meeting local roading requirements. Whichever package customers choose, the TMS500-2’s load charts provide best-in-class performance.

The next debutante on our list is the National Crane **NBT50L** Series of boom trucks. The NBT50L Series offers a 46m (151 ft) boom and a maximum tip height of 48m (158 ft). With the added reach, there’s less of a need to swing a jib on the job site. This saves time for the end user, enabling them to get more work done in a single day by increasing their efficiency. The new boom truck series also features an 11m (36 ft) offsettable lattice jib, a first for National Crane.

According to Bob Ritter, product engineering manager for boom trucks at Manitowoc, the cranes’ design is a prime example of putting The Manitowoc Way into action, as VOC research was crucial to the design process.

“With the NBT50L Series, we’ve delivered the boom length that our customers have been asking for,” he said. “And added reach is only the beginning. These cranes also offer three different lifting configurations, improved stability, higher capacity-at-reach and easier serviceability, all with the goal of enabling companies to win and complete more projects with a single crane than ever before.”

There are four models in the NBT50L Series: the NBT50L, the NBT55L, the NTC50L and the NTC55L. As the model names denote, these cranes are available with a 45.4t or 50t (50 USt or 55 USt) rating, and they can be configured to operate as a model NTC, a truck crane/boom truck hybrid. When configured as an NTC, the crane has four distinct outrigger setups, including an exclusive, 6m (20 ft) “truck crane” footprint for tighter job site requirements. All cranes in the NBT50L Series offer a working capacity of 4,536 kg (10,000 lbs) when the boom is fully extended at a 10.7m (35 ft) radius, making them the new leaders in their class.

The NBT50L Series benefits from a new superstructure design that has been optimized to reduce deflection, offering not only higher lifting capacities, but also greater operator confidence while lifting. Other new features include a 20° hydraulic tilting cab, removable counterweight system, internal anti-two-block wiring and the exclusive 11m (36 ft) offsettable lattice jib. A two-camera system for operator visibility and a wireless wind-speed sensor for lift planning are also available as options.

A special NTC Value Package is also available for customers, which includes the four outrigger setups, two-camera system and wind-speed sensor all in one convenient bundle.

Manitowoc also revealed the Grove **GRT9165** rough-terrain crane. This crane offers the longest reach and highest capacity of any model in Grove’s rough-terrain lineup and it has a host of features that will help companies increase efficiency while maintaining a low total cost of ownership.

The GRT9165 is a 149t (165 USt) capacity crane that features a 62.5m (205 ft) six-section, pinned boom. In fact, the boom is 1.5m (5 ft) longer than the closest competing model. Tip height maxes out at 91.2m (299.1 ft), and both manual and hydraulic extensions are available. It has been designed for easy transport, with a compact overall height of



The TMS500-2 will have two boom options and shares a common carrier cab with the higher-capacity TMS9000-2, which debuted at CONEXPO in 2017.



There are four models in the NBT50L Series: the NBT50L, the NBT55L, the NTC50L and the NTC55L.

3.8m (148.5 inches). It also has hydraulically removable counterweight and outrigger boxes, in addition to a hydro-gas suspension on the rear axle. With all components removed, the GRT9165 weighs in at an easily roadable gross vehicle weight of approximately 52,617 kg (116,000 lbs).

The GRT9165 also benefitted from rigorous testing at Manitowoc's Product Verification Center (PVC) in Shady Grove, where components are tested well beyond their lifecycle to ensure quality and durability. The increased reliability and quality reduces issues with cranes once they're working. In fact, Manitowoc has supported this enhanced level of reliability with a new extended warranty program for the entire GRT series. The program consists of a two-year standard warranty on newly ordered cranes, complemented by three optional tiers of total extended coverage for three, four or five years.

As with all of Grove's latest-generation rough-terrains, the GRT9165 was developed with operator

comfort and convenience in mind. The updated cab features a new wide-body design, measuring 2.5cm (3 inches) wider than other rough-terrain models, and the CCS viewing screen has been optimized for easier viewing. The cab can also hydraulically tilt up to 20°, providing improved visibility for the operator.

"Rough-terrain cranes are often the first machine to roll onto the job site, so they have to be reliable," Paul Cutchall, product manager for rough-terrain cranes at Manitowoc said. "That's why we designed the GRT9165 to be the strongest, longest-reaching, most cost-effective rough-terrain crane we've ever assembled. It's an extremely versatile crane that will appeal to a variety of lifting companies, and help further cement Manitowoc's position as a world leader in rough-terrain cranes."

Lastly, the **Potain MR 160 C** luffing jib tower crane made its North American debut during the Crane Days event. The MR 160 C offers a 10t (11 USt) ca-



Right:  
Erection of the MR 160 C is simplified thanks to the rapid-pin connection of the equipped counter jib, which is secured by anti-chute devices.



capacity, a tip load of 2.4t (2.6 USt) and a maximum jib length of 50m (164 ft). Like other cranes in the MR series, it's well suited for congested construction sites. The jib can be luffed to a nearly vertical position of 86° while attaining excellent underhook heights and avoiding obstacles. High-performance slewing and hoisting equipment provides precise control of loads throughout the entire working radius, all in a package that's easily transportable.

"Like all our Potain cranes, the MR 160 C is manufactured with lightweight components to enable simple and efficient erection," said Thibaut Le Besnerais, global product director of tower cranes at Manitowoc. "In addition, the crane's minimal footprint makes it ideal for tight working quarters. There's an entire customer base in North America that may not be familiar with what this crane can do, so Crane Days gives us the ideal platform to make it known."

Erection of the MR 160 C is simplified thanks to the rapid-pin connection of the equipped counter jib, which is secured by anti-chute devices. The jib foot can be fit by simply inserting into the notches of the slewing tower head, and both the hoisting and luffing winches operate by way of a clever rope reeving system for pinning the jib tie-bar line. It also featured the new 75HPL 25 high-performance winch.

The updated winch offers a winding capacity of 956m (3,136 ft) and a maximum lifting speed of 215m/min (705 ft/min).

The 75 HPL 25 winch also enables greater control over the crane's lifting speed. The winch can lift two times faster than the 75 LVF to shorten lifting cycles while also offering the ability to significantly decrease line speed for greater accuracy while placing loads.

Left:  
The GRT9165 is a 149t (165 USt) capacity crane that features a 62.5 m (205 ft) six-section, pinned boom.





Nicholas L. Shire, CPA

# Getting to the bottom line

*With Dannible & McKee, LLP*

## ***You were a large contractor: tax planning for small contractors under the Tax Cuts and Jobs Act*** by Nicholas L. Shires, CPA

The Tax Cuts and Jobs Act (the "Act") was passed by the House and Senate and signed by President Trump in December of 2017 with many provisions effective January 1, 2018. One provision is a huge win for construction contractors, particularly those with average revenues between \$10,000,000 and \$25,000,000. Tax planning just got a lot more interesting and complex for those in that window. The Act changed the definition of a small contractor exempt from the requirement to use the percentage-of-completion method (PCM) for long-term contracts from the pre-Act law, which provided an exception for construction companies with average annual gross receipts of \$10 million or less in the preceding three years.

For contracts entered into after Dec. 31, 2017, the exception for small construction contracts from the requirement to use the PCM is expanded to apply to contracts for the construction or improvement of real property if the contract:

- is expected (at the time such contract is entered into) to be completed within two years of commencement of the contract and
- is performed by a taxpayer that (for the tax year in which the contract was entered into) meets the \$25 million gross receipts test.

This is a benefit for those contractors that exceeded the \$10,000,000 threshold previously and lost the ability to utilize a more beneficial method of recognizing revenues. Some of the available options for small contractors, include:

### **Cash method**

The cash method of accounting can be used as an overall method of accounting and to account for long-term contracts. Income is recognized when cash is actually or constructively received, and expenses are generally deductible when paid.

### **Accrual method**

The accrual method can be used for both an overall method of accounting and for long-term contracts. Income under the accrual method is generally recognized when the payment is received, payment is due, or payment is earned, whichever occurs first.

Retentions under the accrual method: As a variation to the accrual method of accounting, a contractor can elect to exclude this retention from income until received or billable under the contract.

### **Completed contract method**

The completed contract method of accounting suspends both revenue and job costs until the completion of the job. The effect is to defer the contracts gross profit from inception until the contract is completed.

### **Percentage of completion method (PCM)**

Although not required, the small contractor has the option (like a large contractor) to use the percentage of completion method (PCM) of accounting for long-term contracts under §460(b).

For contractors between \$10,000,000 and

\$25,000,000, the first step is to communicate with the tax preparer to determine the best available accounting method for long-term contracts. The change in the threshold provides a unique opportunity for construction contractors to revert to a method utilized prior to becoming a large contractor, as previously defined. It also provides an opportunity to elect to utilize a different method of accounting if that is more beneficial currently.

Once the best method is determined, contractors should review prior tax filings to determine if any Form 3115 ("Application for Change in Accounting Method") was previously filed. Specifically, contractors should review the tax year in which their average revenues first exceeded \$10,000,000 and they were no longer a small contractor. While Form 3115 was not required to change to the percentage of completion method in that year, many construction contractors filed one. If this was the case, Form 3115 will be required again in 2018 in order to change the method of accounting for exempt long-term contracts. If Form 3115 was not filed previously to change the method of accounting for long-term contracts, then the method of exempt long-term contracts will revert to the method in place before becoming a large contractor, and Form 3115 will not be required. It is important to note the use of this PCM exception for small construction contracts is applied on a cutoff basis for all similarly classified contracts. This means the change in method of accounting applies only to contracts entered into after the effective date of the change.

The third step would be to review each of the contracts, both short term and long term, before year end to effectively utilize the accounting methods in place. With the additional flexibility that the Act provides to an increased pool of small contractors, profitable contractors will have the ability to defer significant taxable income to future years. Proper planning can help cash flow by avoiding a large tax burden currently. The 2018 tax year is the year to take advantage of the opportunity.

It is highly recommended that each construction contractor review their financial situation to determine the best accounting method suitable for the specific needs of the company. Each contractor will also need to review prior filings to determine if a change in accounting method was filed in the year \$10,000,000 of gross receipts was exceeded. This will be an indicator of whether additional filings will be required for 2018.

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The MC 96's HTS (Hose Tensioning System) 58M enabled a cutting depth of up to 190.3 feet.

Photos courtesy of HUB Foundation Co.

## HUB Foundation penetrates slurry wall market

by Brian M. Fraley, Fraley Construction Marketing

**H**UB Foundation Company used a BAUER MC 96 Duty-Cycle Crane with a BC 35 Trench Cutter and a BAUER MAT DE 500-20 Slurry Handling System to put in the foundations for a residential tower at Bullfinch Crossing in Boston. It represents the contractor's bold entrance into the slurry wall market and the first time Equipment Corporation of America (ECA) has sold this package of machinery in North America.

### A bold investment

ECA and HUB had an established relationship, but it was March 2017 at CON-EXPO/CON/AGG when the conversation started about breaking into

Boston's slurry wall market. President and Owner Jim Maxwell knew that specialty equipment would be required and would come at a great cost.

HUB had established a reputation as a top-notch drilled shaft contractor. Although the contractor had developed expertise in bentonite slurry over the years, its leadership team had endless debates about whether to enter the slurry wall market. Bullfinch Crossing, a project HUB had under agreement, presented a timely opportunity that would make the decision clear. The geotechnical engineers had changed course. What started as a drilled shaft project would now include a slurry wall with load bearing elements (LBE).

There were no gut decisions; the contractor vetted every major brand of slurry handling equipment before making an investment. Traditionally a loyal Soilmec customer, HUB had assembled an armada of its drilling rigs. The contractor ultimately concluded that BAUER was the global leader in slurry handling equipment.

Financing an investment of this magnitude was important. BAUER-Pileco's equipment finance specialist Anja Frazier entered the equation early on to make the numbers work. She can often obtain creative financing, which played a key role in this decision.

"We were able to keep the up-

front costs at a minimum by including freight costs and sales tax into the financing," Frazier explained. "And with a longer financing term, HUB benefits from lower monthly payments which allows them to be more competitive in bidding jobs."

Anthony Sciortino, sales engineer for ECA Boston, and his father David, ultimately closed the deal along with Gordian Ulrich of ECA's Philadelphia office. Ulrich serves as BAUER Applications Engineering Manager.

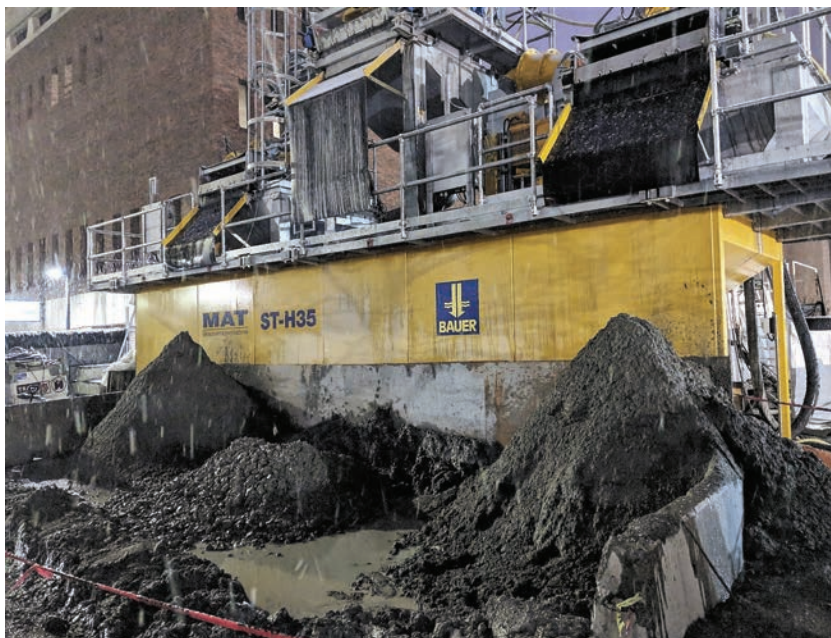
"This is unique because you only have a handful of customers that have made the investment to do this type of work," explained Sciortino. "You can count them on one hand."

"If you look at the numbers, the investment doesn't make sense," admitted General Superintendent Greg Maxwell. "You're talking about upwards of \$6 million invested on a job (Bullfinch Crossing) that is less than the entire cost and you have two competitors in town fighting over the work already."

Bullfinch Crossing, which would represent HUB's maiden voyage, was scheduled to begin in August 2017. HUB pushed ECA and BAUER to make sure the equipment would be on site and they delivered. Ironically, the owner delayed the project until December.

Nevertheless, the equipment was delivered as promised in July. ECA and BAUER took advantage of the extra time by setting up, conditioning and testing the equipment in HUB's Chelmsford, MA, yard.

HUB had already closed the deal on the BAUER equipment, but traveled overseas to maximize the



The BAUER MAT DE 500, which included two BE 250-60 desilters and an ST H35 agitation tank, was used to remove soil particles from the bentonite slurry used during installation of the LBEs.



The BC 35 – a 41.3-foot-high-by-9.2-foot-long unit with four cutter wheels – was used to excavate the 36-inch-wide slurry wall trench.

ground level, however, was far from ideal.

This collection of massive BAUER machinery may look out of place in some American cities, but not in Boston. New York and Toronto design their excavation pits for secant pile walls, but Boston's geotechnical engineers prefer slurry walls. Slurry is effective for holding open excavations in these materials, which is why subsurface conditions in Boston are more conducive to slurry walls than its sandier counterparts like Connecticut or Rhode Island.

The city's complicated subsurface conditions play a role. Boston was originally an 800-acre peninsula (Shawmut). Today a large portion sits on man-made land due to a series of projects starting in 1630. The soil is Boston blue clay underlain by glacial till and Cambridge Argillite. The Cambridge formation underlies most of the downtown area.

HUB used the BAUER MC 96 with BC 35 to dig out a rectangular trench for the slurry wall. It also installed LBEs to support the load of the tower. There were 22 70- to 84-foot panels, eight of which interlocked to form the core wall. Each was 3-feet-wide and 9.2- to 22.7-foot long. The job also included 107 85- to 130-foot minipiles and three 85-foot-long, 4-foot-diameter drilled shafts and 42 piles for support of excavation (SOE).

The excavation was shallower than anticipated and due to the Boston blue clay, HUB started the excavation using another crane with a grab. The BC 35 was used to clean out the holes and finish the rock sockets, which ranged in length from 17 to 33 feet.

"We felt very confident that the material was going to cooperate as far as the excavation process was concerned," explained Maxwell. "The conditions were almost perfect as far as mitigating risk with a slurry wall." HUB found that the clay was stiff, the Argillite had minimal fractures, the glacial till had cohesive properties and there were no large areas of sand or gravel in danger of collapsing.

### Small footprint, big challenges

The rectangular Bullfinch Crossing site is wedged between the towering walls of the existing Government Center Garage and two busy streets. "It was kind of like a structured ballet," Maxwell said, referring to moving equipment and materials around on the jobsite. "The key to this job was all logistics."

The BAUER MC 96 was one of four cranes on site, in addition to a host of drilling and excavating equipment. HUB was restricted from accessing the core wall until late in the project, which hampered its efficiency and sequencing by confining crews to a small portion of the site. HUB chopped away at the slurry wall and LBEs one section at a time and shuttled machinery between working areas and parking spots.

HUB's Bullfinch Crossing project was initially designed to include a combination of drilled shafts and micropiles, but geotechnical engineers Haley and Aldrich added LBEs to the mix.

