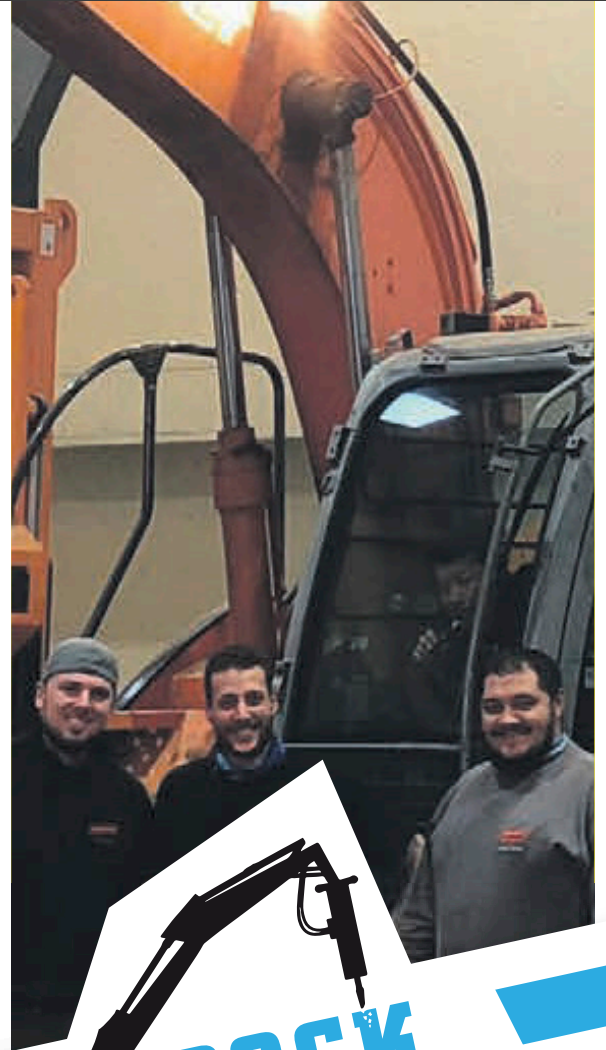
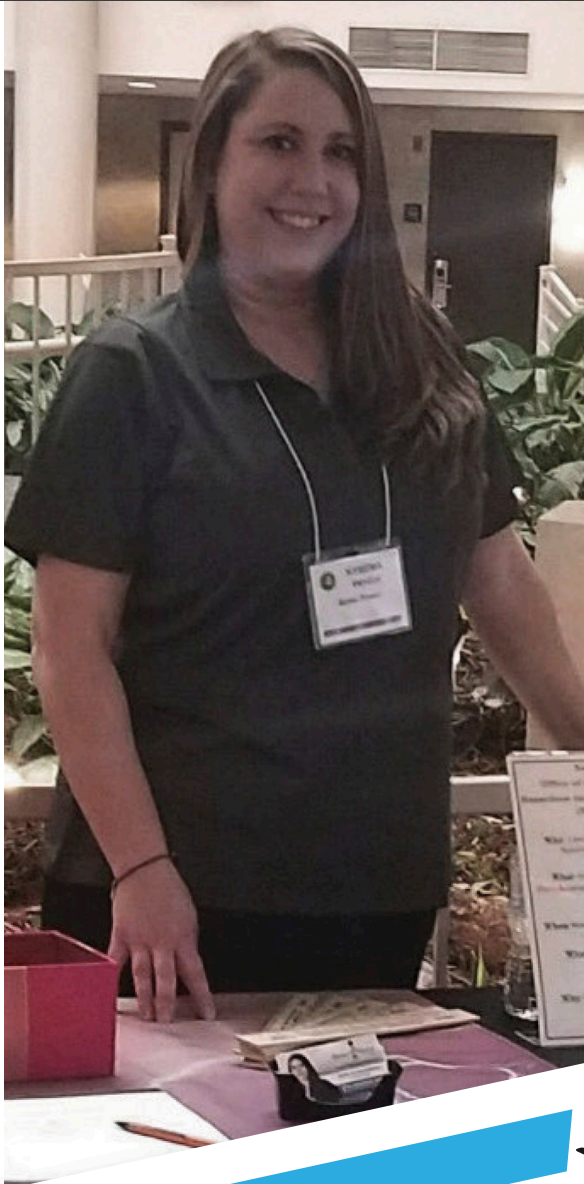


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**VILLAGER CONSTRUCTION  
FINDS SUCCESS WITH  
KLEEMANN CRUSHERS**

**WOMEN-OWNED BETTER  
POWER INC. LOOKS TO  
THE FUTURE**

**COMPOSTING EQUIPMENT  
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## *Villager Construction finds success with Kleemann crushers*







Frederick W. Lee  
Publisher, President

Bruce Button VP, General Manager  
bbutton@leepub.com

Jessica Mackay Production Coordinator  
ext. 137 jmackay@leepub.com

Colleen Suo Editor  
ext. 145 csuo@leepub.com

Gabbie Albrecht Social Media Coordinator  
ext. 163 galbrecht@leepub.com

Ad Sales: 1-800-218-5586

Matt Stanley Sales Manager  
ext. 124 mstanley@leepub.com

Peggy Patrel Classified Ad Manager  
ext. 111 classified@leepub.com

Tina Krieger  
ext. 108 tkrieger@leepub.com

Steve Pelosi  
ext. 166 spelosi@leepub.com

Scott Duffy  
802-484-7240 srduffy@together.net

Andy Haman  
ext. 160 ahaman@leepub.com

Jessica Waite  
ext. 116 jwaite@leepub.com

Christopher Nyce  
267-261-4235 cnyce@leepub.com

Christine Attle  
315-317-0905 christine.leepub@gmail.com

Patrick Burk  
585-343-9721 burk.patrick1956@gmail.com

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- Primary crushing
- Secondary crushing

*Villager Construction finds success with Kleemann crushers*

by Keith Loria

On the cover: Monroe Tractor of Henrietta, NY, is the dealer that supplied the crushers. Inset: Cory Ziegler (screen operator), Dave Pedersen (crusher operator) and Brian Every (crushing superintendent) of Villager Construction’s aggregate division.

PG 3

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Classifieds

6

Producing aggregates from tunnel excavations  
by RockRoadRecycle staff writer

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The basics of crusher maintenance ~ primary and secondary  
Part II  
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Multiple crushing and screening spreads impress at McCloskey dealer open day event

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# Villager Construction finds success with Kleemann crushers



by Keith Loria

Because of the challenge of removing dowels from highway grade concrete, Villager used a Kleemann Jaw Crusher in tandem with an impact crusher with a finish screen.

Photos courtesy of Village Aggregates

**V**illager Construction, Inc. is a privately owned company in Fairport, NY, founded by Richard Clark in 1980, who has led it through steady growth over the past 38 years.

Andrew J. Osborne, aggregate manager of the company has been with Villager Construction for 13 years and started its crushing division — Villager Aggregates — in 2007.

Villager Aggregates currently operates on nine acres at the DEC-registered Aggregate Recycling Facility in the City of Rochester, supplying NYSDOT and NYSDEC approved recycled and reclaimed aggregates throughout Monroe County. It is also developing relationships with manufacturers to produce performance enhancing parts and high-quality wear parts specific to the crushing industry and will be offering those for sale in 2019.

"We process approximately 1.5 million tons of aggregates annually," he says. "We offer crushing and screening services to municipalities, contractors and quarries. Like our milling machines, our crushers travel throughout the United States."

Additionally, the company offers stockpile surveys, overburden stripping and aggregate consulting.

In late 2018, Villager Aggregates began recycling concrete from the New York State Thruway (I-90) between exits 43-45 in Rochester to be used for a new shop building as part of an expansion for its sister company — American Equipment — located close to exit 44.

"The Thruway was being rebuilt and it was happening right in front of American Equipment, so we approached the contractor about what they were doing with the concrete and asked, 'why don't you utilize our facilities and bring it in and dump it — which would save money on trucking?' and it was a way to work together," Osborne said. "American Equipment had already gone through the design phase for expansion, so we brought [the concrete] in knowing that we were going to need that material for this state-of-the-art 60,000-square foot facility we were building."

Knowing the quality of the material coming off the Thruway, Osborne was thrilled they were able to get it on the books. The entire Thruway project started at the beginning of 2017 and during that year they imported about 15,000 tons of material, which was crushed in the spring at the beginning phases of the work. Then they imported another 10,000 tons of concrete over the 2018 summer season.

For the two-phase project, Osborne utilized Kleemann crushers to process the material in order to get it ready for their site.

"The Wirtgen Group has a strong reputation for top of the line equipment and we choose Kleemann because of our experiences with the Wirtgen milling machines, as they have proven to be a very successful brand for us," he said. "Particularly challenging to crushing is highway dowels in the concrete. The Kleemann crushers did a good job in removing them without damage to the crushers."

Because the company is on the road a lot, they generally lease the equipment and turn it back in, so they look for equipment that will be reliable and do the job well.

Monroe Tractor of Henrietta, NY, is the dealer that supplied the crushers. Villager has had a business relationship with the company for decades.

"Every crusher crushes and every crusher breaks. And we look at dealer's service and support when choosing a crusher," Osborne says. "The people make the difference; it's our employees who maintain and operate the equipment along with the support we get from our dealers that make us successful."

Because of the challenge of

removing dowels from highway grade concrete, it started with a Kleemann Jaw Crusher, a low-speed compression crusher that dowels don't typically have as much of an effect on. From there, they utilized an impact crusher with a finish screen on it that produced the specific-graded material the company was looking for.

"The Kleemann jaw did an outstanding job. They got virtually every dowel out and we didn't have to process as much," Osborne said. "By using their equipment, we reduced our processing time by as much as 50 percent on this project."

Another plus of the Kleemann machines is they have a pressure-release plate and should there be an uncrushable event, it's designed to blow out.

There was an electric motor fail on one of the machines during a demo and it was too big to overnight, but the factory was savvy enough to split the motor into two parts and overnight it, so the company could still have it ready for its 6:30 delivery the next day.

"This all happened within a 12-14-hour timeframe," Os-



In late 2018, Villager Aggregates began recycling concrete from the New York State Thruway (I-90) between exits 43-45 in Rochester, NY.





*For the two-phase project, Osborne utilized Kleemann crushers to process the material in order to get it ready for their site.*

borne said. "We were very impressed with their commitment to keep things fluid and up and running. It wasn't a part that was on the shelf or a part that could be easily overnighted, but they didn't stop there and worked to make it happen. That was a very positive experience."