The challenges of supporting a 45-story building on a small footprint became clear during the core design, according to Maxwell. He explained that these dimensions created tremendous shear load and uplift. The loads on a tower with a larger footprint would have been axial, transferring down-

investment before firing it up. "Any contractor can buy the equipment, but in order to make money with it, you've got to know what you're doing," explained Maxwell. "What we were trying to do was get a few rungs up that learning curve before we started doing it ourselves."

ECA and BAUER funded a trip to Europe so HUB could see the equipment in action and learn from some contractors that were using it. The plan was to visit projects in France and Germany, in addition to BAUER's Open House in Schrobenhausen, Germany. A chance encounter with Israeli geotechnical contractors Shikun & Binui and Geo Danya of Israel led to a follow-up trip to Tel Aviv where HUB toured multiple projects and received a crash course in slurry wall construction. Ofer Mastbaum of BAUER Maschinen played a key role as well.

### Putting the equipment to work at Bullfinch Crossing

"Because this is ECA's first endeavor with a BAUER cutter, we hired BAUER Maschinen Technician Daniel Bögl to be on standby for the entire duration of the job," said Sciortino. "If there was a problem we could get him up there quickly without having to fly him over from Germany."

HUB was onsite from December 2017 through May 2018, although the slurry wall work took place from February through April. HUB was to install a 36-inch slurry wall and LBEs down to 75 feet to support the 45-story residential tower at Bullfinch Crossing, which is advertised as "the tallest for-rent residential building in the City of Boston." Situated in a historic district, the tower will give future residents breathtaking panoramic views of one of America's oldest cities. The situation for HUB at



(L-R) Anthony Sciortino of ECA Boston, Gordian Ulrich of ECA Philadelphia and industry expert Sal Arslan representing HUB Foundation worked together to give the contractor a smooth entry into the slurry wall market.



*The centerpiece of the Bullfinch Crossing project was a BAUER MC 96 Duty-Cycle Crane.*

ward through the foundation.

“Once they (the engineers) got into the weeds of the core design they had a lot of difficulty getting those shear loads down into the shaft from the core wall,” Maxwell recalled. “They had a lot more success pushing the loads into the slurry wall that we used because it was basically the same footprint as the shear wall.”

#### **The equipment**

The centerpiece of the operation was a BAUER MC 96 Duty-Cycle Crane. Its HTS (Hose Tensioning System) 58M enabled a cutting depth of up to 190.3 feet. The BC 35 – a 41.3-foot-high-by-9.2-foot-long unit with four cutter wheels – carved out the 36-inch-wide trench for the slurry wall.

“BAUER is known not only for its power and its ability to cut and churn rock quickly but also its reliability,” said Sciortino. “When you’re on a high production slurry wall job, the reliability of the power comes into play.”

The slurry handling system was a BAUER MAT DE 500, which consists of two BE 250-60 desilters and an ST H35 agitation tank. It was used to remove soil particles from the bentonite slurry used during installation of the LBEs.

Mobilizing the equipment and keeping it running properly was critical. The project delay exacerbated matters. ECA facilitated a connection up front that resulted in HUB hiring industry expert Sal Arslan full-time to keep Bullfinch Crossing running smooth. He helped to set up the slurry handling system, mobilize the crane and cutter, train HUB’s operator and share his knowledge of slurry wall construction.

HUB acquired the BAUER crane, cutter and slurry handling system as a package, although it could have mixed and matched other brands. By doing so, the contractor was able to use the B-Tronic System, which collects data from dozens of sensors located at all critical points in the cutter. The display of the cutter’s current position and the deviations in both x and y direction enable the machine operator to adjust the steering plates and maximize performance.

#### **Dealing with slurry**

HUB pumped bentonite from a hose within the cutter to support excavation for the slurry wall. The slurry spoils were then pumped into the BAUER de-

sanding plant to remove soil particles. The clean slurry was pumped back into the trench for temporary excavation support.

Project delays put HUB on site during the winter months. Keeping the plant warm and slurry from freezing was a factor during repeated bouts of snowfall, sleet and freezing rain.

Dealing with the slurry left over from the cutting operation was difficult on the compact site. The loadout area for the spoils and the rebar laydown area were one in the same.

“We trucked in as many cages as we could,” Maxwell recalled. “We were able to build the cages for the LBEs offsite, truck them in as needed, and put them in the hole right away,” explained Maxwell, noting that this kept the slurry loadout area open.

That strategy ended when it was time to build the core wall. They were too big to haul so HUB’s crews had to assemble them onsite. This resulted in periods of up to four days where slurry spoils were piling up, consuming nearly one-third of the site. Further complicating matters, the landfill only accepted two loads per day and wouldn’t take material during inclement weather.

#### **Solid foundation for future slurry wall work**

Bullfinch Crossing was a successful maiden voyage for HUB. There were no equipment breakdowns and no major surprises underground. More importantly, HUB now has a successful slurry wall project under its belt.

“The clients will have more confidence in our ability to perform contracts,” said Maxwell, noting that HUB was recently awarded another contract in downtown Boston. “We now have the experience, equipment and people to do the work.”

The company plans to concentrate on the New England and Upstate New York market it serves for now. Whether HUB’s venture into the slurry wall market pans out remains to be seen.

“It was a bit of a gutsy move,” admitted Maxwell. “One of the benefits is that we have a healthy minipile and drilled shaft market that has helped support the debt of this new venture.”

# First new crane begins work at Port of Savannah

SAVANNAH, GA — The first of Georgia Ports Authority’s four new Neo-Panamax cranes came online the week of March 21, bringing GPA’s operating fleet to 27 — more than any other single terminal in the nation.

“Georgia’s ports are dedicated to staying a step ahead of market demand,” said GPA Executive Director Griff Lynch. “These investments ensure port users can grow their business and supply chain efficiencies in Savannah.”

The super-sized crane is tall enough to lift containers 152 feet above the dock. The crane started work before dawn Wednesday the 21st on a 13,300 20-foot



The first of Georgia Ports Authority’s four new Neo-Panamax cranes started work before dawn March 21, 2018 at Garden City Terminal.

Photos courtesy of Georgia Ports Authority/  
Stephen B. Morton

container terminal in the Western Hemisphere — will receive another six cranes by 2020, growing the fleet to 36. This will allow the port to move nearly 1,300 containers per hour over a single dock. With integral generators, the cranes are able to capture enough energy while lowering boxes to power themselves for 18 minutes of every working hour.

The additional cranes, along with the Savannah Harbor deepening, will help accommodate the shipping industry’s move toward larger vessels. Through its expanded locks, the Panama Canal can now handle vessels with a capacity of 14,000 TEUs. In September 2017, CMA CGM Theodore Roosevelt became the first vessel of that size to call at the Port of Savannah.

“For shipping lines and their customers, these larger vessels mean reduced fuel costs compared to operating multiple smaller ships,” said Chief Operating Officer Ed McCarthy. “In turn, this reduced consumption shrinks the environmental footprint of the global logistics network.”



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The M/V Swan passes Historic River Street in Savannah, GA, as it transports four new Konecranes ship to shore cranes up the Savannah River to the Port of Savannah, Nov. 22, 2017.

## HoistCam's low profile and 360-degree rotation delivers better view of the load

Earlier this year, Netarus LLC, maker of the HoistCam™ remote camera monitoring systems, announced the Low Profile HC140 (Gen3) camera for applications where placement of the camera is critical for viewing the load. "An upgraded camera with a new connection point and 360 degree lens rotation provides the operator the flexibility to position and orient the view at virtually any angle that suits the needs of the application," said Chris Machut, CTO.

The lower profile design was achieved by relocating the connector for the camera so that it attaches at the Video Transmission Box (VTB). With new 360-degree rotation, the camera orientation can be directed to the exact perspective needed by the operator. For example, if the crane's hook block is located 90-degrees to the left, the lens can be oriented 90-degrees to the right so the view of the camera on the monitor is in the correct orientation. Or, when mounted on other types of equipment, such as a rubber tire gantry or straddle carrier, it is possible to orient the camera for a view of the pins on the spreader bar.

When the application changes, the operator can readjust the camera's perspective by manually loosening a screw on the camera, adjusting the camera's orientation and re-tightening the screw. Further increasing the flexibility of the camera is a unique magnetic mounting system allowing the camera to be installed at various locations on the equipment as needed for the best possible view of the load.

Other improvements found on HC140 (Gen3) are an upgraded camera, delivering wide angles and infrared illuminators for nighttime viewing. Plus a higher quality housing and nitrogen filled enclosure provides the HC140 with an IP69K rating for optimum performance when fully submerged in water or when working in high operating temperature environments, up to +50°C.

"Our customers were asking for a camera solution for complicated load handling scenarios. On its own, the HC140 (Gen3) offers that flexibility, which is further maximized when the setup is customized for unique situations, such as having multiple units feed to a single split screen or when special power supply requirements, such as solar generated power, must be met," said Machut.

Optional remote monitoring and recording with HoistCam™ Director enables construction manag-



*The lower profile design was achieved by relocating the connector for the camera so that it attaches at the Video Transmission Box (VTB).*

*Photo courtesy of Netarus LLC*

ers 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.

## Luby Equipment Services promotes Jeff Mattie to service manager

FENTON, MO — Luby Equipment Services, the CASE Construction Equipment dealer based in St. Louis, is proud to announce the promotion of Jeff Mattie to service manager at the Fenton headquarters. The promotion became effective August 2, 2018. An assistant service manager for the past two years, Mattie takes over for long-time service manager Tom Bogнар, who recently retired after 35 years of service. "I have always considered the position of service manager to be the toughest job in the company," said

Bob Luby, president at Luby Equipment Services. "I am pleased that Jeff Mattie will be assuming these responsibilities in Fenton. Jeff's tenure as assistant service manager will be influential in his success as the leader of our service department."

Sales Manager David Kedney agrees. "Jeff's experience and passion for customer service will be instrumental in ensuring that our customers continue to receive the best service offering in the area," he added.



### People in the industry



*Mattie takes over for long-time service manager Tom Bogнар, who recently retired after 35 years of service.*

*Photo courtesy of Luby Equipment Services*



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# Cold weather curing: a concrete revolution

by Bill and Mary Weaver



Sometimes the forms and insulation are completely wrapped in plastic sheets in order to trap the chemical heat of hydration inside the forms.

Photo by Bill Weaver



A revolution has occurred within the large highway and bridge contractor community — using concrete in cold-winter states since 2010. That was when the American Concrete Institute (ACI) first published the specifications for using hydronic heat for winter concrete work. Now for many large contractors, laying concrete all winter has become routine. Smaller paving contractors might want to consider joining this revolution.

Although cold weather concreting requires considerable attention to detail, being able to complete more jobs per year by working through the coldest weather and being able to keep workers employed year-round both make excellent economic sense. Setting up a hydronic heater, such as Wacker Neuson's E-3000 — manufactured in Wisconsin — to keep your freshly poured concrete at an optimum temperature for curing in cold weather is simple to do. A contractor renting a Wacker Neuson hydronic heating unit will have thorough and complete professional instruction and set-up through the trained and supported dealer network, including 24/7 customer service.

Hydronic heaters consist of a diesel-run burner (conversion kits are available for natural gas and propane) and two hose reels totaling 3000 linear feet of hose. The hydronic fluid is an excellent heat conductor, being an environmentally friendly glycol/water mixture.

Once heated to the preset temperature, the hoses are laid out in a switchback pattern at specified distances on top of a sheet of plastic on the concrete surface. The plastic protects the newly poured concrete from excessive moisture loss. The hoses are then covered with weighted insulating blankets. Two layers of Wacker Neuson IB 750 blankets (R-value = 5,) are recommended for cold weather. One of these lightweight 6x125-foot blankets can be rolled up and easily carried by one worker, giving excellent cold protection with minimal labor and trucking. The blanket can be cut to size to fit the application without any loss of performance.

The hydronic fluid under the insulation transfers its heat to the concrete as it flows through the hose. The heated fluid completes the loop by returning to the E-3000 unit where the temperature of the returning fluid is checked to make sure the contractor achieves maximum performance. The fluid then recirculates through the burner to be reheated before the next circulating trip.

The action threshold for using cold weather concreting methods is defined by the ACI as when the temperature has fallen, or is expected to fall below 40 degrees F. (4 degrees C) during the protection period. The protection period can vary according to the ambient temperature, and the type of concrete, among other factors. In some cases, protection is only needed until the concrete reaches a compressive strength of 500 psi. Until that time, the water in the capillaries can freeze if its temperature drops below 25 degrees F. This is a serious matter. Once this happens, its potential strength will be reduced by more than 50 percent, and its durability will be adversely affected.

For concrete that will experience freeze thaw cycles, or that will carry an anticipated heavy traffic load, or for roads and bridges exposed to salt, the protection period should be extended.

"For cold weather concrete curing, the contractor can pre-set the temperature of the outgoing fluid from the E3000 to a maximum of 180 degrees, and then adjust 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 and concrete temperatures and the distance the E3000 is located from the poured concrete," (such as high hose-runs up a bridge pier or to a high bridge deck.) Wrapping the heater hose between the E3000 and the concrete pour with insulating blankets reduces heat loss, saving time and money.



The E3000 is a versatile machine useful in winter concrete curing, warming concrete forms and the air within, warming aggregate before mixing and for thawing frozen ground to allow construction to proceed.

Photos courtesy of Wacker Neuson

*Embedding concrete maturity-temperature sensors helps to monitor the internal temperature of curing concrete — using cylinders is not an industry standard.*



A concrete curing temperature of 75° F. is ideal,” explained Sevcik. “Set the temperature of the E3000 carefully according to the ambient temperature.

The next morning, check the temperature of the fluid that is returning to the unit to be reheated, or the temperature indicated by the “cherry sensors” embedded in the concrete, if you have included them. If it is about 75°, you’re fine. If the fluid has cooled to 60 degrees by the time it has circulated over the concrete and returns for reheating, raise the preset temperature. Frequently, the highly efficient burner can raise the temperature of the circulating fluid by ten degrees in only ten minutes after the preset temperature is raised.”

For large curing applications, the Wacker Neuson E3000’s coverage area can be expanded to as much as 18,000 square feet with the addition of external hose reel systems and hydronic pump packs. The unit comes with two onboard positive displacement pumps, which provides consistent fluid flow at heights. The positive displacement pumps can dependably and reliably pump hydronic fluid to bridge decks or bridge piers as high as 200 feet.

Because the fluid filled hydronic hoses are in direct contact with the concrete and are insulated, heating concrete in this way in cold weather uses less than half the fuel that would have been required to heat the air in a temporary construction tent. In a tent, a large portion of air heat will be lost to the surrounding air.

The hydronic hoses filled with the heat-transfer fluid have another very significant advantage for heating concrete in cold weather, compared to tenting and using air heat. Air heat rises and escapes so quickly that it tends to warm only the surface of the concrete. However, ACI’s cold weather concrete specifications

require some degree of heating of the full depth of the concrete in cold weather.

It’s important to keep the entire thickness of the concrete slab in a highway or bridge deck as uniform in temperature as possible, for best eventual compression strength and to prevent cracking. “The ACI specifications for winter concreting can be interpreted that the concrete structure shall have differentials no greater than 25 degree F. (14 degrees C) anywhere in the structure.”

This is a difficult goal to meet when using forced air heat. However, because the hydronic heating hoses are in direct contact with the concrete and covered by insulating blankets, the heat will naturally conduct down through the concrete, warming the full depth.

For cold weather concreting of a bridge pier, the hydronic hoses are placed on the outside of the vertical concrete form, but looped a bit closer — about one foot apart. Before the concrete is poured, insulated forms along with the air inside them are heated using the versatile Wacker Neuson hydronic heater, as specified by ACI’s cold weather concreting specs.

In very cold weather ready-mix concrete can also be prewarmed using hot water in mixing. The aggregate can also be prewarmed using a hydronic heater. After the concrete is poured, insulating blankets are placed on top of the form. Sometimes the forms and insulation are completely wrapped in plastic sheets in order to trap the chemical heat of hydration inside the forms.

Since bridge piers are often high in the air and subject to high winds as the concrete cures, trapping the heat of hydration cuts the amount of heat that needs to be added to properly cure the concrete in very cold weather.



*Hydronic hoses are looped on top of plastic laid on the concrete surface. The plastic protects newly poured concrete from excessive moisture loss.*



#### Other uses:

**I**f thawing frozen ground is needed to allow work to proceed, the versatile Wacker Neuson hydronic heaters can also be used for this purpose. For ground thawing, the hoses are laid directly on the ground. Sheets of vapor barrier are laid over the hoses, followed by insulating blankets. Under some soil conditions, an E3000 can thaw a foot of frozen ground a day, over an area of up to 6,000 square feet, with the addition of accessory hose reels and pump packs. (Dry gravel soils heat less efficiently than moist soils with dense particles, such as clay soils.)

There is no need to check your Wacker Neuson hydronic heater between scheduled checks of returning fluid temperature. The units are equipped with an automatic shut-off. That way if a hose gets cut, only a small amount of fluid will leak before the system automatically shuts down. A strobe light on top of the unit, visible from a distance, will be flashing when the unit is operating properly. If you see the strobe light, you know that all is well. The diesel fuel tank holds enough fuel for up to 108 hours of run time at 75 percent burner run percentage.

# Potain cranes lead construction on Vietnam's tallest building

The completion of Landmark 81 is set to transform the skyline of Ho Chi Minh City. All 81 stories of the building were completed in January this year, 15 months after four Potain cranes were deployed to lead construction. The two MR 418 luffing jib cranes and two MCT 205 topless cranes handled steel, formwork and other materials during building work.

Ho Van Thao, project director for Co-tecons, the company which owns the cranes, was pleased with their productivity.

"We are impressed by the speed and efficiency of the cranes. Their reliable operations helped us achieve a rate of progress of three days per floor, thus helping us finish the project ahead of schedule," he said.

With the MR 418 already involved in the construction of several other super tall structures, including a series of residential developments in New York City and the huge, new Palm Jumeirah resort in Dubai, UAE, Suman Das, Manitowoc's regional sales manager for tower cranes in Vietnam believes the crane can transform the

high-rise construction sector in Asia.

"With high-rise developments, the focus is always on how quickly you can complete your project," Suman said. "With a high capacity luffing jib crane, like the Potain MR 418, developers can build more floors within the construction timeframe and that means more space to rent. I think a lot of people will be looking at the speed and efficiency these cranes have brought to Landmark 81 and wonder how they can apply that technology to their own development."

## Designed for high-rise construction

The MR 418 cranes handled loads of up to 24 t and both were fitted with 50 m of jib, from their maximum of 60 m. The MR 418 was the first in Potain's new series of luffing jib cranes and is designed specifically with high-rise construction in mind.

The crane's luffing mechanism and hoist are uniquely mounted inside the counterjib, which reduces the amount of space they occupy on site and simplifies their assembly. The 110 kW-rated 150 VVF luffing winch gives the crane exceptional luffing speed,

moving from the horizontal to the vertical in just 1 minute and 15 seconds.

The luffing winch works seamlessly with the 201 kW-rated, 270 LVF 120 hoist winch, an optional addition on the crane and the largest available from Potain. It offers up to 826 m of rope capacity as well as class-leading productivity on buildings over 200 m

with lifting speeds of up to 254 m/min.

"The Potain MR 418 tower crane offers high quality, stability, and safety," Thao said. "If we win other high-rise projects either in Ho Chi Minh City or Hanoi, these tower cranes will also most likely be involved."

Complementing the MR 418 were the two MCT 205 cranes, which are

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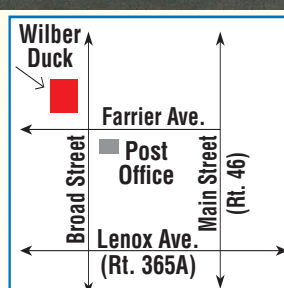
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manufactured at the Potain factory in Zhangjiagang, China. The MCT 205 cranes handled loads of up to 10 t and, for the Landmark 81 project, were fitted with 60 m of their maximum allowable 65 m jib.

#### Lift Solutions

Manitowoc's Lift Solutions team, working alongside the sales team, was closely involved in the planning stages for the installation of the cranes ahead of their deployment on Landmark 81. Lift Solutions not only helped with crane selection on this challenging project, but also their positioning on the job site; customization of the hoist

drum; jacking and climbing; the proposed composition of mast sections; as well as the erection and dismantling sequences.

It was the Lift Solutions team that also suggested and helped design a console installation for one of the two MR 418 units. This was attached to the exterior of the building at approximately the 60th floor. The use of this console and a second MR 418 to build the highest floors of Landmark 81 meant that time and money were saved on dismantling and re-mounting the first MR 418 unit, which was previously installed inside the building and handled the construc-

tion of the first 67 floors.

Dorian Huguet, Manitowoc team leader for Lift Solutions, said the innovative console-design was necessary because of the building's unique design.

"The building tapers near the top. That means, at approximately the 67th floor, the core of the building became too small for the crane to continue working. Thus, the solution we devised was for a second MR 418, attached to the outside of the building via a console," he said. "The console supports the crane and helps transfer the load borne by the crane to the building."

Landmark 81 is located within Vinho-

mes Central Park, Ho Chi Minh City's premier residential development, overlooking the Saigon River. The Potain cranes deployed to work on the development are from Cotecons' fleet, supplied by Potain's dealer for Vietnam, Minh Chi.

Cotecons' scope of work covers civil and industrial construction. The company also offers design and build services. In 2017, the company generated revenue of over US\$1 billion. After completion of Landmark 81 Cotecons will transfer both its MR 418 units to the Viet Capital Center project in Ho Chi Minh City.



The two MR 418 luffing jib cranes and two MCT 205 topless cranes handled steel, formwork and other materials during construction.

Photos courtesy of Potain



All 81 stories of the building were completed in January this year, 15 months after four Potain cranes were deployed to lead construction.

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# Hy-Brid Lifts appoints southeast territory manager



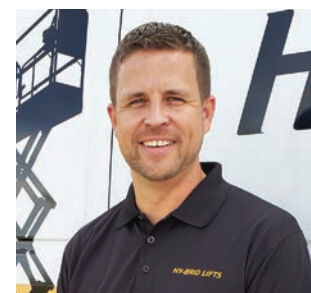
## People in the industry

RICHFIELD, WI — Custom Equipment, LLC has welcomed Dave Sluis as its Southeast U.S. territory manager. Sluis is focusing on continuing the growth and channel development of Hy-Brid Lifts, Custom Equipment's line of lightweight low-level scissor lifts.

"There is a lot of growth happening in that part of the county," said Dan Schneider, Custom Equipment LLC vice president of sales. "Dave's experience in this industry and strong leadership abilities are just what we need to ensure we're meeting the needs of contractors in that area."

Sluis has more than 12 years of experience in the industrial sector with the last four years focused in sales. Prior to joining Custom Equipment, he worked for LiftOne, a material handling and warehouse solutions provider in Charlotte, NC. He also has worked for Southeast Industrial Equipment, a material handling equipment dealer. In addition to his industry experience, Sluis also brings strong leadership skills he gained as a Cavalry Scout in the U.S. Army where he participated in numerous projects to assist in the Army's future.

"I am very proud to be a part of such a great team at Custom Equipment," Sluis said. "I am excited to be in the southeast where there is a great opportunity to present Hy-Brid Lifts to a booming economy."



Custom Equipment welcomes Dave Sluis as its southeast territory manager for Hy-Brid Lifts, the company's brand of lightweight, low-level scissor lifts.

Photo courtesy of Custom Equipment



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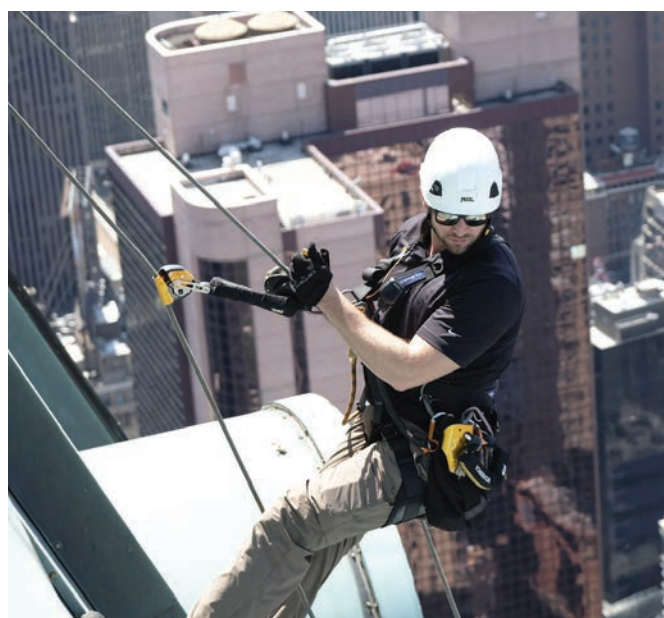
For the past 20 years, CANY, an architecture and engineering firm specializing in building enclosure systems, has established a skilled and highly efficient group of rope access inspectors.

*Photots courtesy of CANY*

In 1980, New York City passed Local Law 10 to mandate the periodic inspection of building exteriors. The law was expanded in 1998 to become Local Law 11/98, then later to the Facade Inspection Safety Program (FISP), which covers approximately 13,000 properties and is one of the most stringent of all facade inspection ordinances nationally.

Every five years, owners of buildings greater than six stories must inspect building exteriors and produce a technical report on the condition of the facade to be filed with the Department of Buildings. If there are any dangerous conditions on the building exterior — loose stones or bulging masonry, for example — owners have 90 days to conduct repair efforts, followed by a second inspection and the filing of an amended report.

Under the original law, inspections could be conducted from the ground with binoculars or a telescope — an up-close, hands on inspection was not required. Under the current FISP guidelines, however, inspections must be hands on, with inspectors making at least one drop per elevation in a representative area of the facade. Suspended scaffolding, a platform that is supported by ropes or rigging, enables workers to reach the exterior of



CANY's rope access inspections benefit building owners with cost and time savings, less disruption to the building and its occupants, and a more comprehensive inspection.

## Industrial rope access teams provide more effective FISP inspections

by Thomas Seminara,  
VP, Marketing & Technical Services, CANY



Rather than teaching rock climbers to inspect buildings, CANY trains its architects and engineers to become industrial rope access experts.

the building facade and is an effective way to assess the condition of a facade. However, this more traditional access method can be expensive, disruptive, and adds time to the process.

For the past 20 years, CANY, an architecture and engineering firm specializing in building enclosure systems, has established a skilled and highly efficient group of rope access inspectors. Using rope access similar to rock climbing techniques, these inspectors rappel down from the top of the building, reaching a wider area of a building than they could using traditional access methods.

CANY's rope access inspections benefit building owners with cost and time savings, less disruption to the building and its occupants, and a more comprehensive inspection. This, in turn, enables CANY to provide greater analysis and a more specific repair plan. In most cases, the complete inspection of a building can be done in one day.

Offering clients, a comprehensive assessment of the building allows for more accurate budgeting of current and future work. The net result is a better-informed client with a greater ability to manage their asset. The rope access technique also protects historic buildings, since it has less impact on a building's exteriors than a scaffold-

folding drop.

CANY's rope access team is a critical element of the company's FISP protocol. The team includes 15 SPRAT certified members who rappel down the sides of buildings. A rope access team can conduct as many as five to 10 drops per day, facilitating the inspection of many different areas of the facade.

Rather than teaching rock climbers to inspect buildings, CANY trains its architects and engineers to become industrial rope access experts. This requires extensive training, including a three-tier test, and up to 1500 rope hours to achieve top certification. Training includes instruction on equipment, from ropes and anchors to safety gear, and focuses on safety, rigging requirements, and inspection techniques.

CANY provides investigation and inspection services for all types of building enclosure systems on existing structures. The company has deep experience in FISP investigation and repairs, conducting more than 150 investigations each year. While most properties CANY inspects are six to 60-story buildings there are no limitations. CANY's rope access team has also inspected the replacement of glass in a historic NYC building more than 80 stories above the sidewalk.



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# SnowWolf introduces new floating technology for UltraPlow and QuattroPlow A-frames

BURNSVILLE, MN — UltraPlow and QuattroPlow Series snow plows from Burnsville-based SnowWolf are now available with an optional redesigned A-frame that allows the plow to float up and down with the contours of a surface while maintaining consistent, effective down pressure on the plowing surface. This new performance add-on feature is known as the FlexFrame™.

The original A-frame design is rigid, which means the snowplow's mold-board is a fixed construction that'll always be at a constant elevation. When there are dips or low areas, the cutting edge would typically leave the plowing surface due to lack of vertical travel. To combat this problem, skid steer operators would simply tilt the machine up taking the front wheels off the ground to provide greater down pressure on the blade. The problem with doing that is the operator will lose grip by exerting all the forward drive to the back wheels only limiting traction. With a wheel loader or tractor, this method is

all together impossible because the operator would lose steering and overall control of the machine. The new FlexFrame™ design allows the plow to rise and fall with all the machine's wheels riding on the ground, resulting in a cleaner surface and greater traction.

Like all SnowWolf plow attachments, the UltraPlow and QuattroPlow™ have the ability to oscillate side to side to follow most surfaces. With the floating design of the FlexFrame™ and the oscillation feature combined, the cutting edge remains in full contact with the plowing surface without any input from the operator.

### Torsion Technology

"With the introduction of the QuattroPlow, the need for a floating mold-board quickly became apparent," SnowWolf President and Product Development Manager Jerry Holman said.

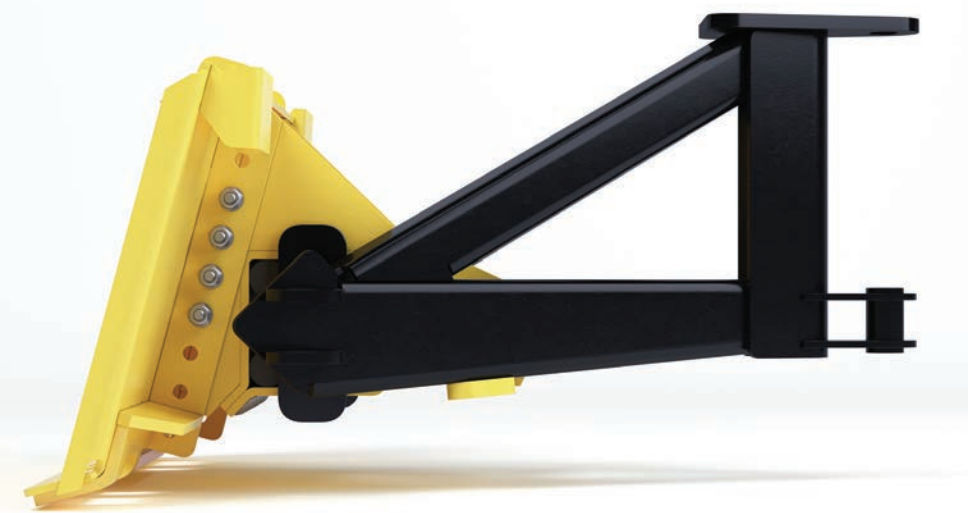
"We make UltraPlow blades from 6 to 11 feet in length and the wings on a QuattroPlow add another four feet," he said. "As the blade gets longer and lon-

ger, low spots become more of a problem when your A-frame doesn't allow the blade to float."

To address the issue, SnowWolf incorporated patent-pending semi-floating torsion technology that it previously incorporated into its FlexPlow. The FlexFrame™ system gives the equipment operator the ability to apply vari-

able down pressure on the blade, from zero foot-pounds of pressure on up to as much as 1,500 ft. lbs. by rolling the attachment plate forward or backward — the system either exerts or releases pressure from the blade's cutting edge.

The torsion system also flexes to provide cushioning in the event of an obstacle strike and provides built-in



FlexFrame™ has a rubber torsion compartment built into the A-Frame assembly allowing a snowplow to follow the plowing surface and maintain constant down pressure on the snow plow's cutting edge.



QuattroPlow™ with the optional FlexFrame mounted to a Bobcat skid steer.  
Photos courtesy of SnowWolf

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## Grapples



# GSSI announces new technical applications specialist

GSSI, manufacturer of ground penetrating radar (GPR) equipment, is pleased to announce the hire of Brett Caldwell to the position of Technical Applications Specialist supporting the geophysical, geotechnical, environmental and academic markets. Brett is a GPR Technician with a diverse background in geosciences and construction.

After serving in the US Army's 10th Mountain Division Core Air Defense Element as an Assistant Operations Sergeant, Brett worked in a variety of customer facing positions, including sales,

coaching, and management positions in the automotive and athletic apparel industries. Brett then studied Geology at Towson University before beginning his work for Penhall Technologies, first as a GPR analyst and then as a field supervisor, in which he managed all aspects of GPR activities for Penhall in the Central United States Region.

In a Facebook post announcing being hired by GSSI, Brett explained his longtime desire to join the GSSI team, writing that "Every experience I have had as a consumer of their [GSSI's] GPR products

has been nothing short of positive. Sales, marketing, training, support, engineering — they're all top notch." Brett went on further to express his excitement over joining GSSI: "I'm very excited to say that I'll be joining GSSI as a Technical Applications Specialist...While I've enjoyed my time in construction, I couldn't be happier to get back to my roots."

GSSI is confident that Brett's wealth of experience in a variety of industries, as well as his natural competitive spirit (he is an Ironman finisher), will help GSSI continue to lead the GPR industry.



## People in the industry



*GSSI announced the hire of Brett Caldwell to the position of Technical Applications Specialist supporting the geophysical, geotechnical, environmental and academic markets.*

*Photo courtesy of GSSI*

shock absorption when traveling between projects. Rather than bouncing metal to metal on a rigid frame, the weight of the UltraPlow or QuattroPlow

rests securely on the torsion system.

### Existing Plow, Improved Frame

SnowWolf designed the new

A-frame so independent contractors and fleet managers won't need to purchase entirely new attachments to get the floating functionality.

Customers who already own an UltraPlow or QuattroPlow can quickly and easily replace their frames by pulling two pins, removing the cylinders,

setting the old frame aside, placing the new floating frame, reattaching the cylinders and reattaching the plow.

"We always want our customers to have the most advanced snow removal equipment on the market," Holman said. "We design retrofits like this whenever possible so they can get it without seriously impacting their budgets."

### Evolution of Innovation

The UltraPlow has been a stalwart of SnowWolf's snow removal product offering since it formed in 1992. The company introduced the QuattroPlow in 2016 for machines that weigh 6,000-14,000 lbs. like skid steers, compact wheel loaders and smaller tractors with loaders.

The technologically advanced QuattroPlow gives operators the power to efficiently tackle four distinct functions with one piece of equipment. It's a high-capacity, hydraulic angle snow pusher, angle plow with wings, wide-angle plow with wings and back drag plow, all in one.

Operators can switch from one type of plowing to another in seconds without leaving the cab or even pushing a button, and no extra electric harnesses or controllers are required. They also can set the plow for a fifth function — wide-angle plowing — in 60 seconds or less by leaving the cab to reposition the wing cylinders so the wings only rotate back 90 degrees.