Another big part of Villager Aggregates' success is that it puts itself out there and challenges the constraints in the aggregate industry, including designing and implementing its own performance enhancing inventions such as screen beaters to help with wet and sticky materials.

"We give our team members goals and the freedom to achieve them on their own," Osborne said. "It really is a good work environment that allows our employees to maximize their potential."

One of the important things with a project like this is the impact on the environment. Osborne noted as opposed to using virgin materials and throwing this away in the landfill, the recycled concrete was utilized for a solid purpose.

"It would have had to have been hammered down and put into a fill site and dozers to bury it, with resources and emissions that go along with that," he said. "More importantly, we saved all those truck loads, 25,000 tons (so about 12,000 truck load) off the road. From a carbon footprint, we really reduced the impact on the environment and the longevity of the road."

When Villager Aggregates started, Osborne said the goal was to be service providers and not contractors. And the advantages of being recyclers have gone above and beyond the immediate job needs.

Now that the Thruway project is complete, the company is going to be taking the Kleemann equipment from American Equipment to its aggregate recycling site in Rochester and will continue to use the machines to test their capabilities on different materials and productions.



*AJ Osborne, Village Aggregate's aggregate manager and Brian Every take a quick break in the action during a busy crushing schedule.*



*Villager Aggregates currently operates nine acres at the DEC-registered Aggregate Recycling Facility in the City of Rochester, supplying NYSDOT and NYSDEC approved recycled and reclaimed aggregates throughout Monroe County in upstate New York.*



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1001 Lehigh Station Road  
Henrietta, NY 14467  
585-334-3867 • 866-683-5338  
serb@monroetractor.com  
monroetractor.com

6 Equipment Dr., Binghamton, NY 13904  
607-754-6570 • 866-321-4277  
serb@monroetractor.com

5035 Genessee St, Buffalo, NY 14225  
716-681-7100 • 800-834-9606  
bklementowki@monroetractor.com

8194 State Route 415,  
Campbell, NY 14821  
607-739-8741 • 800-866-8912  
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*Sandvik tracked jaw crusher working at the tunnel entrance crushing the excavated rock for infilling.*

**D**espite being a highly valuable resource, rock from tunnel excavations has generally not been used to its full potential. However, recent developments in crushing and screening technology, along with growing commercial pressures, has seen tunneling contractors use excavated rock as part of the tunneling process itself.

The uses for excavated rock resulting from tunnel excavations have traditionally been limited to ballast for railways, rock for flood defenses, roads (especially in hard to reach areas) and landscaping. Much of the excavated rock — even when used — is not processed, just removed and dumped. For many in the quarrying and construction industry, the use of the excavated rock as aggregate for construction purposes has always seemed to be the most obvious way of maximizing this highly valuable resource.

However, a lack of expertise concerning the attributes of equipment and regulatory guidance from government, as well as limited knowledge concerning specialist equipment, have held back the use of the excavated rock. Increasingly this is changing, with companies across the world showing how state of the art crushing equipment together with “out of the box” thinking, has seen rock from tunnel excavation being reused as part of the tunneling process in order to produce aggregates.

#### **Tunnels, highways and viaducts**

One interesting use of crushing technology has been on the Liantang/Heung Yuen Wai Boundary Control Point (BCP for short) project in Hong Kong. This is a series of infrastructure projects that will see the construction of the seventh land crossing between Shenzhen in China and Hong Kong involving the construction of highways and tunnels, as well as other significant infrastructure programs. The works are scheduled for completion by the end of 2018 with a budgeted cost in the region of HK 6 billion dollars. Termed Contract 6, when finished it will provide a new 4.6km long dual two-lane trunk road — with about 0.6km of grade roads, 3.3km of viaducts and a new 0.7km tunnel.

Contract 6 is seen as a project requiring a multifaceted approach to construction, requiring the use of many different techniques in order to deliver the project on time and on budget.

The first part of Contract 6 required an investment in three Sandvik Ranger DX800 surface drill rigs. These were used for the open cut of the hills by drill and break. Drill and blast was not possible as blasting was not permitted on the type of hill cut along the highway.

#### **Refilling the tunnel base**

Sandvik equipment was not limited to the excavation of the tunnel. Two QJ241 tracked jaw crushers were also put to work crushing the excavated granite in order to provide an aggregate base for the road construction in the tunnel. Although granite is a hard and notoriously difficult rock to crush, the QJ241 has dealt with the 600mm feed-size in order to produce a -250mm product. This is further fed into the second QJ241 in order to produce a -40mm product for the tunnel refilling.

The QJ241 is the smallest compact tracked jaw crusher from the Sandvik tracked crusher range. This highly productive, self-propelled machine brings the features of the Sandvik jaw crusher range to places where operating room is limited yet high performance demanded. Compact and mobile, the QJ241 is fitted with a hydraulic raise and lower facility on the main conveyor making it an ideal solution for hard rock applications such as Contract 6 tunnel rock.

Where the Sandvik crushing technology has come into its own is through marrying tracked mobility (essential where the crusher has to go to the material for immediate reuse) with a



*An overview of the equipment used to process the excavated tunnel rock.*





*Artificial sand being manufactured on site in Norway.*

high performance jaw crusher. When dealing with a hard rock such as granite, the latter is essential. Furthermore, as the rock will be turned into tunnel road fill on site, the jaw crusher must also operate at a reasonably high production rate, yet at the same time produce the -40mm final product for tunnel refilling.

#### Norwegian road tunnels

If the Hong Kong case outlines the “traditional” use of excavated rock resulting from tunneling, then Norwegian cement and concrete manufacturer Ølen Betong AS has moved to another level. Established in 1974, it is now one of the biggest manufacturers of Ready-Mix concrete, precast elements and concrete products in Norway. The company, through its subsidiary Nor Aggregates, is also a major producer of aggregates in the country, both for its own use in concrete and cement manufacturing and for supply to the Norwegian construction industry. A major source of material is now comes from excavated tunnels, which is being reused for a variety of applications — including on the tunnels themselves.

#### Investment in tunneling

In recent years Norway has seen a large amount of road and tunnel construction in order to improve links between communities, effectively straightening major highways. One of the most ambitious projects to date was the Ryfast project, which included driving the new 14.3km Ryfylke or Solbakk twin road tunnels. The estimated cost of the project is NOK 6 billion (€700 million), which will also involve construction of 53km of new roads, many of which require further tunneling. The twin road tunnel will — when completed — be the world’s longest and deepest undersea road tunnel, with Ølen Betong having supplied a staggering 340,000m<sup>3</sup> of concrete for the tunnel linings.

An even more ambitious program of tunneling is due to extend the E39 main road north of Stavanger via several other islands heading towards Bergen, Norway’s second largest city. This will include an even longer undersea tunnel section — the Rogfast tunnel — begun in 2015, aiming to be completed by 2022. The Rogfast tunnel conception is a 25km connection below Boknafjord and Kvitsøfjord, which will upon completion set another world record for a subsea tunnel system with respect to length and maximum depth (380m below sea level). The cost of the project was estimated in 2010 to be €500–600 million and will see 17.7km of new highways, including 14.7 km of tunnels.

#### Reusing the rock

Ølen Betong has played an important role in ensuring the success of the tunneling operations by providing the shotcrete for the linings, as well as increasingly providing aggregates for the highways. What is unique has been the source of the material used. Although a great deal has come from traditional sources (including Ølen Betong’s own granite quarries), much has resulted from the new crushing and screening techniques developed by Ølen Betong in partnership with contractors in order to reuse the excavated tunnel rock. This has seen the company manufacture artificial sand from rock, with the company having adapted screening and crushing equipment to deliver economical and environmentally friendly solutions for a variety of applications.

The Ølen Betong site at Fana, Bergen, utilizes tunnel-excavated rock from the Ryfast project in order to manufacture aggregates and artificial sand. The excavated tunnel rock initially has its shape improved followed by processing through a washing plant to remove the surplus fines. The granite/gneiss 0-16mm feed material is processed to produce 0-4mm, 4-8mm and 8-16mm products which are then used to replace 75-100 percent of naturally occurring sand in order to manufacture shotcrete for use on the E39 highway tunnel project in Bergen. Ølen Betong, to date, has supplied 120,000m<sup>3</sup> of ready-mixed concrete, 160,000m<sup>2</sup> of tunnel lining elements and for the new Ulriken railroad tunnel, 80,000m<sup>3</sup> of Ready-Mixed concrete as well as 3,892 invert sleepers.

The equipment used to process the aggregate is an Oresizer OM80 200Kw VSI, a Powerscreen Chieftain 2100 wash plant, 2 x CDE Hydrocyclones, CDE Evowash 151 and 71,

and an Aquacycle A400 sediment tank. The setup has led to considerable environmental savings by greatly reducing the need for shipping natural sand to the concrete plant, as well as reusing the material resulting from tunneling construction.

#### Manufactured sand

By using the excavated tunnel material, Ølen Betong has been able to reduce its reliance on naturally occurring sand. The manufactured material, in many ways, is an improvement over the naturally occurring sand because it possesses significant benefits. These include containing fewer (if any) contaminants since it is derived from quality virgin rock.

There are also significant advantages gained from the cubical shape of the end product — such as needing little alteration of the amount of water or cement required during specific stages. This makes the process far more cost effective. Additionally, the cubical shape of the manufactured sand gives greater strength to the final concrete product.

This improved manufactured sand is produced with the 0-200mm source aggregate being initially fed into a Powerscreen Maxtrack 1500 cone crusher. The resulting material is then fed into a VSI before being screened by a McCloskey mobile plant into 0-8mm and 8-16mm products.

More uses for excavated tunnel material  
Through its involvement in high profile infrastructure proj-



*Shotcreting the tunnel lining with product derived from rock tunnel.*





*Ølen Betong trucks removing excavated rock for processing.*

ects such as Ryfast Stavanger, the E18 and E39 highway projects and the Ulriken TBM tunnel in Bergen, Ølen Betong is now seen as one of Norway's leading concrete and cement suppliers. What has made the company's offering unique is the way it has used material from tunnel excavations, as well as freshly quarried material, to provide a readily available economical and environmentally friendly resource for the projects.

#### **A crusher purpose built for tunneling**

The above cases have featured existing crushing and screening equipment, but one company has gone a step further and purpose-built a crusher specifically for crushing aggregates in tunnels. SBM's STE 100.65 TV PB is a mobile track mounted jaw crusher tailored for the unique conditions experienced in tunnel construction, being put through its paces initially on the Albula Tunnel in Switzerland.