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# Dawes gets six Link-Belt truck cranes

Milwaukee-based Dawes Rigging & Crane Rental, a member of the ALL Family of Companies, has recently taken delivery of six new Link-Belt truck cranes. Three different models are represented in the package: one HTC-8660, two HTC-8675 Series II, and three HTC-86100-XL, with capacities ranging from 60 USt to 100 USt.

The cranes were ordered at the dawn of the year and began arriving in April. By the end of May, all six were delivered. It's a rarity that a half-dozen pieces of brand new stock from the same manufacturer are delivered so close together, so Dawes took advantage of the opportunity by taking a family photo of the newly acquired cranes on the banks of Lake Michigan.

"These are all versatile machines," said Stew LaPointe, Dawes rental coordinator. "As a full-service dealer of the Link-Belt brand, there's no better way to showcase their power and flexibility than by making them available for rental across the deep reservoir of construction and contracting profes-

sionals throughout Wisconsin. This equipment can be used for everything from residential carpentry to all types of construction — setting structural iron, precast concrete, HVAC work. They will be highly in-demand by our customers."

As with every ALL Crane branch, Dawes cultivates a reputation for maintaining a crane fleet consisting of the latest model years. This acquisition helps to offset the recent sale of some older equipment.

"We like to have the latest equipment in the rental fleet. Having six cranes come within a month and a half is something you don't often see, but it demonstrates our commitment to staying current," said LaPointe. "Our hope is that customers know they're dealing with a company that's dedicated to not only updating our fleet, but also employing the safest crane technology on the market today."

The cranes will be dispersed among Dawes' locations in Milwaukee, Madison, and Kaukauna, WI.



*It's a rarity that a half-dozen pieces of brand new stock from the same manufacturer are delivered so close together, so Dawes took advantage of the opportunity by taking a family photo of the newly acquired cranes on the banks of Lake Michigan.*

*Photo courtesy of Dawes*



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# New radio remote controls for hoists and cranes

J D Neuhaus (JDN), the world leader in air hoists, cranes, trolleys and monorail hoists, has further enhanced their remote control capabilities. This innovation will bring exceptional ease-of-use and convenience to users across all industries. Three remote control models are now available, RC-X, RC S and RC-SP, each comprising of a transmitter and receiver and all can either be integrated in existing JDN solutions or directly combined with a new JDN hoist.

One of the many advantages of the new JDN receiver is its rigid and extremely compact design. All components are housed in a space-saving, shock-resistant GRP (glass-reinforced plastic) casing featuring protection class IP65 (dust and water protected). A breathable membrane guides any condensation away from the interior to the exterior. The design also offers seawater-resistance for offshore applications. The radio remote control model RC-X is even suitable for the use in potentially explosive environments rated up to ATEX zone 2/22.

Consideration has also been given to ease-of-installation. Even existing JDN hoists and cranes can be retrofitted thanks to the standardized interface of the JDN RC. The receiver can be mounted directly on the hoist or the trolley, or individually at site. The compact design of the receiver makes it even suitable for hoists with low carrying capacity.

Individual solutions according to specific customer needs are available. Up to 20 hours of use is possible before recharging of the portable transmitter is required.

Perfect for covering long distances between hoist and operator, the JDN RC represents a sensitive alternative to applications with long control hoses. In addition, it can be used in hard-to-reach places and for simultaneous control of multiple hoists.

JDN's decision to develop electronic-based radio remote controls as a renowned designer and manufacturer of exclusively pneumatic and hydraulic hoists and cranes may be surprising. Certainly, continuous innovation has been a long-lasting ethos at JDN. Thanks to a series of industrial firsts the company enjoys an ever increasing market share in the field of lifting technology.

Company information

JDN located in Witten, Germany, has over 200 employees worldwide and is a manufacturer for pneu-

matic and hydraulic hoisting devices and crane systems. Its internationally unique specialization sets the benchmark for quality in their field. With customers in over 90 countries J D Neuhaus is furthermore also the world market leader. The products are characterized by their ability to steadily and reliably move loads of up to 115 tons even under the

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The RC-S and RC-SP radio control remote control transmitters and receiver from J D Neuhaus, for the safe and convenient control of hoists and cranes.

Photos courtesy of JDN



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# Enerpac strand jacks used for innovative tower scaffolding system

MENOMONEE FALLS, WI — Enerpac, an international market leader in high-pressure hydraulics, has supplied Korean based engineering company, KLES, with strand jacks for an innovative tower scaffolding system called SKYFFOLDING™. The Enerpac HSL1507 strand jacks support and lift the pendant-type, scaffolding system, as it grows, providing a safer working environment than traditional scaffolding during power plant boiler furnace maintenance.

Traditional scaffolding is a stacked structure constructed from bottom to top, concentrating the total load on the base. Typically, 70m high, the height varies according to the boiler size of the thermal power plant. In the event that lower levels of scaffolding are damaged, it may trigger a complete collapse with potentially disastrous consequences. In an effort to reduce the risk of collapse, KLES has developed the SKYFFOLDING™ system, a new approach that reverses the order of scaffolding construction from top to bottom.

## Innovative Scaffolding Tower

The SKYFFOLDING™ lifting system involves the installation of a network of [typically] 20 Enerpac strand jacks onto a heavy girder at the top of the boiler. The strand jack wires are lowered and connected to uphold and lift a support platform, the uppermost support frame of the scaffold system. Robust wire ropes connected to the support frame used to support pendant scaffold platforms attached beneath at 2m intervals by repetitively jacking up the platforms with the SKYFFOLDING™ lifting system. Each pendant platform features an integral staircase allowing easy of movement



Scaffold platforms supported by the heavy strand at 2m intervals are easily accessed by integral staircases.



View from above: Strand from strand jack connects to highest level of scaffolding system lifting it up to intended elevation.



Enerpac strand jacks mounted on girders at top of boiler lift the scaffold system.

Photos courtesy of Enerpac



HSL 1507 strand jacks have individual capacities of 17 tons but work together as a system of 20 jacks to raise the scaffolding tower.

between each level. This allows the synchronized strand jacks to hold and lift the entire scaffolding as a single unit.

The synchronized SKYFFOLDING™ system is able to reliably and safely lift the scaffolds with even load dispersion, keeping deviations in lateral and vertical directions to a minimum. As an additional safety measure, special fail-proof fasteners on the suspended platform have been designed so the grip on the wire rope increases in direct proportion to the load applied as the scaffolding structure grows. In consequence, the stability of the entire scaffolding system is maintained even if structural problems occur at the lower levels, unlike a conventional scaffolding tower.

## Enerpac Strand Jacks

The 17-ton capacity Enerpac HSL1507 strand jack

acts like a linear winch. A bundle of steel cables or strands are guided through a hydraulic cylinder. Above and below the cylinder, anchor systems with wedges grip the strand bundle. By stroking the cylinder in and out while the grips are engaged in the anchors, a lifting or lowering movement is achieved.

The motion of the cylinders is driven by hydraulic power packs. They can be electric or diesel powered. Enerpac's SCC software program synchronizes the motion of the strand jacks and adjusts the motion to the loads per lifting point.

The SKYFFOLDING™ system has been deployed for boiler maintenances in a number of major thermal power plants.

For more information on Enerpac strand jacks, visit [www.enerpac.com](http://www.enerpac.com).

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# Implementing construction technology that drives decisions

Source: CONEXPO-CON/AGG 365

Construction jobsite technology has moved beyond project-management software and mobile applications to include Internet of Things (IoT) solutions. This can include everything from wearable devices, to sensors, to drones.

"These technologies serve as new data collection points at the jobsite, automatically recording information on workers, equipment, tools, and project site and environment, and feed it to the cloud where it can be combined with software and other analytics tools," explains Chad Hollingsworth, cofounder and CEO, Triax Technologies.

The construction industry has recognized that technology is the way of the future, and as contractors become more comfortable with these tools — and see how effective and valuable they are — it will drive further adoption.

At the same time, the technology is advancing. Job-site data, analytics tools, artificial intelligence (AI), and machine learning are all becoming more prevalent.

"If construction firms collect the right type of data, these data technologies can unlock new insights, identify sources of waste, tag and flag hazards, automate time and attendance, and increase efficiency and safety," says Hollingsworth.

Technology is impacting all aspects of construction projects, at all levels of an organization. For instance, site managers can customize notification that can be sent to their email or cellphone, or that only convey information they need. The end result is increased visibility and timely, actionable insights that can enable more proactive workforce, resource, safety, and project management.

Even more, technology is saving workers time, enabling them to be more efficient and effective, as it can help automate manual processes. This means employees spend less time collecting information and compiling reports—and instead more time acting on the insights.

"While project leaders have traditionally relied on lagging information to improve future project management, looking back at what worked and what didn't after the fact, new IoT-enabled technologies are providing managers with the leading, real-time indicators that help them proactively measure progress, manage their resources, stay on top of workflows, and ahead of potential safety dangers with timely information that allows them to respond to incident or communicate a hazard," explains Hollingsworth.

## Setting up future jobs

The first step toward this smart construction jobsite is putting good strategies in place and implementing technology on projects.

Two key steps in this area include awareness and education. Hollingsworth recommends learning what technology is out there and how other contractors are using it. Then, understand company's goals, objectives, and needs. "To fully leverage the power of technology, employees need to work across departments and job functions to identify, evaluate, and adopt appropriate solutions."

Some construction companies might find success by taking a scientific approach to technology adoption. First identify the problem that needs to be solved. Next research what solutions are out there. Then test them. After that, look at how the technology performed. Did it meet the results? What changes need to be made?

Preparation is key, and implementation and train-

ing should be part of a larger technology strategy. Here are some steps to implementing and training workers on the use of new technology:

- Work with different functions and departments to determine the best way to roll out the solution
  - Determine what type of training and support will be provided
  - Designate champions of the solution at the jobsite
- "Successful implementations and training can take patience and perseverance, and companies need to be willing to take the time to conduct initial and on-going training and designate the right people to answer any questions that come up," says Hollingsworth.

Brian Saab, CEO and cofounder, Uneath, agrees, that getting started with new devices, such as drones, can seem overwhelming, but there are a number of good resources available. One of the best ways to get started is to find a technology provider to partner with.

"Many people don't realize that software companies have programs to help contractors onboard drones into their workflows," he explains. "Many platforms will let you get started for free and help you with the new technology because they are invested in seeing you succeed. You'll get one-on-one attention to develop the drone program you need, and the software and data required to see an ROI on your investment."

The next step is to ensure the selected technology is adopted on a construction jobsite. Here are some ways to ensure a new, emerging solution is used on a project:

- Provide live, hands-on training
- Develop processes and procedures for use
- Communicate them with everyone at the organization
- Hold bi-weekly check-ins to track progress
- Evaluate how it is working at least quarterly

## Data drives decisions

While the types of devices at the smart construction jobsite vary — sensors, wearables, drones, etc. — the concept for each is very similar: generate and disseminate data to make smart, actionable decisions.

"The biggest trend growing alongside drones is data integration from IoT," says Saab of Uneath. "Drone data is ideal for capturing a broad picture of progress and site conditions, and IoT data from specialized sensors complements this wide dataset by providing detailed insights into specific site conditions. These trends are both representative of the larger trend toward digitization of construction, a movement pushing for everything on a project to be recorded and tracked in a digital space."

As devices such as drones become a regular part of workflows and the associated software advances, jobsites will be able to maintain a digital twin of the project, which, according to Saab, is a way to monitor a project in real time from anywhere in the world.

"Drones will be able to fly the same path multiple times per day to create a digital model of a project that lives in the cloud," he says. "When combined with machine learning, the technology will be able to track progress and identify problems to keep projects on time and on budget with less effort."

In the last five years, devices such as drones have dropped in price, become more powerful, and more accurate, as the technology has advanced. Now, it is time to take this to the next level, and get more out of these investments.

"Moving forward, the next challenge to tackle is making the data collected by drones more accessible through improved drone data analytics," add Saab.

That is the state of the construction jobsite today.

The technology is here, offering new opportunities for construction professionals. Now, it is a matter of tapping into the data to be able to do more than ever before thought possible.



Technology is saving workers time, enabling them to be more efficient and effective.

Photo courtesy of Shane McLendon



The construction industry has recognized that technology is the way of the future, and as contractors become more comfortable with these tools it will drive further adoption.

Photo courtesy of George Kroeker



As devices such as drones become a regular part of workflows and the associated software advances, jobsites will be able to maintain a digital twin of the project.

Photo courtesy of Jamie Street

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## People in the industry

### ECA and ECA Canada earn ADSC safety awards

PITTSBURGH, PA — Equipment Corporation of America (ECA) and ECA Canada, leading distributors of foundation construction equipment, have earned safety awards from the Association of Drilled Shaft Contractors (ADSC). The awards were presented at the association's summer meeting, which was held from July 9 to 12 in Colorado Springs, CO.

The 2018 Zero Lost Time Awards are awarded to companies that

have achieved five or more consecutive years of work with no lost time accidents or lost work-days in calendar year 2017. ECA was recognized in the "100,000 – 300,000 Man Hours Worked" category, and ECA Canada was recognized in the "Less Than 50,000 – 100,000 Man Hours Worked" category. ECA Canada had taken home an award in the "Less Than 50,000 Man-Hours Worked" category in 2016.

"As we celebrate a century in business, our commitment to safety is as young and fresh as ever," said CEO Roy Kern. "Our continued success with these ASDC awards is a testament to our efforts to maintain a safe working environment in our U.S. and Canadian operations."

Visit ecanet.com for the latest information on our ever-improving specialty foundation equipment solutions.



ADSC's CEO Mike Moore (left) presented Zero Lost Time Safety Awards for ECA and ECA Canada to the company's President Ben Dutton (center) and CEO Roy Kern at the ADSC Summer Meeting in Colorado Springs.

Photo courtesy of ECA

### Applied Machinery Sales adds AIRO aerial platforms



The popular scissor lifts offer the most expansive selection with compact, narrow, standard and heavy-duty models.

Rock Hill, SC — Applied Machinery Sales (AMS), expands its offering of material handling solutions with the introduction of AIRO MEWPs (Mobile Elevation Work Platforms) to the US market.

AMS will distribute a wide range of AIRO's aerial platform models across five categories for indoor and outdoor use: scissor, vertical mast stock pickers, spider, telescopic and articulating. Most models are available in either diesel or electric power. Rough terrain versions are also available across model lines.

The popular scissor lifts offer the most expansive selection with compact, narrow, standard and heavy-duty models. Lift heights range from 22'11" up to 62'4".

Headquartered in Italy, AIRO's philosophy is one of improvement. Not resting with what is tried and true, AIRO continuously invests in its safety guarantees for its end users, plus updating and improving their machines to stay competitive and current with market demands. Because of this, AIRO platforms meet or exceed global CE Certifications and ANSI standards. It is a member of the International Powered Access Federation (IPAF). Manufacturing adheres to ISO 9001 standards.

AIRO's articulating MEWPs have 18 models to choose from, with heights ranging from 39'4" to 75'5".

Rotating stock pickers are compact with great horizontal reach

making it possible to work within narrow and high aisles. Heights range from 19'8" up to 32'9".

The diesel powered Spider AWP can reach heights from 42'7" up to 55'9", and the straight telescopic boom provides heights from 104'11" up to 111'6".

Depending on model type, AIROs standard features include:

- Oscillating axles for safe operation on uneven ground
- Control panel with joystick on platform
- Ground control panel with diagnostic display;



AMS will distribute a wide range of AIRO's aerial platform models across five categories for indoor and outdoor use.