The construction of the 5,860 meter-long Albula Tunnel was carried out by drilling and blasting, with the removal of the excavated material being undertaken by conveyor belts. In order for this to be effective, the excavated granite and dolomite rock were pre-crushed to 0-150 mm. This challenging task was performed directly in the tunnel by the two SBM crushers, before the crushed rock was removed from the tunnel for further processing on the 3km of belting.

#### **Features for tunneling**

The specifically developed crusher possesses a material feed opening of 1,000 x 650mm, and is also equipped with an integrated hydraulic gap adjustment system to prevent unbreakable parts damaging the crusher. An apron feeder along with a special pre-screen increases the performance of the machine by 30 percent, while a fully electric drive and dust reduction system are both essential for use underground. Finally, the crusher possesses compact dimensions (19m length, 2.65m width, 4.2m height and a weight of 57.5t). The especially low feed height of 2m allows simple and easy material feed by wheel loader in the tunnel.



*SBM's STE 100.65 TV PB mobile track-mounted jaw crusher has been tailored for the unique conditions experienced in tunnel construction.*



*A Sandvik tunneling jumbo at work on the Contract 6 road tunnel.*



# The basics of crusher maintenance ~ primary and secondary

## Part II

In December we reviewed KPI-JCI Resource Development Manager Erik Schmidt's seven best practices for optimal crusher maintenance. This month, we'll look at some elementary dos and don'ts of crusher maintenance, beginning with horizontal shaft impactors.

- Check the rotor for wear after making speed adjustments. This will ensure you are not over-penetrating into the blow bars, thus wearing the rotor.
- Check for excessive horsepower draw or loss of production after making an apron or curtain adjustment. Improper settings can cause high horsepower demand and lower production rates.
- Provide well-graded input feed to the crusher. Is what's going in pre-sized to help maximize production and minimize wear costs?
- Be sure to properly prep the feed, especially if you're working with recycled concrete. Do you have the ability to deal with some of the uncrushables and get rid of some of the steel beforehand? This can reduce plugging in the chamber as well as blow bar breakage.



*By keeping daily operating records of your equipment, PMs can be identified and planned for before a failure occurs.*

- Monitor daily wear of the crusher. Processing abrasive material, tight settings and uncrushables can accelerate wear.
- Make adjustments to the aprons in small increments. This will allow you to achieve your desired results faster.
- Lubricate the crusher bearings daily per the OEM recommendations. New grease will keep dirt out of the bearings, extending the life of the bearing.
- Flip the blow bars before they are less than 3/4-inch above the rotor, being sure to readjust the aprons before re-starting crushing operations. As you've worn your blow bar, you've changed your close side setting.
- Lastly, don't exceed a reduction ratio of 12:1 - 18:1, as excessive reduction ratios can reduce production rates and shorten the life of your crusher. What is setting your topside feed?

### Schmidt's top 10 cone crusher maintenance tips

- It is no surprise the first tip is doing comprehensive daily inspections. Visual inspections can catch a majority of potential failures that could end up costing big in preventable downtime. Visual inspections should be performed inside areas that can't normally be seen such as discharge areas, drive guards and inspection covers, which can identify wear, build-up and loose or missing components.
- Next on the list of tips is to check for bowl float, also known as ring bounce (among other things). Most cone crushers use some sort of tramp iron relief system (TIR) to allow uncrushables to pass through the crushing chamber.

TIR systems were not designed to be continuously overloaded. This often happens when a crusher is operating outside of its designated parameters, such as proper reduction ratio, liner configuration or excessive fines getting into the chamber. Bowl float is a symptom of a different problem. Check out the feedstock – is it fines-heavy? Then you could have a screening problem, not a bowl float problem. There were many application-related scenarios mentioned that can cause bowl float, which included moisture content (heavy clay) or possibly the wrong liners being installed. Schmidt stated the most common cause of bowl float is operating the crusher at too small of a closed side setting.

- Housekeeping goes hand in hand with the visual inspections. Material build-up is pretty much inevitable in the aggregate business and will find its way into guarding – shrouds and any other horizontal surface on the framework. Schmidt said it could be anything in the chamber causing damage: flashing off a skirt board or conveyor – even a root ball can slip by, and if it goes unnoticed for a prolonged period of time it will wear away the crushing edges of the cone. Operators should be very familiar with the “as-manufactured” profile of their crusher so they will recognize potential problem areas and make corrections before production is disrupted.

Material can build up in places quickly if it is wet or sticky. Schmidt suggested some operations might have to do more than one visual inspection per day depending on what is being processed. Build-up can take out rollers or head/tail pulleys. It can rip up belting and cause tracking problems as well – so it's easy to see how it wouldn't take long to cause damage to a cone crusher. Build-up in the discharge area can also cause wear.

- Once again, fluid contamination (fuel, hydraulic and oil/lubricants) was brought to the forefront of crusher maintenance procedures. Schmidt suggested any bulk fluids going into storage tanks should be pre-filtered when stored and again when servicing equipment. He mentioned that as emission standards drive engine producers to manufacture cleaner engines (Tier 3, interim and 4 Final), the fuel atomization is accomplished by very high-pressure injection systems. Dirt, dust, water or cross contamination in these systems will cause damage – extensive and expensive. One way to prevent this situation is to do routine analysis on maintenance fluids and fuel.

- Misapplication of equipment includes operating a crusher outside of the designated parameters. All crushers have limitations – capacity, feed size, closed-side settings, material being crushed and environmental issues. Misapplication can cause internal damage that won't manifest itself right away, so the failure occurs long after the initial damage.

- Do not wear the manganese liners beyond the scheduled replacement. Again, keeping an accurate log (amp draw or bowl float) and daily visual inspections will assist in this task. Schmidt said, according to manufacturers, a manganese liner should be considered worn out when its weight equals 40 - 60 percent of when it was new.

Since it is not practical to stop operations and weigh the liners mid-lifecycle, he suggested keeping track of weight before and after replacement so you can get an idea of the lifespan of the liners for your particular application.

- Inspect discharge and feed areas. If the discharge belt is not running, the crusher will fill and get plugged with material – and often times, the operator cannot see the discharge belt. Schmidt recommended having adequate clearance for the material to exit and transition to the discharge belt. He

also recommended keeping the feed height into the crusher at a minimum and to be sure it is centered, stating that a rock box or ladder may be necessary to ensure this. If a blockage does occur, Schmidt said an operator should never restart the crusher without a thorough inspection inside to verify any damage or trapped material between the wedge-plate (eccentric) and cone head. He said they should turn freely of each other with consideration given to the anti-spin mechanism.

- Keeping daily records is key (refer to Part I). Things suggested to track include normal operating temps, lube oil flow (gpm), lube oil filter restriction, crusher coast downtime from shutdown, running amps when empty and amounts of oil used or added. By doing this, PMs can be identified and planned for before a failure occurs.

- Be aware of cold weather start-up issues where applicable. Schmidt mentioned one of the advantages to operating a machine equipped with roller bearings (such as the brand he represented) is the ability to operate within wider temperature ranges, requiring a minimum amount of oil flow in order to begin crushing – not a minimum operating temperature. A few hints offered to facilitate quicker start times in colder climates included placing a tarp or slab of plywood over the crusher opening to retain heat, change to synthetic oil when possible (always check with the manufacturer or operating manual first) and install or use an oil recirculating kit.

- Lastly, Schmidt recommended using the correct lube oil. Don't go cheap concerning the lifeblood of our machinery. Follow the OEMs' recommendations for types and brands. For cones with roller bearings, making sure the product is equipped with the EP (extreme pressure) additive package is critical.

Many of the points Schmidt made during the presentation are common sense-based and are hopefully not only being put into practice but have become part of the work routine. The main take-away from the presentation is the importance of preventative maintenance and record keeping, helping you to become intimately acquainted with the equipment. It sounds cliché, but it is a good life practice – if you take care of your equipment, it will take care of you. In the case of aggregate production, it will protect your large investment and provide a good living for you and your crew. ■



*Schmidt recommended keeping the feed height into the crusher at a minimum and to be sure it is centered.*





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## Aggcorp Equipment Systems

22800 Lakeland Blvd., Euclid OH 44132

**216-732-8992**

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Travis Vance

## On the front lines with Fisher Phillips

by Travis Vance and Pamela Williams



Pamela Williams

### Top 10 Most Frequently Cited OSHA Standards, 2018 Edition

While it is not comparable to David Letterman's Top 10 lists, at a recent industry gathering, OSHA announced its annual top 10 violations for fiscal year 2018 (Oct. 1, 2017 through Sept. 30, 2018). For those who have followed these lists in past years, there is a substantial amount of overlap, but also new standards that have not made the list in the past.

Without further ado, the list is:

**10.** Personal protective and lifesaving equipment – eye and face protection – construction industry. 29 C.F.R. § 1926.102. OSHA cited employers for 1,536 violations for this standard in 2018. This standard is new to the list this year.

**9.** Machine guarding – general industry. 29 C.F.R. § 1910.212. OSHA cited employers for 1,972 violations for this standard in 2018. Like lockout/tagout, this is a perennial member of the top 10 list.

**8.** Fall protection – training requirements for construction industry. 29 C.F.R. § 1926.503. OSHA cited employers for 1,982 violations for this standard in 2018. When OSHA cannot cite the employer for another violation, the agency loves to see if it can find a training violation. This is especially common in cases of employee misconduct resulting in an accident: OSHA cannot prove employer knowledge of the accident, but they claim the accident happened because the employee was trained improperly. Having robust training records can mitigate against the risk of OSHA snooping around for a violation simply because an accident has occurred.

**7.** Powered industrial trucks – general industry. 29 C.F.R. § 1910.178. OSHA cited employers for 2,294 violations of this standard in 2018. This is another common target for OSHA inspections due to the high risk associated with operating forklifts and other PITs. Common citations include not having certified drivers and failing to re-certify drivers every three years.

**6.** Ladders – construction industry. 29 C.F.R. § 1926.1053. OSHA cited employers for 2,812 violations for this standard in 2018. Another fall protection-related standard...see a pattern?

**5.** Lockout/tagout – general industry. 29 C.F.R. § 1910.147. OSHA cited employers for 2,944 violations for this standard in 2018. This standard is a perennial favorite for OSHA and has appeared on the top 10 list consistently over the years.

**4.** Respiratory protection – general industry. 29 C.F.R. § 1910.134. OSHA cited employers for 3,118 violations for this standard in 2018.

**3.** Scaffolds – construction industry. 29 C.F.R. § 1926.451. OSHA cited employers for 3,336 violations for this standard in 2018. This standard goes hand-in-hand with fall protection requirements, which is a major reason for OSHA's focus here.