- Easily accessible motor compartment on diesel units
- 4 wheel drive

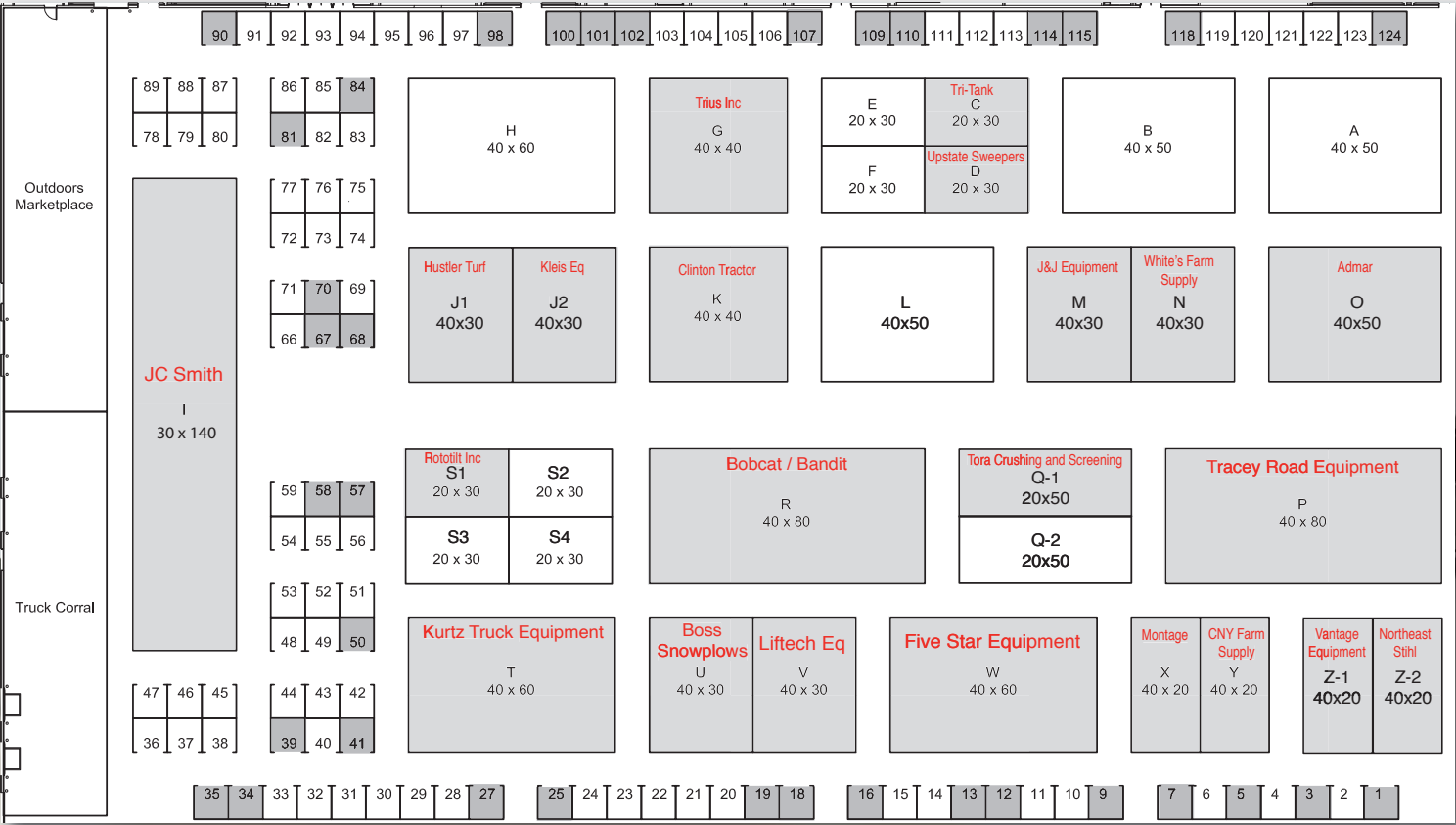
Any industry needing safe, easy to operate and economical MEWPs, can look to AMS and AIRO to supply those needs.



AMS expands its offering of material handling solutions with the introduction of AIRO MEWPs to the US market.

Photos courtesy of AMS

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## Allan Myers uses Volvo CE Advanced Training Simulator to recruit workforce

Inspired to give employees the skills to move ahead and confront the demand for an available workforce, contractor Allan Myers is launching a new three-year mission called Stepping Up. A fundamental tool of Stepping Up is the Myers Mobile Training Center, the result of a collaborative effort between Allan Myers, Volvo Construction Equipment (Volvo CE) and Volvo Financial Services (VFS).

Based in Worcester, PA, Allan Myers is a heavy civil construction and materials company with over 20 locations in the Mid-Atlantic and 2,000 employees. It consistently ranks among the top transportation contractors in the region and is recognized for its outstanding safety record and performance.

"When we look to the future, one of the biggest challenges we see is having trained craft professionals. With the United States' renewed focus on infrastructure, the work is going to be available, but the problem is having a trained workforce — specifically heavy equipment operators, truck drivers and carpenters," said Bob Capps, director of craft development for Allan Myers.

A. Ross Myers, chairman and CEO of Allan Myers, explained how Stepping Up fits into the company's culture.

"We have ambitious plans that will require talented people across the organization — more operators,

field managers, superintendents, safety professionals and everything in between. We believe that the best people in the industry already work here and our goal is to fill the new seats through training and promoting within."

The Myers Mobile Training Center is a custom 38-foot Featherlite trailer outfitted with two Volvo Advanced Training Simulators for excavator, wheel loader and articulated hauler operations.

Allan Myers researched training simulators across all major equipment manufacturers and found the Volvo CE simulators most realistic.

"The Volvo simulators have the best motion base to really give you the feeling that you are in a machine," Capps said. "We put some really experienced operators in those seats and they were truly surprised at how realistic it felt. The simulators put you into the situations you will encounter with a real machine."

With lifelike 3-D graphics coupled with an electrically controlled full-motion platform, operators feel precisely how the machine will react in various situations, allowing training in even the toughest environments and most stressful situations.

Volvo CE has over 350 training simulators in use globally. It was its extensive experience with training simulators and a demo by Allan Myers' senior management that cemented the contractor's decision.



The Myers Mobile Training Center is a custom 38-foot Featherlite trailer outfitted with two Volvo Advanced Training Simulators for excavator, wheel loader and articulated hauler operations.



Allan Myers is one of a select few private contractors in the United States to bring this caliber of simulator training to their operators in a mobile format.

Photos courtesy of Volvo CE

## Manitowoc delivers five new Grove GMK4090 to Mammoet

Dutch heavy-duty logistics company Mammoet has purchased five new Grove GMK4090 all-terrain cranes from the Manitowoc factory in Wilhelmshaven, Germany. The GMK4090 was launched in Q3 2017 and Mammoet has purchased some of the first cranes to come off the production line.

"We purchased the four-axle, all-terrain cranes due to their multifunctionality and one-man operation ability in the 70 to 90 t class," said Wouter van Noort, managing director of Mammoet. "In the Netherlands, nearly all cranes drive with a two-axle trailer so that the full counterweight can be transported on the crane and trailer. These four-axle cranes take away the need for further trailers and do away with additional

transportation costs."

Developed as the successor of the GMK4080-1, the GMK4090 was designed with the help of Voice of the Customer (VOC) research. As a result, the crane puts flexibility and maneuverability as its main focuses. With its best-in-class taxi load chart and compact footprint, the crane is ideal for a variety of applications. Various counterweight options also give it versatility in roading, which can increase efficiency and return on investment for many owners.

Mammoet received the cranes between April and May 2018. The cranes will now be added to the company's already established fleet, which operates not only in the Netherlands but also Belgium and Germany.



Mammoet has purchased five new Grove GMK4090 all-terrain cranes from the Manitowoc factory in Wilhelmshaven, Germany.

Photo courtesy of Manitowoc



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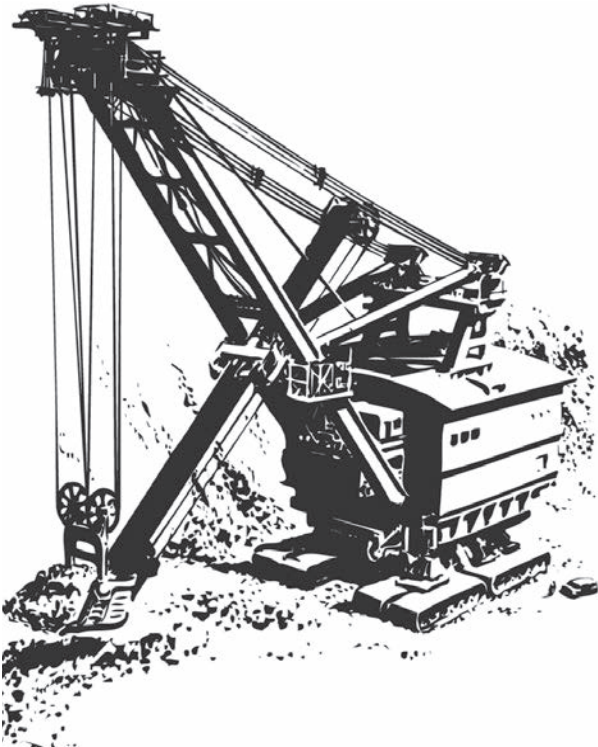
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## People in the industry

# New officers take helm of SEAA Board of Directors

WINSTON-SALEM, NC — Four new officers were recently elected to the Steel Erectors Association of America's board of directors during the July board meeting held in Orlando, FL. Incoming President Dave Schulz, who took office last April during the 46th Annual Convention and Trade Show in Greensboro, NC, led the meeting. Schulz, of Schulz Iron Works began his career as an erector. He has served

on the SEAA Board of Directors since 2007 and was named Person of the Year in 2009.

Newly elected officers, serving two-year terms from 2018-2020 are:

- Geoff Kress: vice president, industry member, representing Gardner-Watson Decking
- Carrie Gulajan: vice president, associate member, representing Construction Insurance Agency

- Greg Phillips: treasurer, representing Titan Steel Erectors

- Chris Legno: secretary, representing Cooper Steel

"Being elected to lead SEAA is a life-long dream that has been realized," said Schulz. Committed to advancing safety in the steel erection industry, Schulz will focus his presidency on developing electronic delivery of training programs for ironworkers.



L-R: Chris Legno, Greg Phillips, Carrie Gulajan, Dave Schulz, and Geoff Kress.

Photo courtesy of SEAA



## People in the industry

### Pettibone hires Vizanko as parts and service manager

BARAGA, MI — Steve Vizanko has been named the new parts and service manager for Pettibone/Traverse Lift, LLC, manufacturer of rugged material handling equipment for construction, oil and gas, railroad and other applications. In his new position, Vizanko will oversee all aftermarket sales and service department activities.

Vizanko has a Bachelor's degree in business with a concentration in marketing from Michigan Technological University. Coming from a professional background in small business retail, Vizanko hopes to leverage his unique experience to continue to grow relationships with new and estab-

lished Pettibone dealers and customers.

"I'm really excited to be coming aboard at Pettibone at this particular time," said Vizanko. "Our markets are strong and with the new products we've introduced recently, there's a lot of good, positive energy at the company. A big focus for me is ensuring our partners know that we value a two-way street of communication that benefits everyone involved. We have a very experienced parts and service team currently in place, and I look forward to utilizing our combined talent and knowledge to its fullest potential."



Steve Vizanko has been named the new parts and service manager for Pettibone/Traverse Lift.

Photo courtesy of Pettibone

### Matt White joins BOMAG as manager for milling and reclamation

RIDGEWAY, SC — BOMAG Americas, Inc. announced that Matt White has joined the BOMAG team as manager of milling & reclamation. In this newly developed role, White will work with North American territory managers, distributors and end-users to develop programs designed to achieve growth objectives and improve customer support for BOMAG cold milling machines, recyclers and stabilizers.

White possesses an extensive hands-on customer support background, bringing to BOMAG nearly 10 years of asphalt equipment sales, application and after-sales support experience. Additionally, he has invaluable work-related experience with both an equipment distributor and manufacturer. White began his career providing service and after-sales support for milling machines, stabilizers and recyclers with a global equipment manufacturer. He then moved to a Texas-based distributor, where he had sales and service department leadership responsibilities and most recently served as product specialist for asphalt and road building equipment with a strong emphasis milling and reclaiming/stabilization.

"Our milling, stabilization and reclamation equipment lines are critical to BOMAG's long-term growth in the U.S. and Canadian markets," says

Matt Cadnum, vice president, sales and marketing for BOMAG Americas. "Matt offers extensive experience with



On July 23, Matt White joined BOMAG as manager of milling & reclamation.

Photo courtesy of BOMAG

similar equipment and has worked closely with customers throughout his efforts at the distributor level. He is well suited to help us better fulfill our customer needs in these segments."

White comments, "BOMAG has a rich history and excellent reputation in reclamation/stabilization and offers

a complete line of milling machines designed with unique features to help improve customer productivity. I am excited to join the BOMAG team and look forward to the opportunity to assist BOMAG customers in meeting their asphalt reclamation and soil stabilization needs."

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# Outrigger pad pioneer DICA celebrates 30 years

GUTHRIE CENTER, IOWA — DICA, a leading provider of engineered outrigger pads, crane pads and cribbing products, celebrated its 30th Anniversary on June 14, 2018 at Lake Panorama, Iowa — a short distance from the company’s headquarters in Guthrie Center. In 1988, after being asked by a utility fleet manager, “Can you build me a better outrigger pad?” company founder Dick Koberg set out to design and manufacture outrigger pads that were longer lasting than plywood pads and easier to use.

“Making outrigger pads safer by designing products for strength, durability and ergonomics has been a guiding principle for our company since the beginning,” said Kris Koberg, CEO, and second-generation leader of the company. “Those values are central to our DNA and although our product line has grown significantly over the past 30 years, those values continue to guide our product development today”.

The range of equipment that DICA now works with

has changed considerably during its tenure. “When we started out, we were focused on the utility industry and bucket trucks, because that’s where the interest came from,” said Dick Koberg. “As operators, fleet managers and safety managers in other industries began to see the benefits of fiberglass and engineered thermoplastics over wood, the range of equipment and industries that we needed to service grew as well.”

Today, DICA is the only foundational support company that provides engineered solutions for equipment ranging from RV’s, light duty equipment trailers and aerial equipment, up to 500-ton capacity cranes. “Our RoadWarrior jack pad line is a guaranteed unbreakable and ergonomic solution for all types of RV’s. SafetyTech outrigger pads and ProStack cribbing products are designed for equipment up to 100-tons in capacity and provide a significant strength, durability and ergonomic advantage to us-

ers,” said Kris Koberg. “From 100 to 500-tons, our FiberMax Crane Pads allow us to provide a 50- 60 percent lighter crane pad with more effective load distribution than either wood, steel plate or steel crane pads. The weight savings and the maximization of load distribution area in our FiberMax crane pads has been a real game changer for many of our customers”.

“We would not have achieved building a better outrigger pad if it were not for the trust and support of so many customers, vendors and industry associations, and the hard work and dedication of our employees,” said Kris Koberg. “We are very thankful for our history and wanted to take a moment to celebrate that with our team in June. We’re tremendously excited and focused on the current and future needs of equipment users in the many industries we serve,” he said.



The DICA team during 2017's CONEXPO-CON/AGG in Las Vegas, NV.

Photo courtesy of DICA

# Everything you need to know about runway beam verification

The Lifting Equipment Engineers Association (LEEA) is to issue a 'Guide to the verification of runway beams' that will give everything you need to verify your runway beam, writes Ricardo German, technical assistant at LEEA.

Runways are widely used in industry to provide a track upon which a lifting appliance is fitted to allow loads to be raised, lowered and travelled along the path of the runway.

LEEA's document offers guidance with regards to the technical requirements for the design, manufacture and verification of runway beams. Should a runway beam fail in service, this will be the technical file to scrutinized, with guidance on the information that should appear in the technical file is given in 'Section 3'. The aim is to provide a clear path to compliance.

Runway beams were previously de-

signed and verified using a single standard: BS 2853:1957. This standard was a simple, clear and concise guide to the design and verification of runways.

However, following the introduction of the Eurocodes a large proportion of this standard had to be withdrawn leaving only a guide to the thorough examination following installation.

There are a total of 10 Eurocodes, each of which are split into numerous sub parts covering a huge range of structures and structural elements. This has resulted in a mass of information for the runway designer to sift through, which is proving problematic for SMEs that do not have the resources available to enable them to adopt the changes.

This guide has therefore been produced as a means of directing the runway design and tester to those parts of the Eurocodes relevant to them.

## The verification

Eurocode verification of runways is carried out through calculation, although in some cases the design may be assisted by testing. Guidance is also given for testing, installation and manufacture. This includes a method for testing and inspecting the installation is included, together with recommendations on how to draft the report following installation, and recommendations to the manufacturer on the design criteria of connecting components.

Relevant calculations are featured, as well as an example for the verification of a runway beam with a fitted hoist block annexed.

With this document covering design, manufacture, testing, installation and inspection, it covers everything you need to verify your runway beam.



According to Ricardo German, technical assistant at LEEA, the 'Guide to the verification of runway beams' will give everything you need to verify your runway beam.

Photo courtesy of LEEA

# Gorbel® announces new facility near Phoenix, AZ

Victor, NY — Gorbel® Inc., a Victor, NY-based manufacturer of material handling and fall protection equipment, is opening a new facility in Goodyear, AZ. Gorbel® currently has manufacturing locations in New York, Alabama, and China, plus a sales office in Michigan. Expanding to Arizona will increase their presence in the western region of the United States and allow them to better serve the customers in those states.

"Our mission is simply to improve people's lives. And we believe that this customer-focused expansion will do just that by bringing production of our ergonomic lifting and safety solutions closer to current and future end users," said Brian Reh, President and CEO of Gorbel®.

Gorbel® was founded in 1977 by David Reh, a Clarkson graduate with over a decade of experience selling material handling equipment. In 1990, Gorbel® outgrew their small Fairport location and moved to their current location in Victor, NY, outside Rochester. Brian Reh, David Reh's son, took over the company as President in 2004, and President and CEO in 2010.

"We are only as good as our incredible people. I want to thank the restless Gorbel® team and our local development partners in Arizona that have worked tirelessly to make this project a reality," Brian Reh said. "They defied the odds to bring this facility on-line with a positive mindset, world-class quality results and in a record timeframe."

As an innovator and leader in the enclosed track work station crane industry, Gorbel® has over 40 years of experience providing overhead solutions — from 50lbs to 40 tons — to customers in a wide range of industries. "We Improve People's Lives" is the cornerstone in Gorbel®'s mission. We are committed to providing our customers with the highest quality equipment and service available.



As an innovator and leader in the enclosed track work station crane industry, Gorbel® has over 40 years of experience providing overhead solutions.

Photo courtesy of Gorbel

# Upgrading LED hazard/warning strobe lights: the future is now

LED technology reduces power consumption while increasing the brightness of hazard and warning lights used in construction vehicles, utility vehicles, snowplows, and tow trucks.

To ensure the visibility and safety of everyone on the road, the Society of Automotive Engineers (SAE) mandates vehicles such as construction, utility, tow and snowplow trucks are equipped with hazard and warning lights. Whether roof-mounted beacons or directional surface mounted to the vehicle's body or grill, these flashing strobe lights to capture the attention of motorists and pedestrians and warn of a potentially hazardous activity or situation.

Available in several colors – amber, white and blue – and a variety of pulsating strobe effects, these lights come in several SAE classes and mounting styles depending on how quickly the vehicle will be moving.

As the lighting world continues to transition to LEDs, these hazard and warning lights are now available in low electrical consumption, long life models that far exceed traditional halogen or gas-discharge options.

Making this move even more attractive for fleet managers are the plummeting prices of LED technology, which have decreased to the point that many vehicles that require Class 2 lights are instead being outfitted with brighter, Class 1 options given the minimal price differential.

"Today, the entire hazard and warning light industry is undergoing a significant sea change – namely, the industry's shift to LED technology," says Chris Cammack of Grote Industries, a US-based manufacturer of vehicle lighting and safety systems for that has offered warning strobe lights for over 20 years, including an array of LED models.

"The reason for this migration comes down to three factors: energy efficiency, longer service life, and brightness," adds Cammack. "LEDs consume less power than any other lighting technology on the market and are powered by low voltage, allowing for minimal draw of electrical current from the vehicle's battery."

By contrast, halogen lights draw an excessive amount of current, which can eventually lead to draining the vehicle's battery. In addition, they are known for poor energy efficiency, with halogen lights losing as much as 95 percent of their energy to heat.

Gas-discharge strobe lights are equally inefficient. However, unlike halogen lights it is not due to excessive current draw, but instead the intense and concentrated heat generated by the strobe, which can significantly shorten the service life of the flash tube.

LEDs, on the other hand, consume

only 25 – 35 percent of the power of gas-discharge strobe and halogen lights. As a result, LED strobe lights have a service life that is 10 times longer, often lasting 70,000 hours or more.

With most of the world transitioning to LEDs, the quality has also continued to improve as well. In the early days of LEDs, they were not bright enough to meet SAE requirements for luminous intensity of hazard and warning lights, measured in candelas. However, technology has advanced and LEDs are now as bright — if not brighter — than the average strobe or halogen light.

"LEDs today are much brighter," says Dan McCann of Star Lighting Products, a company that manufactures warning systems and emergency lights. "Today, they are more than bright enough to meet the SAE standard for candela over 100 feet."

Another barrier to early adoption was the initial price point, another aspect that has dramatically changed in the past decade, says McCann.

"The cost to upgrade to LED strobe lights was prohibitive, at least initially," explains McCann. "Fortunately, the prices have come down significantly in the past 10 years, and now they are about the same."

In fact, McCann believes LED models will soon become less expensive as fewer manufacturers make models with outdated technology. Companies like Grote and Star Lighting have phased out other technologies in favor of LED only.

"Fewer companies are manufacturing gas-discharged strobe warning lights, so the price of those units is actually going up," says McCann. "In a couple of years, it will actually cost more for a gas-discharge or halogen strobe."

For manufacturers such as Grote, the options are virtually unlimited. The company offers Class 1-3 permanent, vacuum and magnetically mounted beacon lights in both regular and high profiles and a myriad of strobe patterns. Most of the company's LED offerings only draw 0.4 – 0.35 amps at 12 VDC.

The company also offers LED directional surface-mount strobes in 3, 6 and 12 diode options that feature 12 different selectable flash patterns in either of two phases, including "steady-on." These too, require only about 0.1 amps per diode.

20, 30 and 40-inch LED "traffic directors" with 34 warning flash patterns and 5 phase options are also available, which are ideal for mounting on front push bumpers, pickup trucks, headache rack and running board lights.

McCann adds that it is important when upgrading to LED strobe lights to be cautious when purchasing inex-

pensive, imported products. Although they may be cheaper initially, some overseas suppliers utilize lower quality

LED components. Moreover, it can become an issue if warranty claims arise.



*Technology has advanced to the point where LEDs are now as bright — if not brighter — than the average strobe or halogen light.*



*These hazard and warning lights are now available in low electrical consumption, long life models that far exceed traditional halogen or gas-discharge options.*



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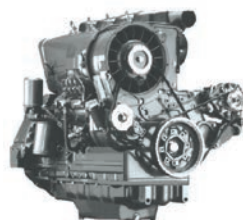


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## Emerald Equipment Systems hosts organics open day at SJAP Naturalink

by Colleen Suo

On the Cover:

EES chose to represent the compact range of equipment with the NeuStarr T3000, fitted with the optional oversize conveyor

Photo by Colleen Suo

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Shifting equipment acquisition strategy improves total operation for Britton Industries

by Brad Stemper



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ASV celebrates 35 successful years of pushing limits



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Ways to improve work site safety

by Kelsey Rzepecki  
EHS



Associations and affiliations:



# Emerald Equipment Systems hosts organics open day at SJAP Naturalink



The open day gave invited guests the opportunity to make informed decisions regarding either the upgrade of their current equipment or expanding their operations into larger and more diverse markets.

Coverage and photos by Colleen Suo

**E**merald Equipment Systems, Inc. (EES) hosted an organics / wood waste open day at the massive SJAP Naturalink facility in Elmer, NJ August 1-3. Over the course of three days, invited guests had a chance to see a variety of organics processing equipment in action. There were in-depth group walk-around tours of selected machines, as well as one-on-one tours throughout the event.

Established over 20 years ago, EES began serving the upstate New York market selling the Power-screen range of screening equipment. Brian McCammon, sales director of Emerald Equipment Systems explained, "Since that time the company has expanded our sales territory to include Pennsylvania, New York, New Jersey and into New England and we cover a wide range of processing equipment."

EES is currently supplying several premium brands of processing equipment concentrating on the crushing, screening and organics market. He went on to say they are relatively new to the organics market. "We got into that market approximately 3 years ago and since then we've added some of the market-leading lines to our portfolio including CBI, Terex-Eco-Tech, Neuenhauser and TeleStack; so we now have what we believe to be the widest range of organic processing equipment in the industry."

They carry whatever equipment someone producing topsoil, compost or mulch would need in order to process their material. "We have it in stock, for sale or rental," said McCammon.

The decision to demo at this location was predicated on the amount of space required to demo so many machines at once, but also on the amount of material required to adequately showcase each machine to its fullest potential. McCammon was grateful to Ed Stella, owner of SJAP for the use of the facility. "I'd like to thank Ed for allowing us to use this facility and feel the event has been very successful. We're

very happy with the numbers that have attended and also to note the extensive range of equipment that we have here," said MaCammon.

The logistics of organizing such an event is challenging to be sure and the uncertainty of the weather did not phase the attendees. Many of the attendees, equipment and reps travelled through a variety of showers, torrential downpours, hail and other magnitudes of precipitation to attend. Even though the versatile and compact EvoQuip Colt600 was a late arrival, it was quickly offloaded from the center-depressed flatbed, tracked into line using the remote control and was quickly keeping pace with its neighbors.

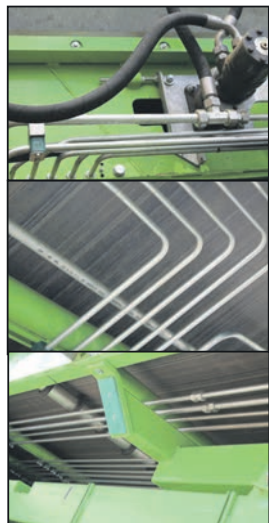
I toured the expansive site with Mark Leuner, sales director for NeuStarr, LLC (holding company for

Neuenhauser North America), which was well represented. EES had an impressive array of Neuenhauser equipment on hand including an efficient configuration consisting of the Targo 3000 single shaft slow speed shredder (available in a 42-or 21-tooth configuration), 2-fraction track SuperScreener and a NeuStarr TR8048 conveyor. The Targo used during the demonstrations was fitted with a 500hp Volvo engine, however they are available with a 525hp John Deere power plant as well.

Also representing the Neuenhauser brand was the NH6020 tracked trommel featuring a European style drum and the compact Neustarr T3000 track trommel. The second SuperScreener on hand — a 3F — quickly processed the ground material to produce fines (in this case, topsoil), finished mulch and over-size for regind.



EES representatives and invited guests paused to pose in front of the Phoenix 3300 during the open days at SJAP Naturalink.



Left: Both the 2F and 3F are plumbed with rigid hydraulic hoses on short runs where needed and the rest is stainless steel tubing, which not only prevents leaks but also facilitates in cooling the fluids.



The SuperScreener 3F quickly processed the ground material to produce fines, finished mulch and oversize for regrind.

Leuner remarked that all super screeners are fitted with modular decks for ease in change outs and catwalks are positioned on both sides of the machines for efficient monitoring during operation. He also pointed out that both 2F and 3F machines are mostly plumbed with rigid hydraulic hoses on short runs where needed and the rest uses stainless steel tubing, which not only prevents leaks but also facilitates in cooling the fluids.

EES chose to represent the compact range of equipment with the NeuStarr T3000, fitted with the option-

al oversize conveyor and the Terex EvoQuip Colt 600. The T3000s compact size makes it a great choice in a trommel for producers and landscapers who process material within a small footprint. The Colt is an aggressive forward facing screen that can work in sand, topsoil and mulch as well as aggregates, gravel and C&D. It features a double deck screen and an output potential of 308 U.S. tph. Both machines kept pace with the larger equipment on site.

Other equipment viewed during the event included CBI 6800 grinders, IMS 2-bin blender, Phoenix 3300 trommel, and a Telestack MH5680 mulch hopper.

Some of the equipment was loaned for use by local businesses. One such arrangement featured High Ridge Farm's CBI grinder feeding the SuperScreener 3F to produce the selected three fractions. Located in Cream Ridge, NJ, Dennis Wojcik and son, Dakota use the grinder to produce mulch for their nursery bedding and for recycling old stock.

The IMS BP1200-9T tracked two-bin blender, featuring two 17' 8" feeder hoppers, proved up to the challenge of blending the stockpiles of assorted fines at the end of the day into a customized topsoil mix.



The IMS BP1200-9T tracked two-bin blender proved up to the challenge of blending the stockpiles of assorted fines at the end of the day into a customized topsoil mix.



Above:  
After the detailed walk-around of the Targo 3000, Leuner (center in yellow vest) took time to answer specific questions.



(L-R): Dennis Wojcik and son, Dakota of High Ridge Farms in Cream Ridge, NJ were on hand to watch their CBI grinder assist in the demo days.



Right:  
I toured the expansive site with Mark Leuner, sales director for NeuStarr, which was well represented at the open day.

and conveyor speed for easy, consistent and controlled blending. Completely mobile, the BP1200-9T can assist in site management by reducing down time to reposition and loading cycles.

Front and center of the demonstration area was the mobile, large and capable Terex brand EcoTec Phoenix 3300 fitted with the optional heavy-duty tipping grid. The four-wheel friction drum drive allows for bi-directional operation and can be fitted with mesh or punch plate panels depending on the application. The 3300 proved its worth; quickly separating oversize for regrind and processing the desired sized fines and mulch. The hydraulic swivel on the 19-foot fines conveyor allows for continued feeding and massive stockpiling.

The demo day gave invited guests the opportunity to make informed decisions regarding either the upgrade of their current equipment or expanding their operations into larger and more diverse markets. All of the equipment on display and available from EES can be used for strictly the organics market or cross over to the aggregate and C&D processing sectors.

For more information on Emerald Equipment Systems, visit them at: [emeraldequipmentsystems.com](http://emeraldequipmentsystems.com) or call 315-437-1977.



The EvoQuip Colt 600 is an aggressive forward facing screen that can work in sand, topsoil and mulch as well as aggregates, gravel and C&D.

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# Taking care of waste wood

## *It's all about the end product — energy for 25,000 households*

That's a claim the Altenstadt combined heat and power plant in Upper Bavaria, Germany, can support: Lindner designed and supplied an on-site solution that combined a Urraco 95 shredder as the heart of the plant with a special downstream star screen.

The Altenstadt combined heat and power plant went into operation in 1999 and today supplies more than 25,000 households with energy. Since then, more than one billion kilowatt hours of electricity have been fed into the public grid. The CO2 savings during this period – measured in terms of the electricity produced – amount to more than 620,000 metric tonnes.

Waste wood from grade A I to A III (in accordance with the German waste wood ordinance), sawdust and also fresh wood is turned into highly calorific fuel. The materials normally used are non-directly recyclable timber from thinning, rootstocks, wind-felled timber, weak wood and branches and twigs. As Bernhard Schuster, authorized officer of Heizkraftwerk Altenstadt GmbH & Co. KG, explains, previously this wood would have been mostly incinerated, chopped or left to rot.

After the Lindner Urraco 95 shreds the wood to a specific particle size, metals, plastics, glass and other foreign objects, which may be contained in the input material, are separated and discharged. The downstream star screen filters the material very thoroughly, effectively cleaning the fractions while emitting low noise, minimizing agglomerates and limiting the length of fine particles.

### **Two powerful machine types for better shredding results**

With the Urraco and Miura series, Lindner offers two particularly powerful machine types for perfect waste wood shredding. The twin-shaft mobile shredders are resistant to foreign objects, which can often be found in the waste wood feed in recycling plants: nails, screws, metal plates, glass, hard plastics, etc.

With the machines, the focus is clearly on long-term, low-maintenance operation and rapid removal of foreign objects in order to achieve a high degree of productivity.

The Miura 1500 shredder, for example, is the first in the Lindner product range with the FX (Fast Exchange) system – an innovation that is becoming the standard.

In addition to the extremely fast removal of foreign objects via the innovative hydraulic maintenance door – a signature feature of Lindner machines – thanks to this system the complete shaft can be easily replaced within an hour with the aid of a wheel loader. 'So the client always has the right cutting tool at hand', Stefan Scheiflinger-Ehrenwerth knows from experience. The innovative twin-shaft shredder also features a completely new, electronically controlled hydraulic drive boasting a particularly fast response time and allowing precise machine control to match the material flow.

### **Cost-efficient with high throughput**

The Urraco and Miura shredders from Lindner are ideally suited to high throughput rates when shredding waste wood. The mobile universal shredders with their compact, robust design and up to 770 PS with tracked chassis, hook lift or trailer, effortlessly shred up to 140 tons of waste wood per hour to a defined output size. And this is all done with low fuel consumption, which applies to all Lindner shredders in line with the exhaust emission standards. The powerful hydraulic system is also equipped with the manufacturer's special twin-tower planetary gears for optimum engine performance.

The shaft system with its fourfold crushing and cutting action per shaft rotation proves to be extremely reliable. The hooks draw in the material evenly and very efficiently. The automatic, load-dependent reverse mode makes this maintenance-friendly, low wear-and-tear machine very cost-efficient.



*The Urraco and Miura shredders from Lindner are ideally suited to high throughput rates when shredding waste wood.*

*Photo courtesy of Lindner*

# Shifting equipment acquisition strategy improves total operation for Britton Industries



By Brad Stemper, product manager,  
CASE Construction Equipment

Britton added 13 new CASE wheel loaders in 2017 to achieve commonality of equipment and the reliability of new equipment.

Photos courtesy of Britton Industries

**B**ritton Industries is a leading producer of natural and dyed mulches, screened topsoil, leaf compost and aggregate products. Servicing the landscaping and construction markets of Central New Jersey and South Pennsylvania, the family-owned and operated company has been in business for over 28 years.

The company operates a full wood product recycling center as well as a concrete recycling center—making crushed concrete for fill, as well as decorative stones and other products. They also produce and distribute a variety of custom soil blends for contractors and serve as a convenient disposal center for area businesses and homeowners.

“Somebody can call me and say, ‘I need 50 percent topsoil, 20 percent compost, 20 percent sand.’ We can make this mixture right here for them and send it out. It all depends on the customer’s needs,” says

John Hornor, site supervisor at Britton Industries. “We take materials from all the area landscapers, when they clean up homes and stuff like that. They can bring all that stuff to us. So not only are we recycling, we’re allowing for people to come in and dump here, for them to clean up. Homeowners can come in with their own little trucks. It’s a full site for everybody. Whether you’re a giant contractor, or you’re a little mom and pop, or you’re a homeowner.”

## Rethinking Equipment Acquisition

In order to stay competitive, the company’s prices have to remain relatively fixed, so Britton needed to find other ways to increase profitability. With over 100 employees and several hundred pieces of equipment operating across four busy locations for 12+ hours a day, six days a week, having the right equipment on site can make a significant difference in operating costs.

“You’re not getting a raise [from] outside,” says Jim Britton, owner, Britton Industries, “it has to come from within.”

New, reliable equipment with planned maintenance contracts and predictable owning and operating costs can help improve productivity and boost efficiencies for any business. Britton Industries worked with local CASE dealer Groff Tractor—a company that has been serving the construction market in the Mid-Atlantic since 1958 — to purchase several new CASE wheel loaders and excavators as part of a new consolidation/standardization strategy.

“In order for us to grow at this point, we need to nail the numbers and what each facility spends and earns,” Britton explains. “The only way to do that is to do exactly what we did this past year with CASE. We can literally nail it to the penny. So now we can grow productively and profitably.”

“We had many different brands, many different sizes. My philosophy in the past was, get good deals on used machines and just create more assets—the more the better. Within the past few years, we’ve



Jim Britton, owner, Britton Industries.

wanted to consolidate things, go more of the same brand, the same sizes.”

With the transition to a tighter and more specialized fleet, Britton has seen improvements across several aspects of his operation — from maintenance costs all the way down to the bottom line. “From a maintenance standpoint, from a costing standpoint, it’s very simple. The numbers don’t lie. Just from a maintenance standpoint, and capital expense. It makes all the sense in the world to have all the same size machines. We’re narrowing things down. We’re doing more of the same items in business, so it requires the same size machines. You don’t need ten different size pieces of equipment. We’re trying to refine things.”