**2.** Hazard communication – general industry. 29 C.F.R. § 1910.1200. OSHA cited employers for 4,552 violations of this standard in 2018. The HAZCOM standard is long and detailed with specific requirements, creating a number of potential pitfalls for employers, including everything from substantial training requirements to maintaining safety data sheets (SDSs) and chemical lists.

**1.** Fall protection – general requirements for construction industry. 29 C.F.R. § 1926.501. OSHA cited employers for 7,270 violations of this standard in 2018. OSHA's focus on fall protection makes sense, as falls are the leading cause of deaths at construction sites.

Employers should take away from this list that fall protection remains the number one concern for OSHA, as four of the top 10 relate directly to this hazard. Similarly, known high risk areas of employment, including lockout/tagout and machine guarding, remain perennial concerns for OSHA. Take advantage of this information to refocus your efforts on maintaining a robust safety program at your workplace.

Travis Vance is a partner in the firm's Charlotte office. He can be reached at [tvance@fisherphillips.com](mailto:tvance@fisherphillips.com) or 704.778.4164. Pamela Williams is a partner in the firm's Houston office. She can be reached at [pwilliams@fisherphillips.com](mailto:pwilliams@fisherphillips.com) or 713.292.5622. Visit their website at [fisherphillips.com](http://fisherphillips.com).





# Terex Finlay celebrates 60 years of “Passion & Innovation”



by Jon M. Casey

The new, triple-shaft, 883+ triple-deck screen plant drew a lot of attention following the initial demonstration.

Photos by Jon M. Casey

**T**erex Finlay celebrated its 60th year in business by hosting their Global Dealer Conference at the Sawgrass Marriott Hotel and Convention Center in Jacksonville, FL on Nov. 14-16, 2018. On tap for the three-day event were more than 240 invited guests and company staff members from around the world. Countries represented included Great Britain, Australia, Japan, Turkey, Israel, India, Sweden, France, Canada and the US. Following a day of instructional presentations and a site visit to Duval Asphalt of Jacksonville for an afternoon of equipment demonstrations, Wednesday's evening consisted of a banquet followed by a Dealer Excellence Awards ceremony.

ny, hosted by Nigel Irvine, regional sales director. This year, dealers in 22 categories received honors. Among those, two high-achieving dealers received multiple awards. Leading the way was Finlay Scotland, LTD, who received three awards: Lifetime Contribution, Outstanding Achievement for Customer Support and Early Adopters of Innovation. The other multiple-award winner was Finlay Australia with two: Outstanding Achievement in Business Growth and the Training Excellence Award.

Leading off the morning's series of informational presentations, Terex Material Processing Division President Kieran

Hegarty welcomed attendees by highlighting Terex Finlay's 60th anniversary of manufacturing crushing and screening equipment. He said that the success of the company — founded by John Finlay in 1958 — was built on the people who build, sell and service the Terex Finlay branded products.

“The passion of the people in our dealer network who sell and service the equipment and who touch the people that work with our products on a daily basis is what we are celebrating over the course of the next two days,” he said.

Hegarty explained that the Terex company is made up of three divisions, the Aerial Work Platform Division, the Crane Division and the Materials Processing Division, of which Terex Finlay is one of 10 brands. These businesses are subdivided into crushing & screening, wood-bio and C&D recycling, mineral wash-

ing, paving and concrete, and the Fuchs material handling segments. In total, the Terex brand generates more than five billion dollars of annual sales worldwide.

## New Products and Product Development

Paul O'Donnell, Terex Finlay global business line director, headed up the day's technical presentations, which featured updates on equipment improvements, dealer support highlights and financial, marketing and sales tools available to dealers worldwide. New products include crushing equipment, screen plants and conveyor units. Dealer support improvements included advancements in the T-Link Fleet Management System and the development of the Omni® App for iPad, a tablet controlled operating system, which was demonstrated later in the day.

Other new equipment announcements featured the expansion of the conveyor line, which will include the addition of the TC-100, the TR-75 tracked radial stacker, and the TF-75L and TF-75H high and low feeder stackers, to the currently popular TC-65 and TC-80 conveyor line. Slated for introduction in 2020, the RT-140 36-inch by 140-foot telescopic radial conveyor will offer additional loading capabilities for situations like barge loading and refined plateau stockpiling.

Alan Witherow, Terex Finlay product manager who oversees new product development, highlighted the new products in the crushing and screening line that were introduced in 2018 as well as other products that are under development for introduction in 2019 and beyond.

New screen plants included the 684 three-deck inclined screen, the improved 883+ MKIV heavy duty screen and the 883+ triple shaft heavy duty screen. Improvements to the onboard conveyors and set-up changes on the 693 and 694 are in the works for introduction in later 2019.



Andy Rose, President of HiPoint Aggregate Equipment, LLC of Milford, MI (third from left), was one of 22 Excellence Award recipients at the Terex Finlay 60th Anniversary Global Dealer Conference in Jacksonville, FL.



Right:

Michael McGlinchey, Electrical Systems Manager, demonstrates Terex Finlay's new OMNI tablet-based controls while operating the I-120RS crusher in the distance behind him. The new OMNI system relies upon two cameras mounted on the crusher at the infeed and at the discharge end to help the operator monitor the crusher's production visually.

New in the crusher line, the J-960 was unveiled in mid-2018. This compact, direct drive machine is ideal for smaller jobs like C&D operations in a city environment. This unit can be set up and operating in 15 minutes. Jaw level sensors and stockpile level sensors are optional features available on the J-960.

The J-1160 jaw crusher and the J-1170 direct drive jaw crusher were also introduced in mid-2018. The I-120 and I-120RS impactors were released as next generation, mid-sized crushers that offered increased material flow and with the RS model, a quick-change, two-deck screen with return conveyor for increased production, especially in recycling applications.

New crushers in the works include the LJ-5139, a large jaw crusher with hydraulic adjust jaw and all-electric drives. This unit will be powered by a 540 HP diesel CAT or Scandia engine to power the electric motors. The jaw will be electrically driven so that on-site electrical power can be used to operate the machine. When needed, the onboard power can be used. Additionally, a new C-1550 MKII cone crusher and J-1175 MKIII are in the works for targeted launch in 2021.

#### Afternoon Equipment Demonstrations

Considerable work and detail went into the field demonstrations held at the Duval Asphalt Plant in southeastern Jacksonville. On site, Terex Finlay crews operated crushing and screening equipment for the five busloads of attendees, featuring an I-140 and an I-120 RS impact crusher, J-960, J-1160 and J-1170 jaw crushers, and a C-1545 cone crusher on static display.

Screen plants at the demo site included the 684 triple-deck, the 674 inclined screen and two versions of the 883+ heavy duty screen, the new 883+ MKIV model and the 883+ triple deck/triple shaft unit. A TC-80 tracked conveyor moved material following screening through the 883+ triple shaft screen plant. For additional information visit the Terex Finlay Facebook page or [terex.com/finlay](http://terex.com/finlay).



Curious attendees stand atop the C-1545 Tracked Cone Crusher to get a better look at the inner workings of the machine.



At the first demonstration of the afternoon, attendees gather around the I-120RS crusher as it reduces stockpiled asphalt material into a consistent, reusable product.



During a break in the demonstrations, Brian Pauley (L) discusses new equipment opportunities with Sertac Varol, Terex Finlay dealer from Istanbul, Turkey.



## Multiple crushing and screening spreads impress at McCloskey dealer open day event



Over 27 McCloskey Dealerships attended the event, representing 21 countries where McCloskey equipment is sold.

Photos courtesy of McCloskey International

**M**cCloskey held its first multi-spread demonstration event at King Bros. Quarry in Co. Armagh, Northern Ireland on Thursday, Nov. 1, 2018, highlighting the power of the equipment working together. The demonstrations were an integral part of events tailored to familiarize both new and established dealers with the versatility and productivity of McCloskey's latest products.

More than 70 attendees enjoyed guided tours to inspect and watch the spreads at work and have the opportunity for questions and answers with McCloskey experts. The event also featured factory tours of the Granville and Killyman facilities and a Dealer Forum at Clonoe over the two-day event.

For the demonstrations, the equipment was arranged in productive combinations of crushing, screening and stacking, with one dedicated to showcase the newest compact crushers on the market. Material varied over the three spreads, showing the superior end product delivered in two key applications including demolition material and crushing blasted rock.

The first demonstration featured a J44 jaw crusher, a C38 cone crusher, a 100' stacker and an S190 Triple Deck screener. The jaw was fed 600 x 600 mm blasted rock, producing output sizes at 3-4 inch minus. This was fed into the cone, which due to its high crushing ratio, output high quality material at 24mm minus. The material was then fed to McCloskey's iconic S190 Triple Deck screener to deliver four products ranging from 22mm+ oversize to 12mm minus fines. The power of the jaw and cone crushers working in tandem, along with the S190 and a 100' stacker feeding material from the base of the quarry face to the S190 above, allowed dealers to observe the process from beginning to end for aggregate customers.

The second demonstration area featured the J45 jaw crusher feeding crushed aggregate into the rugged and productive R155 reclaimer. The J45 material was fed in at 500 mm minus and output 4-5 inch minus to the screener, which then stockpiled three products ranging from 80mm+ to 30 mm minus fines.

The powerful new compact crushers, the I34R recirculating impact crusher and the J35 jaw crusher, were showcased in the third demonstration area at King Bros. Quarry. The new crushers are able to nimbly move around tight spaces while crushing, are easily transported site to site and are uniquely suited to a number of applications including aggregates, C&D and recycling.



The demonstrations were an integral part of events tailored to familiarize both new and established dealers with the versatility and productivity of McCloskey's latest products.

Kirwan Barr, director of Australian dealer MSC Group, noted, "We thoroughly enjoyed the event. The quarry demo was a perfect showcase of McCloskey equipment in action, particularly the performance of the new compact crushers. The factory tours highlighted the attention to detail and superior workmanship we have come to expect from McCloskey, and the presentations during the Dealer Forum were very informative and educational.

"We are deeply appreciative for the opportunity King Bros. gave us to demonstrate our equipment at their quarry. The perfect weather, combined with this perfect venue, made the event a resounding success on every level. We extend our sincere thanks to them, as well as to all those who joined us. We were delighted with the turnout," said Steve Walls, McCloskey International Sales Director. "The demonstrations, coupled with the Dealer Forum, have set a new model for us to assist dealers in developing and delivering high productivity solutions for customers."

Over 27 McCloskey Dealerships attended the event, representing 21 countries where McCloskey equipment is sold.



A high production J45 feeds the R155 reclaimer.



Compact crushers I34R and J35 work independently with one loader.