The ability to control and predict ownership costs throughout the lifecycle of a machine allows equipment owners to make smarter decisions about machine investments and allocation. All seventeen of Britton’s new machines — nine 821G wheel loaders, four 921G wheel loaders and four CX250D excavators — came standard with CASE ProCare. ProCare includes a three-year, 3,000-hour full-machine fac-



A CASE 921G wheel loader loads a truck at its Philadelphia location.



The new G Series wheel loader fleet is supported by Groff Tractor.

tory warranty; three-year, 3,000-hour planned maintenance contract; and a three-year Advanced CASE SiteWatch™ telematics subscription.

Britton has seen a demonstrated difference in productivity and uptime since implementing their new equipment acquisition strategy. When every truck in and out of a facility affects the bottom line, downtime on any piece of equipment has a domino effect.

“The dilemma with us is there’s a lot hinged on each and every piece of equipment,” says Britton. “Several trucks per piece, so if one piece goes down, it takes up to ten trucks down with it, at any moment. At this point, we’re working probably 15-hour days, so you can imagine what that would do, as far as an impact goes. From March to July is our busy time, and we can’t afford any downtime. Back in the day, we’d have five extra pieces of equipment, just to make up that difference, and then rush around trying to fix what broke, or supplement what was down. We don’t have that problem anymore. We have less pieces, but they’re consistently running every day.”

Another key advantage to CASE’s ProCare is the three-year SiteWatch telematics subscription. Remote monitoring of equipment via telematics gives owners insight into the performance of their fleet, as well as the ability to analyze long-term utilization trends.

“Up to this point, we’ve been pretty fortunate because nothing’s gone wrong,” says Britton. “But through monitoring it, when something does finally go wrong, we’ll understand what happened, and how it happened, and if it was employee or operator error or machine.”

The three-year planned maintenance contract and the support of the local dealer is the final piece of the puzzle that assures uptime and keeps the company’s operating costs low and predictable. “If ever I have a problem, I make one phone call and within a blink of an eye, I have a Groff guy here,” says Horner. “Sometimes they have to do service on these machines — maybe at the 100-hour mark, 500-hour mark. I can’t afford to shut my machines down during the day. Well, I’ll have a Groff guy here at 4:00 in the morning working on the machines. By the time I get in at 6:30, 7:00 the machine’s done, ready to go for work for the day. That, to me, is priceless. To not have to worry about having to shut down or losing business because I have machines down, and to have them up, taken care of while nobody’s even here, that’s fantastic.”

### Productivity and Fuel Efficiency

Working in a high-production environment that processes wood products, yard waste and other dusty, potentially combustible materials can create several challenges with certain types of Tier 4 machines — particularly those that require a high-temperature regen cycle to burn off excess particulate matter.

CASE was the first manufacturer to employ SCR (Selective Catalytic Reduction) technology in heavy earth-moving equipment — and G Series wheel loaders are the second generation of CASE wheel loaders to benefit from the fuel efficiency and

cooler operating temperatures provided by the technology. There is no regeneration cycle, no recirculation of exhaust gasses, and no temperature spikes to burn off particulate; all of this ensures that a greater percentage of fuel use is put towards productive work and the lower operating temperatures greatly reduce the likelihood of dangerous thermal events in dust-laden environments.

“I do notice a gain in fuel efficiency,” says Horner. “They run at a high RPM, yet they never run hot.”

All CASE wheel loaders also feature innovative cooling technologies that keep operating temperatures down, keep the engine compartment clean and provide easy access for routine cleaning. Models in the 131-225 HP range feature a CASE-exclusive mid-mounted cooling module, which pushes the engine lower and further back towards the rear of the machine, improving balance and stability.

The G Series wheel loaders provide a variety of additional features geared towards achieving optimal cycle times and productivity, including four selectable power modes, ride control, and standard automated bucket controls such as return-to-dig, return-to-travel and height control. Even simple considerations like easily exchangeable buckets (made possible by the standardization of a single loader type) can make a big difference in productivity for companies like Britton Industries.

“The way that the CASE loaders make the buckets interchangeable makes the job so much easier. I can go from loading a truck with one ton of stone to, within seconds, having a bucket on that I can load a tri-axle with 30 yards of mulch. Before, you had to get out; you had to take a bucket off. Or you had to actually switch loaders because the loaders didn’t have interchangeable buckets. This is one push of a button, bucket comes off, another button, bucket goes back on, and you’re ready. It’s really made things so efficient and really easy. One guy can service, essentially, all the products to many different types of trucks in a single machine.”

### Operator Comfort

The cab and operating environment of the G Series have been designed to provide optimal operator performance, ergonomics and engagement with both the controls and the machines’ surroundings. The spacious cab features a new 8” LCD monitor providing the operator with simple control and greater insight over many loader functions and activities.

Advanced electro-hydraulic controls, and numerous seat and adjustability options further simplify operation and training. A one-piece rounded windshield and optimally placed mirrors, along with a rearview camera that feeds directly to the monitor, ensures full 360° visibility.

“Very comfortable — air ride seat — everything is right there in front of you. There’s no real guesswork. Anybody can run it,” explains Horner. “I can teach somebody how to run that loader in about two minutes, and have absolutely no problems. Everything is spelled out for you.”

With a large staff of equipment operators, the ability to fine-tune the cab to an individual operator is also a benefit.

“The seats have so many adjustments. I happen to be 6’3”, [another operator] happens to be 5’5”, 5’6”. All I do is slide the seat up, adjust it a little bit... I’m comfortable within two seconds. Just one little adjustment, slide the seat up and you’re good to go.”

### 28 years of growth – just the beginning

With nearly 30 years under his belt, and several children already involved in the family business, Jim Britton feels like he’s just getting started. “I’m an all-in guy. I don’t know how to explain it. I love heavy equipment, love my family being in it. I have five kids — been married 25 years.”

“28 years, and I feel like I’m just starting out, so we’ve got a lot to go. The next ten years are going to be fun. That I can tell you.”



In addition to being one of the region’s largest mulch producers, the company also recycles concrete and produces topsoil.

# ASV celebrates 35 successful years of pushing limits



## Industry news

GRAND RAPIDS, MN — ASV Holdings Inc., manufacturer of all-purpose and all-season compact track loaders and skid steers, celebrates 35 years of forward-thinking product development this year. The manufacturer commemorated the anniversary with an open house event in August at its Grand Rapids, MN facility.

Company CEO Andrew Rooke expressed pride for the employees who make ASV's success possible and who have driven more than three decades of innovation.

"The anniversary is a testament to everyone involved with ASV, from those who created the first Posi-Track loader to those who are still involved with this unique product," Rooke said. "It is a remarkable achievement for a relatively small company from Grand Rapids, Minnesota to create such a legacy. The future is bright for our customers and stakeholders."

As a pioneer in the compact track loader market, ASV has been an innovator since its start in 1983. Two forerunners in the early snowmobile industry started the business, developing a pick-up-sized rubber-tracked vehicle called the track truck as ASV's first product, meant for traveling over adverse ground conditions such as snow. However, it didn't take long for the manufacturer to switch gears, using its experience to develop the first Posi-Track rubber tracked compact track loader in 1990. Starting with a closed design, ASV evolved its CTLs to include today's open-rail and drive-sprocket undercarriage, which provides exceptional traction on soft, wet, slippery, rough or hilly terrain.

The company expanded over the years, growing in size as well as in reputation for unique, quality machines with track-driven patented undercarriage technology. The manufacturer went public in 2017 with the name it uses today, ASV Holdings, Inc.

Longtime employees say the passion



As a pioneer in the compact track loader market, ASV has been an innovator since its start in 1983.

Photos courtesy of ASV

for the equipment has remained strong through the 35 years. Cary Safe has been with the company since day one.

"It was such an exciting time because we were doing something that hadn't been done before," Safe said. "We were building machines we would want to operate, something we still do today."

Safe held a number of positions over the years, from assembly, to sales, to his current role in research and development, though he still helps wherever he's needed. He said it's been remarkable to watch the business grow and expand over the years.

"Part of our success comes from how passionate everyone at ASV is about the equipment. Even on weekends or holidays it's not uncommon to receive a text message from a coworker saying, 'I have this great idea for a product or feature,'" Safe said. "We truly believe our machines are the best possible tools for our customers to do their work quickly and comfortably."

More than 1,000 people attended the

open-to-the-public open house event, double the expected attendance. The occasion included a special anniversary-branded RT-120 Forestry Posi-Track compact track loader, food, games, factory tours and an opportunity to learn about ASV's history.

ASV will also celebrate its anniversary and introduce a new machine at the 2018 GIE+EXPO October 17-19 in Louisville, KY.

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# Signature compost and mulch facility takes advantage of volumetric scanning technology

Daltons Ltd., a family owned state of the art compost and mulch facility in New Zealand takes advantage of volumetric scanning technology.

Daltons use Loadscan's load volume scanner (LVS) to scan raw materials coming into the site, so it only has to pay for what it purchases. Daltons also use it to scan outbound loads so customers are charged accurately.

Colin Parker, GM at Daltons, commented, "Having a Loadscan scanner on site has revolutionized the measuring process at Daltons Ltd where we manufacture bulk potting mixes, mulches, composts and supply sand for construction use."

The LVS is a measuring instrument that replaces manual measurement to determine volumetric truck measure. Volumetric load scanning works on the principle of comparing empty bin profiles against loaded bin profiles for the same vehicle to compute the load volume. It removes any uncertainties due to moisture content, compaction or loading variation when converting a truck weight, counting bucket loads or simply guessing.

Daltons has banished irregularities in weight measurements by moving

away from traditional scales methods. "It has saved us lots of time and money. Most products' weight to volume ratio alters regularly depending on rainfall. One cubic metre of dry sand weighs less than one cubic metre of washed sand. In reverse, that means a 30 tonne load of wet product will be less volume ( $m^3$ ) than a 30 tonne load of dry product. A load scanner removes this differential, as you are only paying for the cubic metres purchased."

"I would recommend a Loadscan scanner without hesitation. It removes all doubt for both the seller and purchaser and reduces workload related to queries about load size. Furthermore, it will pay for itself in half the time you may expect. The software that comes with it is essential as it produces information for management accounting purposes in minutes — as opposed to what would normally take days to prepare, and it is far more accurate."

Loadscan's LVS system utilises laser scanning and RFID technologies combined with software that creates 3D model images of trucks to measure the exact volume of the material load in a truck or trailer bin.

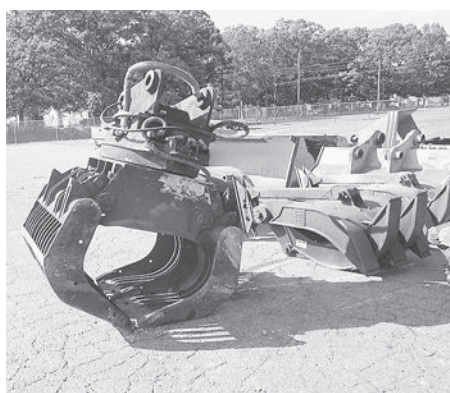


The LVS is a measuring instrument that replaces manual measurement to determine volumetric truck measure.

Photos courtesy of Loadscan

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## Customer input and proven designs shape new horizontal grinder and drum chipper models

WINN, MI – [Morbark, LLC](#), a leading manufacturer of forestry, biomass, tree care, sawmill and wood recycling equipment, debuted two new machines at this year's Expo Richmond show: the 6400XT Wood Hog Horizontal Grinder and the 50/48X Whole Tree Drum Chipper. "Morbark

listened closely to our customers when we developed both the 6400XT Wood Hog and the 50/48X Drum Chipper," said Michael Stanton, Morbark director of industrial sales. "We took our previous proven design technology and added the features our customers want and the versa-

tility they need when we created these high-production units." 6400XT Wood Hog Horizontal Grinder "The Model 6400XT is the newest model in Morbark's next-generation platform of horizontal grinders," said Stanton.

Customer 16



The 6400XT has several operator-friendly features focusing on accessibility for daily maintenance.

Photos courtesy of Morbark



The 50/48X was updated to a similar design layout as Morbark's other industry-leading industrial drum chippers.

## Customer from 15

"Industry demands for high-production mobile units that meet stringent logistic restrictions but remain economically viable were the leading drivers during the design phase." The 6400XT includes many feature improvements present in the smaller 3400XT, introduced last year. The infeed bed is 24 inches (60.96 cm) longer than previous Morbark grinders in the 1,000-plus horsepower range and has sloped sides. This configuration improves operator sight lines for more efficient loading of material. Standard on the 6400XT is a removable infeed chain return floor, which allows excess material to fall away to minimize the wear on the floor, bed chain and inserts, particularly useful in land-clearing or other applications with dirty material. Also similar to the 3400XT is the focus on transportability. The 6400XT weighs

in at less than 96,500 lbs. (43,772 kg) and measures 11 feet 5½ inches (3.49 m) wide with the standard Caterpillar 325L undercarriage with 600mm double grousers, allowing the unit to be transported to nearly all domestic and international markets. "When we introduced the 3400XT last year, our customers responded very favorably," explained Stanton. "It had a major impact on the market, and we expect the 6400XT to be as well received."

The 6400XT has several operator-friendly features focusing on accessibility for daily maintenance, including:

- The extended 31.5 inch wide (80 cm, 25 percent increase) platform between the hood and engine for ease of changing grates and access to diesel engine
- A fixed work platform for better access and safety

during common grate and hammermill maintenance

- A hydraulic hinged door and hood locking system to provide quick access during grate changes — the hydraulics unlock with a simple turn of a knob

- A consolidated area for oil and hydraulic filters
- An independent hammermill drive tensioning system for ease of adjustment

- The larger feedwheel (40-inch/101.6 cm diameter, an increase of more than 15 percent), which raises 17 inches (43.2 cm) above the current 4600XL yoke and 11 inches (27.9 cm) above the 6600 yoke to allow better access to the hammermill during insert inspection

Another key improvement is the 42- x 61-inch (107 cm x 155 cm) solid-plate rotor with 3-inch (7.6 cm) retaining rods and a 42-inch (106.7 cm) tip swing. The standard hammer pattern is 18 hammers with 18 rakers, but like all Morbark rotors, it can be configured to multiple patterns for various application requirements. The standard engine options for the 6400XT are the Caterpillar C27, 1,050-hp (783 kW) engine or Caterpillar C32, 1200-hp (895 kW) engine, both Tier 4 Final.

Morbark's proven and exclusive driveline protection system is standard on all Wood Hog models. The externally adjustable, break-away torque limiter helps to protect the driveline and hammermill from catastrophic damage caused by contaminants. 50/48X Whole Tree Drum Chipper, "The most productive portable drum chipper in the industry has become even better," added Stanton. The 50/48X was updated to a similar design layout as Morbark's other industry-leading industrial drum chippers with a sloped infeed, reverse-pivot top feed wheel, bottom feedwheel, externally adjustable anvil and Advantage 3 drum assembly that can come as 10-knives for fuel chip or 20-knives for micro-chip applications. Making it easier for customers to perform routine daily maintenance guided many of the new improvements.

This focus resulted in the development of:

- A hydraulic hinged door and hood locking system to provide quick access to the drum during knife change intervals

- Large work platforms on both sides for easier and safer drum inspections

- A consolidated area for oil and hydraulic filters, easily accessible from the ground or maintenance platform

- An independent drum drive tensioning system for ease of adjustment

- An increased area between the engine and chipper base for easy access during general engine inspection and belly band removal

Other improvements focused on performance and production. The powerful top feedwheel was enlarged more than 15 percent to 40 inches (101.6 cm), and the enhanced hydraulic system now includes a direct drive Poclain motor for the top and bottom feedwheel that eliminates previous chain and sprocket drives and provides more torque. The 50/48X can be equipped with a Caterpillar C27, 1,050-hp (783 kW) engine or Caterpillar C32, 1200-hp (895 kW) engine, both being Tier 4 Final. The PT Tech HPT015 hydraulic clutch is now standard, which allows flexibility across a wide range of chip sizes. "The Morbark 50/48 has long been the industry standard for high-production mobile fuel and micro-chip applications, and we strongly feel these improvements will minimize downtime, increase production and provide overall customer success," stated Stanton. "For both of these high-production machines, we focused on improving the experience for the customer with features that increase performance and production and make routine checks and maintenance easier," said Stanton. "We deliver on our promise of making heavy-duty equipment that helps enable our customers to succeed."



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## Industry news

# Doosan introduces new DL280-5 wheel loader with optional guarding package

SUWANEE, GA — Doosan Infracore North America, LLC, has extended its wheel loader lineup with the new DL280-5 wheel loader. The new DL280-5 is part of the popular category of 3- to 4-cubic-yard wheel loaders. The Doosan® DL280-5 is designed to provide operators with enhanced performance and comfort as well as increased uptime protection when working in general construction, scrap and waste-handling applications.

The 172-horsepower DL280-5 is manufactured with a standard Z-bar lift-arm linkage and is ideal for scooping, loading, carrying and general construction tasks. Operators requiring additional dumping capabilities into trucks and hoppers will benefit from the high-lift Z-bar configuration available on the DL280-5. The high-lift iteration provides an additional 18 inches of dump height, making it especially beneficial in construction, mining and agriculture market segments.

Inside the cab, Doosan DL280-5 wheel loaders are equipped with an upgraded standard forward-neutral-reverse (FNR) joystick control/gear selector for greater comfort and productivity. The FNR functionality on the joystick is more intuitive, allowing operators to easily switch between forward, neutral and reverse without removing his or her hand from the controls simply by pressing the joystick buttons.