# EPA and Army propose new “waters of the United States” definition

WASHINGTON, D.C. — The U.S. Environmental Protection Agency (EPA) and the Department of the Army have proposed a clear, understandable and implementable definition of “waters of the United States” that clarifies federal authority under the Clean Water Act. Unlike the Obama

Administration’s 2015 definition of “waters of the United States,” the Dec. 11, 2018 proposal contains a straightforward definition that would result in significant cost savings, protect the nation’s navigable waters, help sustain economic growth and reduce barriers to business development.

“Our proposal would replace the Obama EPA’s 2015 definition with one that respects the limits of the Clean Water Act and provides states and landowners the certainty they need to manage their natural resources and grow local economies,” said EPA Acting Administrator Andrew Wheeler. “For the first time, we are clearly defining the difference between federally protected waterways and state protected waterways. Our simpler and clearer definition would help landowners understand whether a project on their property will require a federal permit or not, without spending thousands of dollars on engineering and legal professionals.”

The agencies’ proposal is the second step in a two-step process to review and revise the definition of “waters of the United States” consistent with President Trump’s February 2017 Executive Order entitled “Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the

‘Waters of the United States’ Rule.” The Executive Order states that it is in the national interest to ensure that the nation’s navigable waters are kept free from pollution, while at the same time promoting economic growth, minimizing

EPA 16



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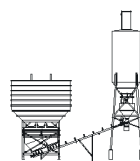
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# Metso to expand the NW Rapid crushing unit range

Metso is introducing new higher capacity models to its popular wheel-mounted Metso NW Rapid™ series. In addition to the bigger jaw crusher model, the NW Rapid units are now available with a variety of most robust cone crushers, including the first model with the MX™ crusher. Easily transportable using standard prime movers, over a thousand NW Rapid models have already been sold.

Planning a crushing and screening process can typically take months. Additionally, it's often difficult

for aggregates producers to move their largest equipment from site to site. NW Rapid is the market's first wheel-mounted crushing unit that can be delivered in standard containers from the factory as well as easily moved from one site to another using standard prime movers. The flexibility of the concept allows producers to profitably offer their customers contracts of various sizes.

Besides portability, other advantages of the NW Rapid models include quick set-up and best-in-class

production capacity. NW Rapid has been designed so that it can be set-up and dismantled in 24 hours. The 11 predesigned layouts make planning the crushing process significantly faster. The solution consists of modules that can be used to create a variety of combinations as needed.

"A large share of our customers supply aggregates for public infrastructure projects that can last from a few months to a couple of years. Depending on the project phase, our customers must have the ability to offer also very high capacity. The new NW Rapid models enable production capacity to temporarily be increased up to 500 tons per hour, which is equal to the capacity of a fixed plant. Because of the flexibility, customers can better respond to short-notice orders and can accept contracts that couldn't be carried out with the traditional fixed solutions," says Julius Mäkelä, Metso's Director of Portable and Modular Solutions.

The NW Rapid series models are electric driven and they have Metso's ICTM Series crushing automation as a standard feature. Additionally, the NW Rapid units can be connected to the Metso Metrics remote monitoring service, which allows central monitoring of the entire crushing fleet's production and energy consumption.

## New Rapid models spark interest around the world

The NW Rapid series is ideal for producing high-quality end products with multistage crushing and screening units. Now, the NW120™ Rapid jaw model will



*Rapid models enable production capacity to temporarily be increased up to 500 tons per hour, which is equal to the capacity of a fixed plant.*



*NW Rapid is the market's first wheel-mounted crushing unit that can be delivered in standard containers from the factory as well as easily moved from one site to another using standard prime movers.*

*Photos courtesy of Metso*

be joined by the screen-equipped NW330GPS™ and NW300HPS™ cone crushers. The NW4MXS™ is the latest introduction to the series and brings the MX4™ Multi-Action cone crusher, launched in 2017, to the integrated crushing solution for the first time.

Serial production of the NW4MXS will start in the second half of 2019. For other models, factories are already working to bring new machines to customers globally.

The NW Rapid series has sparked great interest. More than 1,000 units have

been sold since 2015.

"The demand for Metso's crushing and screening plants has been growing in recent years, and, in fact, NW Rapid has quickly become one of our most popular solutions especially in fast-growing markets like India, where urbanization and huge public infrastructure projects have accelerated growth of the aggregates sector. Because of the flexibility and cost-efficiency, NW Rapid is of interest also in several other markets: the equipment has already been sold to more than 20 countries," says Renaud Lapointe, Senior Vice President, Business and Product Management for Aggregates Equipment at Metso.

For additional information about NW Rapid products, visit our website.



*NW Rapid has been designed so that it can be set-up and dismantled in 24 hours.*

## EPA from 15

regulatory uncertainty and showing due regard for the roles of Congress and the states under the Constitution.

"EPA and the Army together propose this new definition that provides a clear and predictable approach to regulating 'waters of the United States.' We focused on developing an implementable definition that balances local and national interests under the Clean Water Act," said R.D. James, Assistant Secretary of the Army for Civil Works. "I have heard from a wide range of stakeholders on Clean Water Act implementation challenges. This proposed definition provides a common-sense approach to managing our nation's waters."

The agencies' proposed rule would provide clarity, predictability and consistency so that the regulated community can easily understand where the Clean Water Act applies—and where it does not. Under the agencies' proposal, traditional navigable waters, tributaries to those waters, certain ditches, certain lakes and ponds, impoundments of jurisdictional waters and wetlands adjacent to jurisdictional waters would be federally regulated. It also details what are not "waters of the United States," such as features that only contain water during or in response to rainfall (e.g., ephemeral features); groundwater; many ditches, including most roadside or farm ditches; prior converted cropland; stormwater control features and waste treatment systems.

The agencies believe this proposed definition appropriately identifies waters that should be subject to regulation under the Clean Water Act while respecting the role of states and tribes in managing their own land and water resources. States and many tribes have existing regulations that apply to waters within their borders, whether or not they are considered "waters of the United States." The agencies' proposal gives states and tribes more flexibility in determining how best to manage their land and water resources while protecting the nation's navigable waters as intended by Congress when it enacted the Clean Water Act.

Robust, publicly accessible data is also a key component of common sense, cost-effective environmental protection. In response to requests from some states, EPA and the Army are exploring ways the agencies can work with federal, state and tribal partners to develop a data or mapping system that could provide a clearer understanding of the presence or absence of jurisdictional waters.

The agencies invited written pre-proposal recommendations and received more than 6,000 recommendations that the agencies have considered in developing this proposal. The agencies listened to those directly affected by the regulations and this proposal balances the input the agencies received from a wide range of stakeholders.

The agencies will take comment on the proposal for 60 days after publication in the Federal Register. EPA and the Army will also hold an informational webcast on Jan. 10, 2019, and will host a listening session on the proposed rule in Kansas City, KS, on Jan. 23, 2019.



## Haver & Boecker offers conversion kit for older Tyler H-Class vibrating screens

ST. CATHARINES, ONTARIO — Haver & Boecker now offers a conversion kit for older model H-Class vibrating screens. H-Class models V-50 and older can be updated to the current V-85 H-Class model to reduce operating noise to levels below 100 dBA, gain better control over the running frequency and decrease maintenance costs by as much as 50 percent.

The H-Class's modular design uses pre-engineered components which allows the machine to be easily configured based on an operation's requirements. The machine is effective for screening hot materials, such as phosphate, potash and asphalt. The V-85 conversion kit can be installed in one day. The package includes the heavy-duty welded bridge, A/C drives, controls and optional rubber dust covers for hot or cold applications.

"As an industry leader, we offer our customers an array of services and upgrades to improve their equipment and add value to their processes, which is why we offer conversion kits," said Karen Thompson, Haver & Boecker Canada president. "A conversion helps reduce maintenance for our customers and improve their ROI."

Prior to beginning the conversion process, the machine will be evaluated by a Haver



The package includes the heavy-duty welded bridge, A/C drives, controls and optional rubber dust covers for hot or cold applications.

Photo courtesy of Haver & Boecker

service technician to determine if it is eligible for an upgrade. The conversion process

begins by removing the entire interior portion of the machine, including the screen media, brackets, post and center strips. Once removed, the interior is cleaned and prepared for the new deck. New deck brackets are installed and adjusted to the correct level. The vibrating center strips can be upgraded using silicone liners to handle higher temperatures. Tensioning hardware is also updated, as well as the variable frequency speed unit (VFD), to provide optimum screening efficiency.

H-Class V-85 machines are safe for use in unreinforced structures since movement is confined to the media, which moves with a fast, small stroke to screen materials through openings ranging from 3/16-inch to 80 mesh. The upgraded machine offers two variable speeds: the Running cycle operates at 42 to 48 Hertz to screen particles and can be modified to an operation's specific needs, while the short Burst cycle increases the vibratory motion to 60 Hertz to clean the screen, preventing blinding and increasing productivity.

For more information on the H-Class V-85 machine or to see if your machine is eligible for a conversion, send an email to [info@havercanada.com](mailto:info@havercanada.com).

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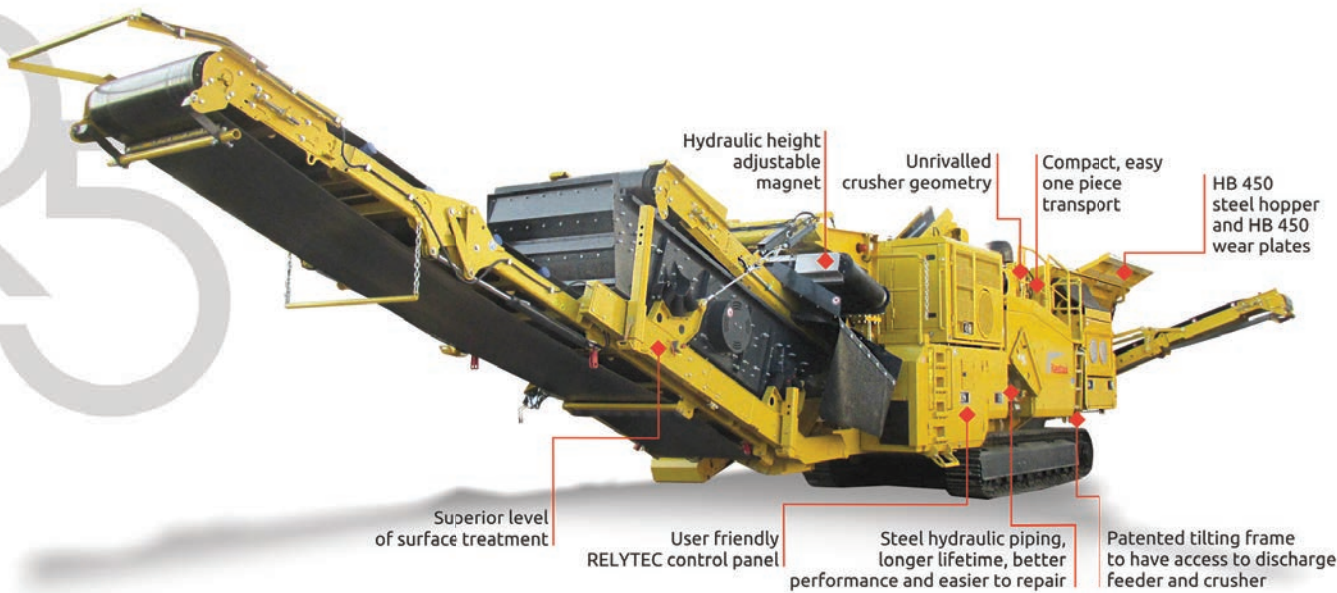


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## Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

### Hey Prairie Dawg, “What is a ‘secondary’ crusher?”

What does it mean when we refer to a rock crusher (either an existing unit in a plant's layout or possibly a new-to-the-operation unit) as a “secondary crusher”? Does this mean it is the second crusher purchased or maybe just a backup to the main one? Is a secondary crusher smaller in size and considered less productive in what it is capable of crushing? Let's take a more in-depth look at this generic term of “secondary crusher” to determine what best defines this unit.

Secondary crushers are generally the workhorse of the crushing circuit and usually have the most material entering the crushing chamber for the second opportunity to produce the desired sized material — sometimes even getting a recirculated load of oversized particles for a third opportunity until it is sized to shake through the screen cloth media of the crushing circuit. This small opening is usually 3/4" to 1" square so anything larger gets a third or tertiary run through if this circuit is a recirculating loop or closed loop circuit.

Because of large production demands on the secondary crushers, it is not uncommon to see them using single and twin electrical motor drive packages exceeding 400hp and beyond. The cone crusher, which is defined by the shape of its crushing chamber, is recognized by some as being the most popular crusher designed for secondary crushing today. This massive horsepower is required to keep the eccentric crushing actions often found in the cone crusher moving in almost a hula-hooping action, creating a pocket for the larger material to easily enter under a gravitational effect, filling the chamber so when

the gyration occurs the material is pinched and compression-crushed most efficiently. This hula-hooping action and the specifically designed shape of the manganese sacrificial wear liners has evolved greatly due to manufacturers and wear parts providers using collected data and material samples to produce an almost perfect particle shape — making today's aggregates far stronger in concrete and asphalt mix designs than ever before.

Both styles of high-speed impact crushers are also used as secondary crushers depending on the inside components the machine is dressed out with or how it's configured to operate. The horizontal shaft impact (HSI) crusher is often used as a secondary crusher in a concrete or asphalt recycling applications, where vertical shaft impact (VSI) crushers are used as secondary crushing resources, mainly in virgin aggregate materials crushing applications. Either way, both of these machines can be utilized in multiple configurations and applications. The cone crusher has similar flexibilities under specifically controlled feed conditions and temperature ranges.

Roll crushers also offer a very positive secondary crush finished product and are often used in a single-pass configuration where the material being crushed is grabbed and pulled between two rigid set points, allowing for a minimal amount of oversized material to get through uncrushed. This process is more or less a pulverizing of the material between two or three large-diameter steel wheels that can be surfaced with many different styles of

PRAIRIE 20

### Caterpillar's smallest rotary blasthole drill features flexibility, transportability and performance

The new Cat® MD6200 Rotary Blasthole Drill is designed as a production drill with the flexibility to do pre-split drilling — all in a package that is Caterpillar's most transportable rotary drill yet. The versatile MD6200 is designed to perform rotary or DTH drilling in single-pass or multi-pass modes and can drill holes of 127 - 200 mm (5.0 - 7.87 in) in diameter.

The MD6200 offers the ability to drill at a negative angle up to 15 degrees, which enables matching the slope of the highwall for pre-split drilling. The result is cleaner highwalls with less waste material going to downstream operations. For traditional production drilling, the mast can tilt from vertical out to 30 degrees. The operator can adjust the mast angle in increments of five degrees from the touchscreen in the cab — with no special setup required.

#### Transportable and maneuverable

The MD6200 can be transported over the road with the mast on, so it can simply roll onto a truck when it's time to move to another site. The new drill also has the smallest shipping envelope of any drill in its class. In some configurations, parts outside the shipping envelope can be removed without the use of lifting tools, allowing two

people to prepare it by hand for shipping.

The drill also offers best-in-class maneuverability. Its compact working envelope and powerful undercarriage get it into position faster, reducing the time spent accessing drill patterns and moving between holes. The Cat 336 excavator-style undercarriage provides superior durability, tractive effort and drawbar pull.

#### Integrated Cat power train and electronics

A Cat C18 engine powers the drill and is rated to meet the needs of any mine site. It is available in U.S. EPA Tier 4 Final configuration and in U.S. EPA Tier 2 equivalent configuration to suit regional needs. The Cat power train delivers high efficiency and reliability.

Both high pressure and low pressure compressor configurations offer variable volume air control, perfectly matching the compressor output to the drill tool and application needs. The system also lowers stand-by pressures while the machine is idle, further improving fuel efficiency.

Proven Cat electronics control the MD6200 and offer technicians the same architecture used on other Cat machines. Integrated machine protection features and

CATERPILLAR 20



**CATERPILLAR from 19**

interlocks help keep operators safe and the machine up and running by preventing potential failures and operating errors.

With Product Link™ Elite, drill health metrics are easy to download and managers can track drill performance in real time. The MD6200 electronics also provide a platform for automated controls.

Ergonomic cab and automation options

The MD6200 is designed to promote operator comfort and productivity. The cab offers ergonomic controls, which help the operator remain productive and efficient through the entire shift. Optional upgrades, such as a heated, ventilated seat with heavy-duty suspension and dual-pane glass, help operators stay comfortable.



*The operator can adjust the mast angle in increments of five degrees from the touchscreen in the cab — with no special setup required.*

*Photos courtesy of Caterpillar*

**PRAIRIE from 19**

grabbing ridges or shapes to help with productivity and consistency.

Secondary crushers came to life with rudimentary mechanical technology and an extreme amount of casting weight to combat the forces the machine faced in fracturing hard-rock stones, whether natural alluvial or shot rock-blasted quarry grade. The same basic-design crushers have become more productive and longer lasting due to the addition of some computer-controlled hydraulic features that adjust and track crushing pressures and temperature cycles, allowing the crushers to be operated to their maximum efficiencies — all while having maximum protection against failures and unexpected breakdowns.

The constant desire to push productivity and continued improvement upon innovative features and inventiveness of secondary crushers will continue to create many other forms of crushing and processing markets in the future. This ongoing desire by many manufacturing groups of developing their own secondary crushing markets will only help keep improving the existing machines as we move forward. As the population and communities continue to grow, so will the need for more aggregate material production.

*If you enjoy these random aggregates and quarrying equipment-based subjects, tune back in for more topics to come. 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? Email Tim Holmberg at [prairiedawg@pdpractical.com](mailto:prairiedawg@pdpractical.com) or visit [demiequipment.com](http://demiequipment.com).

Simply write me a letter and we will send you a T-shirt or ball cap: Tim Holmberg / 2915 Idea Ave. / Aberdeen, SD 57401



*The compact working envelope and powerful undercarriage get it into position faster.*

Multifunction joystick controls and touchscreens are intuitive to use, and three standard cameras give the operator awareness of the work area.

Cat technology options make the MD6200 even more productive and efficient. Drill Assist offers a number of automated functions, including auto level, auto retract jacks, auto raise and lower mast and auto

drill. The drill depth monitoring system helps to reduce over- and under-drilling — to optimize productivity and fragmentation.

The MD6200 is also ready for Cat Terrain for drilling, which uses state-of-the-art guidance technologies to help operators drill holes in the exact locations specified by the plan, resulting in smoother, safer and more efficient blasting.



*The cab offers ergonomic controls, which help the operator remain productive and efficient through the entire shift.*




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# Make your sites safer in colder temps

Winter brings a new set of safety challenges to construction. Ice, snow, wind, freezing temperatures and poor visibility — all add

ceive training on safe winter operating procedures. When possible, let them practice navigating slippery roads and surfaces in emp-

tures are above freezing.

- Always check the weather before a shift and prepare for the worst. Wear fast-drying clothing and bring extra

ness or tingling. While enclosed cabs can provide protection from the elements, frequent trips in and out can make it difficult to



OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions receive training on safe winter operating procedures.

risk. If you experience winter in your location, think about prepping these three aspects of your business: your team, your equipment and your site.

## Train the team

OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions re-

ceive training on safe winter operating procedures.

Make sure your training also includes information about hypothermia. Key points to emphasize:

- Hypothermia strikes when the core body temperature drops below 95 degrees F. It can happen even when air tempera-

tures are above freezing.

- Fuel the body furnace. Keep extra snacks on hand and eat often if temperatures drop.

- Hypothermia can be difficult to recognize. Early warning signs include shivering, blotchy skin, blue fingers and toes and numb-

layers for warmth and rain protection.

- The early stages of hypothermia can be mitigated by getting the person warm and dry as quickly as possible. If symptoms persist, call an ambulance or get them to the nearest medical facility.

## Evaluate the equipment



Hypothermia strikes when the core body temperature drops below 95 degrees F.

To prepare machines for winter, make sure all preventive maintenance is up-to-date. Take care of minor repairs and install the correct fluids and filters in all components. Keep batteries fully charged and tires properly inflated. Before startup, remove snow and debris from tires or undercarriage. Inspect for leaks and loose connections. Check all dipsticks to confirm fluid levels and viscosity. Don't start an engine unless the oil drips off the stick. In extremely cold temperatures, consider using a block heater or room-temperature starting fluid to power up the engine. Let the machine reach operating temperature before work begins. And be sure to fill the fuel tank at the end of every shift.

## Scout the site

The work environment

also needs special attention during the winter months. Keep driving and pedestrian routes free of ice and snow. Be aware that visibility is often reduced on wintry days and snow can hide hazards. Add extra lighting, mark active work zones with highly visible signs and use cones or barricades to delineate risky areas. If machines are not being used, get them off the site and into storage where they'll be out of the way and protected from the elements.