An exclusive feature on the DL280-5 is its optional wide fin radiator, which has a standard six fins per inch, and is

available in a package with heavy-duty axles. The wide fin radiator option provides better cooling with larger fin spacing, helping to filter out dust and debris, which can be particularly helpful in scrap, recycling and solid waste applications.

### Heavy-duty axle option

For additional machine performance in scrap and recycling applications, the DL280-5 can be equipped with heavy-duty axles. The heavy-duty axles allow owners to use solid tires to improve uptime in applications where pneumatic tires are susceptible to puncture. DL280-5 owners should work with their local Doosan dealer to determine the best solid tire option for their machine.

### Optional guarding package

The DL280-5 wheel loader can be equipped with an optional guarding package to protect critical wheel loader components when working in harsh conditions — such as scrap processing, waste transfer stations, recycling and demolition — to help minimize machine downtime.

The dealer-installed wheel loader guarding package includes the following:

- Air-intake protection filter/screen
- Articulation area guards
- Axle seal guards
- Belly pan guards (front and rear)
- Boom cylinder hose and tube guards
- Bucket cylinder guards
- Center hinge guards
- Drive shaft guard
- Headlight and taillight guards



*The Doosan® DL280-5 is designed to provide operators with enhanced performance and comfort as well as increased uptime protection when working in general construction, scrap and waste-handling applications.*

*Photo courtesy of Doosan*

- Heavy-duty front frame cover plate
- Steer cylinder guards
- Under cab guards
- Valve stem guards
- Windshield guards

### Easy attachment changes

Versatility is important to wheel loader owners when they're working, especially when they want to change attachments quickly. The DL280-5 has an optional quick coupler to easily change attachments, including buckets (general purpose, light material or multi-purpose) and pallet forks.

### Doosan telematics

Doosan DL280-5 wheel loaders come

with a standard three-year subscription to Doosan telematics, which allows equipment owners and fleet managers to remotely monitor machine location, hours, fuel usage, engine idle versus work time and error codes, as well as engine and hydraulic temperatures. Machines can be monitored via an online Doosan telematics account. In addition, Doosan dealers can provide improved customer support using the system by responding to machine warning messages and alerts, troubleshooting machine issues, and then sending a field service vehicle to help with repairs and deliver the proper parts.

# Introducing the new Vermeer BC1500 gas brush chipper

PELLA, IOWA — Vermeer now offers its popular BC1500 brush chipper with a gas engine. The new model is equipped with a powerful 165 hp (123 kW) PSI gas engine and delivers comparable chipping productivity as its diesel counterpart. Using a precision-balanced drum with two A8 double-sided knives, the new Vermeer BC1500 gas brush chipper is capable of chipping logs up to 15 inches (38.1 cm) in diameter.

"Faced with emission regulations, many arborists are converting their equipment fleet to gas," explained Todd Roorda, Tree Care/Rental/Landscape sales manager for Vermeer Corporation. "We've designed the BC1500 gas brush chipper, along with the other gas models in the Vermeer brush chipper product line, to be efficient to operate and optimize productivity."

The Vermeer BC1500 gas brush chipper uses vertical feed rollers with helical cleats to help firmly hold

material to the infeed table, helping reduce vibration, shock and structural loading toward the rear of the machine. A four-position upper feed control bar allows the operator to start, reverse and stop the feed rollers. The unit also comes with a patented bottom feed stop bar that will shut off the feed mechanism either intentionally or automatically in an emergency situation.

Vermeer has incorporated several intelligent features into the BC1500 gas brush chipper. The on-board SmartFeed system monitors engine rpms and automatically stops and reverses the feed rollers to optimize the productivity of the Vermeer brush chipper. In addition, the chipper comes with the Vermeer EcoIdle™ engine control system that will automatically lower engine speeds when the chipper is left idling to reduce fuel consumption and noise.

Optional features for this equipment include a 150-foot (45.7 m) winch line to help improve handling of

heavy logs and the Tree Commander™ remote control that allows the user to operate chipper functions from a distance.



*The new model is equipped with a powerful 165 hp (123 kW) PSI gas engine and delivers comparable chipping productivity as its diesel counterpart.*

*Photo courtesy of Vermeer*

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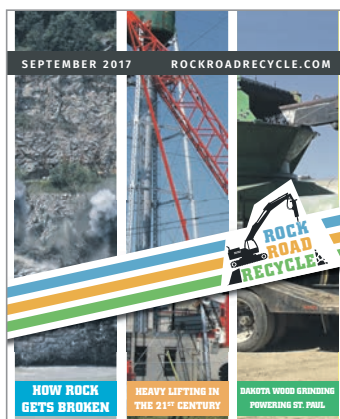
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# BKT top-of-the-range tires for telehandlers

The telehandler market is a segment that is undergoing strong evolution and demands high performance in terms of load capacity and safety, as well as resistance against mechanical stress and cuts. In this way, the complex needs of construction sites, farms and freight villages can be satisfied by means of a highly performing range designed as a response to these specific requirements and making operators' work more comfortable.

All tire styles are available in variety of sizes. Especially developed for telehandlers in industrial applications, MULTIMAX MP 527 is a versatile radial tire providing excellent traction and stability especially during the lifting stage thanks to an aggressive tread design and the robust sidewall. Outstanding versa-

tility is the distinguishing feature of RT 747 Agro Industrial. This agro-industrial tire ensures maximum stability and excellent grip thanks to its extra large lugs. It is a perfect multi-purpose tire that can provide best support in many applications.

Multimax MP 522 is a tire suitable for any agro-industrial application providing great stability and high load capacity. The reinforced bead, along with the steel belts ensures excellent traction plus extraordinary cut resistance – essential features for digging and loading operations.

Another solution designed for agro-industrial handling equipment is Con Star, which distinguishes itself by means of great vertical and lateral stability – an essential requirement for lifting operations. The

tire features wide lugs that increase the contact area on the ground enabling the tire to withstand heavy loads. Being made of a special compound, the risk of cuts and other damages is notably reduced and a more extended tire life cycle is ensured.

Suitable for municipality and maintenance applications as well as loading operations is TR 461. This tire has an extraordinarily robust sidewall turning into increased resistance against cuts and chips even on extremely hard surfaces.

Excellent traction plus top self-cleaning properties make Grip Star a real star. The tire is perfect for all seasons and particularly suitable for operations on muddy terrains.

Lastly is AS 504, a specially developed tire for both



The Grip Star is perfect for all seasons and particularly suitable for operations on muddy terrains.

Images courtesy of BKT



Multimax MP 527 is a versatile radial tire providing excellent traction and stability especially during the lifting stage.



The Con Star features wide lugs that increase the contact area on the ground enabling the tire to withstand heavy loads.

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transport and soil tillage operations, providing extraordinary self-cleaning properties in addition to enhanced grip. A large variety of sizes is able to satisfy even the most specific user requirements.

These are just a few solutions out of the extensive BKT portfolio for telehandlers, which represents a selection of top-of-the-range tire solutions. These are the result of the Indian multinational's continuous spirit of cooperating with their customers in order to design tailored solutions for multiple applications and any specific requirement and need.

# Solesbee's blade-mounted dozer rakes offer convenience and versatility

WINSTON, GA — Solesbee's, a KINSHOFER company and manufac-

turer of quality heavy equipment attachments, offers blade-mounted

dozer rakes as an efficient solution for land clearing, raking brush,

and piling trees and branches. The rakes' c-curve design rolls

brush and debris, making it easy to windrow material while mini-



The rakes' c-curve design rolls brush and debris, making it easy to windrow material while minimizing the amount of dirt pushed with it.

Photo courtesy of Solesbee

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mizing the amount of dirt pushed with it. The rakes also feature an extended upright with multiple holes to easily mount on nearly any dozer blade without customization.

"Our dozer rakes are the most cost effective and convenient solution available," said David Jenkins, president of Solesbee's Equipment & Attachments LLC. "Since we design each model of our rakes to fit multiple dozer blades, we have them in stock and ready to ship to customers the next day. Most competitors take two to three weeks to specially design one rake to fit one dozer and they don't include the components needed to mount the rakes to the attachments."

Solesbee's gives customers the flexibility to "customize" its rakes on site by lining up the holes on the extended uprights to nearly any dozer blade. It also includes everything needed to mount the attachment, such as pins and brackets. A qualified welder can install the brackets on the dozer in as few as 2 hours. Once installed, it's easy to manually mount and remove the rake as needed. For added versatility, additional bracket sets are available for use with multiple dozers or when upgrading to a new dozer.

The rake is available with a full range of teeth for optimal debris clearing in a variety of applications. All rakes feature sturdy 2-inch-wide hardened steel teeth for lasting durability in harsh environments. Solesbee's standard teeth are 20 inches long, and optional 14- to 24-inch lengths are also available. In addition, customers can choose from a variety of teeth quantities and spacing options.

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- 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
- 1085 Snowplows
- 1097 Sprayers
- 1105 Sweepers
- 1120 Tools
- 1130 Tractors
- 1140 Trailers
- 1145 Training
- 1170 Truck Parts & Equipment
- 1175 Trucking
- 1180 Trucks
- 1205 Wanted

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#### Announcements

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Thursday, September 20, 2018

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or **518-673-0111**

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#### Announcements

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#### Engines

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#### Lumber & Wood Products

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[michele@pioneermillworks.com](mailto:michele@pioneermillworks.com)

 Pioneer millworks

#### Help Wanted

#### Lumber & Wood Products

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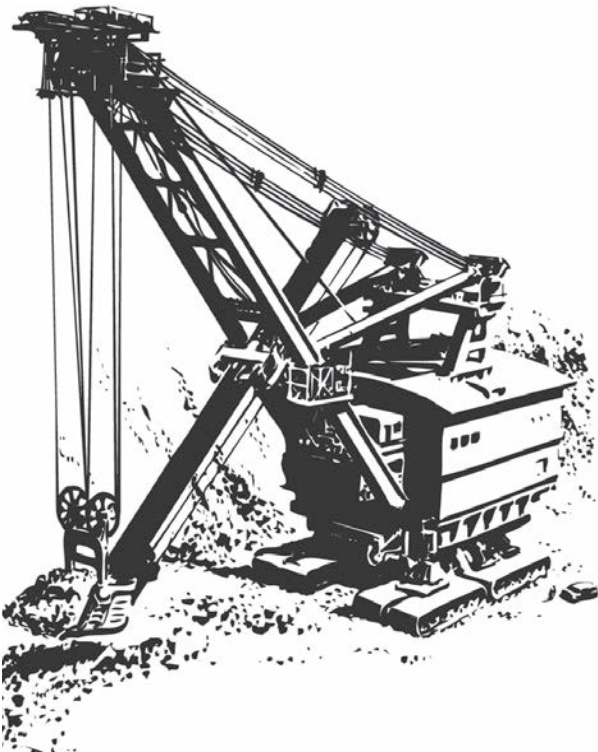


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\$10.60	\$10.90	\$11.20	\$11.50
\$11.80	\$12.10	\$12.40	\$12.70
\$13.00	\$13.30	\$13.60	\$13.90
\$14.20	\$14.50	\$14.80	\$15.10

Name: (Print) \_\_\_\_\_  
Street: \_\_\_\_\_ County: \_\_\_\_\_  
City: \_\_\_\_\_ St.: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Cell: \_\_\_\_\_ E-mail: \_\_\_\_\_  
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Card #: \_\_\_\_\_ Exp. Date: \_\_\_\_\_ (MM/YY)  
\* (REQ.) Card Security Code # \_\_\_\_\_  
Signature: \_\_\_\_\_ Date: \_\_\_\_\_ (Required with Credit Card Payment Only) (MM/YY)

# Ways to improve work site safety

Source: EHS Today July 12, 2018

by Kelsey Rzepecki

**T**he term “time is money” is quite literal in the construction industry. The constant pressure project managers and crews face to meet deadlines and stay within budget often causes safety to fall to the wayside. In 2016, out of 4,693 worker fatalities in private industry, one in five were in construction. Implementing each of these strategies can help improve health and safety in construction on any job site:



## Set safety expectations

OSHA's Safety and Health Regulations for Construction: OSHA 29 CFR 1926 serves as a baseline for safety requirements. Safety management in construction must reinforce these regulations and go beyond by continuously leading by example and making safety a priority before work begins. By setting clear expectations for safety from the beginning, managers can set the tone to ensure each worker understands their personal responsibility for safety. This will help everyone work together toward the common goal of preventing injuries.

As a safety manager, it's important to “walk the talk” when it comes to workplace safety and health. “The example you set, and the way you talk to workers about safety, has a huge impact on the company's safety and health program, safety culture and ability to reduce injury and illness,” according to OSHA. When workers are able to recognize the value management has for their well being, it helps build trust.

Some workers may never interact with senior management. It's found that these employees are more likely to value and internalize safety messages when they are occasionally delivered by higher-level management rather than passed down in the chain of command. Make it clear that it is everyone's responsibility to follow rules, procedures and best practices to prevent accidents on the job site. Incorporate safety language into policies and procedures so it becomes ingrained as a natural part of a worker's daily routine.

An informal safety talk at the start of each work day can make safety managers' jobs easier by improving worker understanding of safety expectations, preventing wasted time on inconsistencies and minimizing chances of error. Toolbox talks continue to be the most effective means of communicating safety to workers. It sparks valuable discussion on general

safety and information about safer tools, equipment, materials and processes.

Utilize OSHA's website for a variety of topics from emergency planning, tool and equipment safety, ladder safety, personal protective equipment and more to help create or obtain a presentation. Always make sure the content is relevant to your specific work site and feature engaging elements like visuals and anecdotes that workers can connect with.

## Promote a nonthreatening environment

The authors of Crucial Conversations conducted a survey of 1,500 workers in 22 organizations and found 93 percent of employees say their workgroup is currently at risk from a safety issue that is not being discussed. In addition, almost half knew of an injury that occurred because someone didn't speak up. Trust and quality of relationships heavily influence the safety and overall productivity of workers.

Always encourage employees to speak up when they see something going wrong; this can significantly help to avoid incidents, injuries and fatalities. To increase chances of participation, ensure workers feel comfortable to ask questions and raise safety concerns without fear of retaliation or bullying. This will make it easier and quicker to address issues head on to prevent them down the road.

OSHA finds that managers often avoid giving feedback to prevent confrontations. If improvements to a worker's performance can be made, approach them in a constructive, positive way. Make sure to avoid judgmental statements and criticisms and focus on the behavior itself, not the person and their values or personality.

## Plan ahead

Ensure all pre-work activities, such as approvals, are completed before work begins. A thoughtful planning process can help the work day start on a more efficient and safe foot. Implement zoning to block off areas where certain tasks will take place, install nets and catch platforms and apply any other safety measures.

## Take advantage of technologies

Provide new opportunities to address safety challenges and experience immediate cost savings. Technology can be worth the investment to help bridge time and distance constraints, improving efficiency and safety in the long term.

The growth of digitization in construction now makes it possible to make real-time decisions remotely. Unmanned aerial vehicles (UAVs), known as drones, are already in use in the industry and provide a convenient way to conduct site inspections, observations and safety audits. Managers can use smartphones, tablets and project management software to share project data instantaneously from remote work sites and to workers and other onsite supervisors using a cell phone or tablet. Allowing everyone to have immediate access to the same information eliminates costs of equipment that must be updated and maintained, and it keeps everyone consistently on the same page.



A recent report by Dodge Data & Analytics found that 82 percent of contractors who use wearable technology see instant site-safety improvements. Wearable devices like smart watches, glasses and clothing allow managers to have better visibility of the work site and workers. These devices have the ability to alert managers to activities going on in the field and even improve response time when injuries occur, like the ability to detect when an employee slips, trips and falls, triggering an automatic alert to designated site personnel, including medics. These devices also keep track of locations of workers and procedures on the job site. Trigger alarms exist to streamline evacuation procedures in the event of an emergency. These capabilities offer immediate safety benefits. There are also a number of free iOS applications that exist to promote hazard prevention efforts.

## Easy to implement safety solutions

One of the most important parts of safety on a construction site is clear and effective communication at all times. An easy way employers can communicate with workers in different areas on a job site is through safety signs and labels. Comply with OSHA and ANSI standards and reinforce safety anywhere on the work site with easy to install premade construction labels and signs. For on-demand custom, site-specific procedures and instructions, DuraLabel printers and supplies are a reliable safety communication solution. All supplies are built to last in the harsh conditions that exist in the construction industry.

Thoughtfully implementing each of these strategies will help to prevent downtime, chances of injury and improve overall safety on a construction site.

*Kelsey Rzepecki writes for Graphic Products, makers of the DuraLabel line of industrial label and sign printers.*



*An easy way employers can communicate with workers in different areas on a job site is through safety signs and labels.*

*Photo by Bill Weaver*



# yoder & frey

## HEAVY EQUIPMENT AUCTIONS



### Quarry, Aggregate & Mining Surplus Auction

**Thursday September 27<sup>th</sup>, 2018**

**475 Sand Rock Road, Friedens, PA 15541**

#### Sample of equipment already consigned:



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Barford SR124



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O&K RH200

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992G - choice  
CAT 992C - choice  
CAT 988B - choice  
980G,B & C Models  
Komatsu WA200PZ-6

Grove RT65 - choice  
CAT D9R II LGP  
CAT D9T  
CAT D11R - choice  
CAT D8N  
Komatsu D275AX-5

CAT 375 - choice  
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