## Ready, set, snow

Cold weather can take a toll on your business, but the work goes on. Be ready to run safely and efficiently all winter long by taking some simple steps now to prepare your people, equipment and site. Get tips about winter fleet maintenance at [Catallday.com](http://Catallday.com).

## NSSGA announces creation of new division

ALEXANDRIA, VA — The National Stone, Sand & Gravel Association (NSSGA) recently announced an agreement with the National Industrial Sand Association (NISA) to create a new Industrial Sand Division (ISD) of NSSGA. Members of NISA will form the nucleus of NSSGA's Industrial Sand Division.

"NSSGA members have long known the value of coming together as an industry for effective representation of our priorities," said NSSGA Chairman Randy Lake, CRH American Materials. "Formalizing this partnership will only strengthen our collective position and increase our effectiveness to make real improvements on policies where America relies on aggregates and industrial sand."

Formed in 1936, NISA has represented North American industrial sand companies. NSSGA serves as the leading voice for the aggregates industry, advancing public policies that protect and expand safe, environmentally responsible use of aggregates that are necessary to build America's infrastructure.

"Industrial sand operations produce, process and deliver industrial sand to a range of end users, including ceramics, glass, paint, oil and gas production and many others that touch our everyday lives," said NISA Chair Dan Gerber, Covia Corporation. "It just makes sense for our members to join with NSSGA to provide our perspective and resources toward the issues we share as an industry."

The Industrial Sand Division will have its own board of directors, and the ISD board's chair and vice chair will serve on NSSGA's Executive Committee. They will become involved in NSSGA's meetings and events, advocacy efforts and ROCK-PAC. The agreement is effective as of Jan. 1, 2019.

"We recognize that our industry voice is strongest when we are together, and today's announcement only furthers that ob-

jective," said NSSGA President and CEO Michael W. Johnson. "Creating the Industrial Sand Division for NSSGA provides the best of both worlds: bringing together the voice of industrial sand with the advocacy and representation NSSGA is known for with its members and policymakers. We look forward to working with our new members toward collectively delivering results for the aggregates and industrial sand industries."



# Cat® 990K aggregate handler boosts wheel loader production in rehandling applications

Caterpillar introduces the 990K aggregate handler, designed to handle greater payloads in aggregates yard applications. With as much as a 25 percent payload increase, as compared to the standard 990K Wheel Loader, the new Aggregate Handler enables customers to load trucks and railcars faster and to move more material in load-and-car-

ry and stockpile handling tasks.

The Cat® 990K aggregate handler has a payload of 22 tons (20 tonnes) and a full turn static tipping load of 96,426 lb (43 738 kg). Additional counterweight maintains machine stability and robust 990K structures ensure durability in the Aggregate Handler configuration. The loader makes best

use of general purpose and coal buckets for increased volume.

The 990K aggregate handler is available in standard lift configuration with 13.5-ft (4.1m) dump clearance and in high lift configuration with 15-ft (4.57m) dump clearance. Increased capacity and high dump clearance enable customers to load railcars and

large trucks with a better pass match for faster material handling at lower cost per ton.

The 990K aggregate handler complements the smaller 986K and 988K aggregate handlers in the Cat large wheel loader line. The aggregate handler, however, is not designed for use in quarry face or other shot rock applications.

## Building on the 990K

The new 990K aggregate handler is built on the proven features of the 990K wheel loader. The

particularly beneficial in load-and-carry work.

The operator station features the Cat Vital Information Management System,



The new Aggregate Handler enables customers to load trucks and railcars faster and to move more material in load-and-carry and stockpile handling tasks.

Photo courtesy of Caterpillar

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— Trey Poulson | Fairplay Gold Mine, CO

990K powertrain provides powerful operation with superior fuel efficiency. The Cat C27 engine powers the loader and delivers net power of 699 hp (521 kW). Lower engine speed helps drive economical fuel use. Additional fuel savings accrue with the ECO Mode (on-demand throttle), engine-idle shutdown system and engine-idle kickdown/auto-resume system.

The Cat exclusive, field-proven impeller clutch torque converter uses a lock-up clutch, providing direct drive to boost fuel economy, trim cycle times and reduce heat — especially in load-and-carry applications. The system allows operators to balance rimpull and hydraulic power for optimum loading efficiency. Positive-flow control implement hydraulics use a variable displacement, electronically controlled pump to precisely apportion oil flow based on operator control inputs.

A number of drivetrain options are available. The integrated axle cooling and ride control options are

VIMS™ 3G, which provides customizable operator profiles, a cycle timer and an integral Payload Control System, which provides on-the-go payload weighing. The graphical information display is easy to use and keeps key information in front of the operator. The Cat Comfort III seat provides integrated seat-mounted controls for smooth and comfortable operation. Transmission controls, integral with the STIC™ steering lever, allow convenient travel control.

The 990K is equipped with the Cat Vision rear-view camera system and in-cab display to show the operator the area behind the loader. The Cat Detect object detection system, available as an option, builds on the camera system with radars and in-cab software that provide notification to the operator when an object is detected within the radar coverage area. The systems are designed to enhance operator awareness, especially in congested loading areas.

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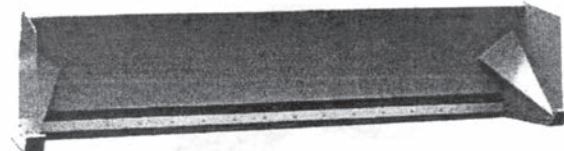
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# Women-owned Better Power Inc. looks to the future

by Courtney Llewellyn

Photo by Matthew Henry

**B**etter Power Inc. has been serving clients for over 20 years. In that time, the business has become one of America's largest generator wholesalers – and focused not just on the future of its enterprise but on the future of its employees as well.

Located in Brighton, NY, a suburb of Rochester, Better Power Inc. is both a certified Small Business Administration Woman-Owned Small Business (WOSB) and a New York State Women-owned Business Enterprise (WBE). The SBA program helps women-owned, small businesses compete for federal contracts and also works with federal agencies to increase contracting opportunities and achieve the government's 5 percent contracting goal for WOSBs. The New York WBE certification serves a similar purpose. The business has been owned and operated by Catherine S. Henn for over 20 years.

Better Power Inc. specializes in emergency standby generators and accessories for municipalities and other government entities and is a New York State Office of General Services (OGS) Contract holder.

Helping to keep Better Power Inc. at the top of the field and achieving positive economic results for a woman-owned business is Sarah VanStaalduinen, manager of government sales. She's been working for the business for over a year.

"As a member of the Better Power team, my mission is to act as a bridge of support and communication between our customers and suppliers," VanStaalduinen said. "We build

(and keep) valued relationships with our attention to detail, exceptional products and an expansive knowledge base."

VanStaalduinen started her career in the auto industry as a Toyota-certified technician for about four years. She worked at a dealership for 15 years. "I always loved working with machines," she said. "Generators have a lot of similarities to cars. Going to Better Power was a big opportunity for me, and I love learning. It's not cars, but it's engines and machinery."

In her role as manager of government sales, VanStaalduinen works with New York's OGS to coordinate with towns, villages, cities and counties that require generators. (Better Power Inc. works exclusively with Generac.) "Most municipalities have to search a state-offered database for generator suppliers. They call us and we provide an engineer who looks for certain power requirements and we determine the best fit for that site. We are a vendor/wholesaler," she explained. "We work with the engineers, not for them. We'll help build a generator that fits the needs based on the engineer's findings, then coordinate with installers. We are the center point of contact for everyone."

With offices in Rochester and Suffolk County, Better Power Inc. is located in areas that can successfully serve the entirety of New York State. The business does a lot of work with the New York State Thruway Authority and the state's Department of Transportation, according to VanStaalduinen, because they always need portable generators for the night work they do on the state's thousands of miles of highways.

with some counties and municipalities having more rigorous specifications than others.

"It's really interesting to see the process from start to finish. Every site, every customer has different needs," she said.

Better Power Inc. itself is different, mostly for the fact that six out of seven of the company's main employees are women. In addition to owner/CEO/CFO/CIO Henn and VanStaalduinen, there is Neffee Pinnock (dealer sales), Pat Faulkner (officer manager), Patty Ford (administrative assistant) and Nancy Kemp (staff assistant).

"When we received our WOSB certification in January 2018 it became a big attractor at shows, and we work with more people that way," VanStaalduinen said. "It brought the business up and it's been huge lately, especially through the New York State contract requirements." Much like the federal government, New York requires a certain percentage of all work contracts to go to minority- or women-owned businesses.

The certifications and the exposure gained from them seem to be working well for Better Power Inc. Testimonials on the business's site read "Our experience with Better Power could not be any better. Everything was done with extreme satisfaction" from the Fire District in Tonawanda, NY, and "I really appreciate all your hard work on this project and getting us our generator on schedule, please give your team a 'thumbs up'" from Pulaski County Special School District in Pulaski County, AR.

"We're primarily New York now, but we're looking to expand and keep growing the business," VanStaalduinen said.

To learn more, visit [www.betterpower.us](http://www.betterpower.us).



*In her role as manager of government sales, VanStaalduinen works with New York's OGS to coordinate with towns, villages, cities and counties that require generators.*

*Photo courtesy of Better Power*



"With EPA requirements, towable generators, especially Tier 4, can be a challenge," VanStaalduinen said. "People and businesses need towable generators to move site to site, but there can be a large lapse in time between when they are requested and when they are delivered. It can be hard to hustle. We need to poke and prod. Dealing with a massive influx of requests can be a challenge."

Another challenge she noted was dealing with the different regulations across New York,



# Bradford Construction's founder and president Sandra Wilkin number 87 on City & State New York's NY Women's Power 100

NEW YORK, NY – Bradford Construction's founder and president Sandra Wilkin was honored as one of City & State New York's NY Women's Power 100 at a networking reception Wednesday, Nov. 14 at the New York Academy of Sciences.

This is the inaugural list of New York Women's Power 100 for the publication, which has a series, Power 100, focusing on the most powerful people in different New York communities.

"As a long-time advocate for minority- and women-owned business enterprises, I am honored to be recognized by City & State New York in this prestigious list," Wilkin said. "Almost 20 years ago, I utilized my passion to punch through the concrete ceiling of the building industry and have worked tirelessly with others to tear down the walls."

The speakers for the breakfast included New York Lieutenant Governor Kathy Hochul and NYC Public Advocate and NYS Attorney General-Elect Letitia "Tish" James.

Wilkin was one of the hundreds in attendance at the prestigious breakfast event, among leaders in media, business, government, public affairs, academics and advocacy.

"It was empowering to be in a room with so many successful women and leaders in their respective fields," she said. "It is incredibly relevant at this time that City & State New York recognizes the many women who are the backbone of our community."

This is not the first recognition, nor will it likely be the last, for Wilkin, who has put her heart and soul into Bradford Construction Corporation, a leading award-winning business for construction management with a robust mentorship program for smaller businesses.

"I am incredibly passionate about giving back, and our mentorship program is already considered the leading firm for mentoring programs in the city and state of New York," she said. "I hope to continue to inspire other women in business to follow their passion through the opportunities we provide."

Bradford Construction recently collaborated with Velocity Architectural Services and Chu Engineering to form Bravo, an innovative, collaborative organization that provides services across sectors and markets to clients by bringing together small and medium businesses, allowing them to share resources and offer additional advantages to clients.

Crain's New York Business has called Wilkin, a leader in women-owned construction

firms, "a hard hat with style." She is the co-founder and past president of the Women Builders Council. She serves on Governor Andrew Cuomo's Minority and Women Owned Business Enterprise Team and New York City Mayor Bill de Blasio's MWBE Advisory Council. She was the first woman to serve on the Board of Governors of the New York Building Foundation. Wilkin was appointed to the City University Board of Trustees by Gov. Cuomo in 2016 and serves as the vice chair of facilities.



Icema Gibbs, Sandra Wilkin, Joni Yoswein, Michele Mirman, Laura Forese, Julie Menin and Sonia Ossorio.

Photo by Rita Thompson, courtesy of City & State

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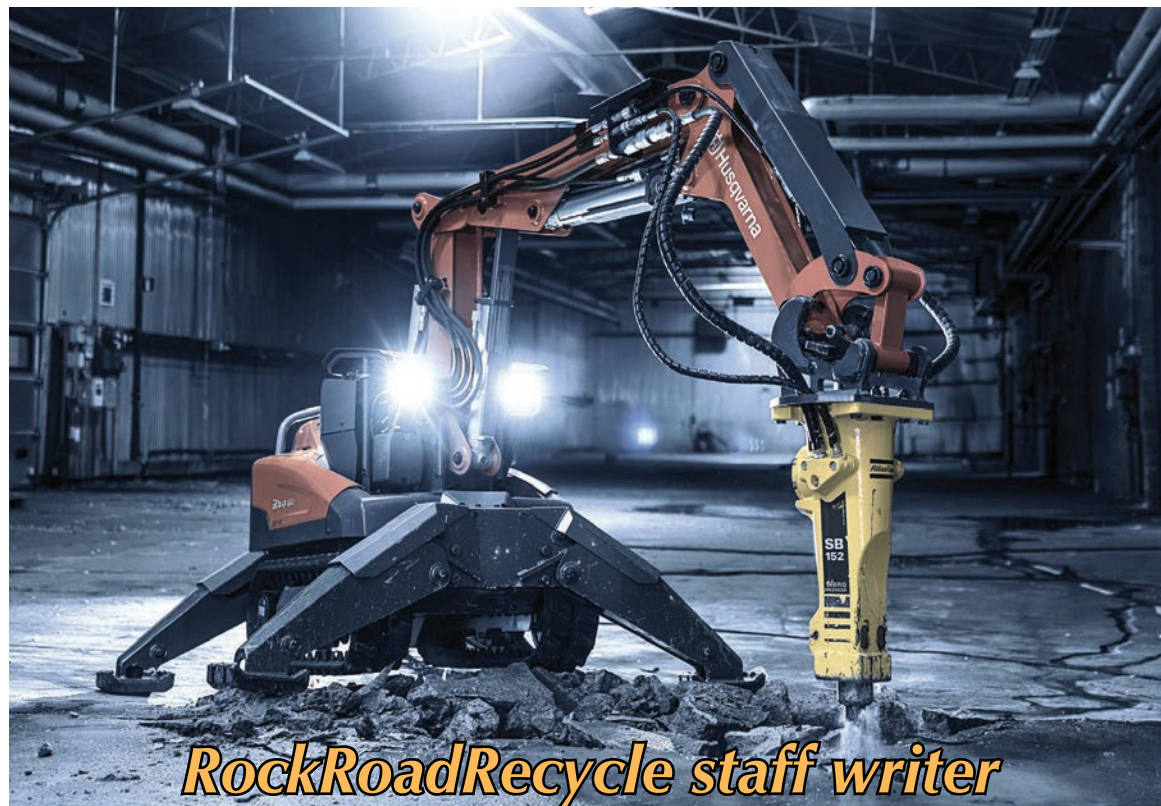


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*RockRoadRecycle staff writer*

In recent years the use of robots in construction has dramatically increased. Initially this was primarily in demolition projects, where compact automated equipment proved useful in a variety of tasks. Now, robots are being found in other construction applications.

Many construction tasks can be boring, dangerous and lead to operator health problems. Due to their repetitive nature, productivity can also be affected, and accuracy can be difficult to maintain. These factors and other challenges faced by construction businesses, have led directly to the development of ranges of construction robots which have proven effective in projects around the world.

Robots in construction provide benefits as they cut labor costs while improving the speed of production. In addition, since drilling and breaking (two of the most common uses for robots) can lead to dust or other particles being introduced into the air, the use of robots can lessen health risks for site workers.

#### Major growth area

The use of robots in the construction industry is forecast to grow considerably over the next five years according to recent research. Valued at \$76.6m in 2018, it is estimated the construction robot market will more than double in

size to \$166m by 2023 — growing at around 17 percent a year. The report, by MarketsandMarkets, states that growth will be mainly driven by factors such as demand for enhanced productivity, quality and safety.

The semi-autonomous segment is the largest currently, accounting for 67 percent of the overall construction robot industry, with common tasks for this type of equipment revolving around infrastructure monitoring as well as predictive and corrective maintenance. Labor shortages are also predicted to lead to the rise of working robots over the next five years. This particular market segment is expected to experience the highest levels of growth between now and 2023.

Regionally, it is reported that Europe is experiencing the greatest increase in the demand for construction robots, although that has not stopped companies in the U.S. from taking advantage of the benefits of the equipment. European use is attributed to the large facilities of various companies for the development and production of construction and demolition robots, the increasing number of government regulations and the growing need for the residential and non-residential construction projects.

#### World leaders in their field

Scandinavia has now become the global center for construction robots with Husqvarna and Brokk both producing ranges of tracked robots capable of numerous tasks. These robots have come a long way since first being introduced and now are powered by diesel or electric engines. They are of a compact size and programmable to undertake quite complex tasks.

Swedish company Brokk has been in operation for more than 40 years, with its offering being concentrated on remote controlled machines for safe, efficient, powerful and profitable use. The company's beginnings were focused in the demolition industry, but now the extensive product ranges have been adapted to new market demands, challenges and application areas. This has resulted in Brokk robots now being used in all areas of construction — from aggregates to tunneling and everything in between.

#### New developments

Two recent developments from Brokk show just how all encompassing the company's offerings are. At the compact end of the market, Brokk has recently introduced the Brokk

# Construction robots: science fiction now a fact of business

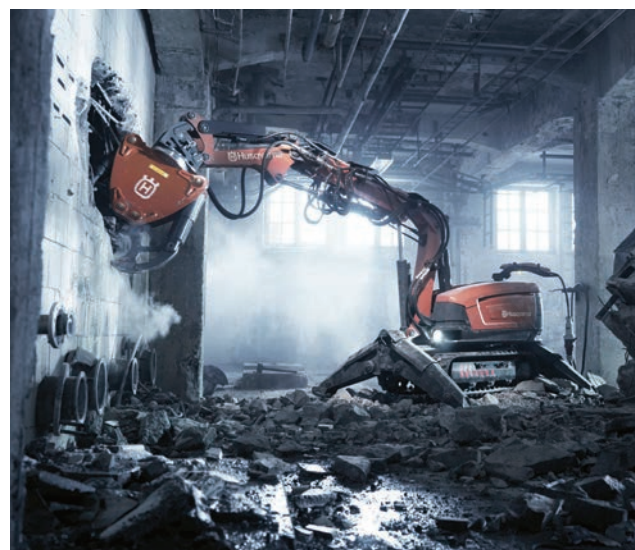


Left: One of Deep Trekkers "underwater" robots which have proven their worth on infrastructure projects.

120 Diesel Mark 2 — the world's smallest diesel-driven demolition robot. This compact machine can operate independently and untethered for over eight consecutive hours and effectively tackle the most demanding of jobs.



The attributes of the robots can be seen as a (Brokk) robot maneuvers underground in confined and dusty spaces.



A Husqvarna robot with ripper attachment on a demolition site.

The basic concept behind this little demolition robot is its compact size — 780mm wide (approx. 31 inches) — enabling it to enter through any standard door opening, making it easy to maneuver in tight spaces. Its low weight of 1,200kg (2,645 lb.) enables it to work on weak floors and is easy to transport to and from work sites. Powered by a compact but powerful diesel engine, it has a minimum of eight hours of operation without refueling, making it inde-





*A Brokk 500 working on an inner city construction site.*

pendent from any power source for at least a full work shift.

At the other end of the robot scale is the Brokk 500, which features enough power to use a breaker attachment. Launched at Conexpo 2017, the Brokk 500 adds 40 percent more breaking power delivering 1,500 joules (1106 foot-pounds) punch with each blow of the 700kg (1,543 lb.) hydraulic breaker. On top of that it adds further length to Brokk's signature three-part arm system, making it ideal for work where the extra reach is of importance.

The Brokk 500 also comes complete with the new intelligent electrical system – Brokk SmartPower™. This new smart electrical system is a key feature in facilitating the performance of the machine, as it maximizes the power output based on both environmental and operating factors. The system is uniquely designed for a tough operating environment with its components being either designed or modified to withstand difficult operating conditions.

Another Swedish company leading the robotic field in the construction industry is Husqvarna Construction Products. Part of the Husqvarna group, the company is a leading provider of innovative total solutions for cutting, sawing and drilling, surface preparation and remote demolition. Its equipment has been designed and developed to operate even when dealing with the most demanding of construction materials and environments.

The ethos of Husqvarna's robotic product development has been that when a job is too strenuous, challenging or too time consuming for human workers, its remote controlled three phase electric powered robots are the ideal workmates. Thus the Husqvarna DXR series of remote controlled demolition robots feature high power, low weight and functional design. They are said by the manufacturer to be the obvious choice for users who want maneuverable, yet highly powerful, stable machines with long reach.

The range of Husqvarna demolition robots consists of five basic models, ranging from the 15kW DXR 140 with 360°+ rotating arm to the 22kW DXR 310 with telescopic arm. Weights range from 985kg (2,172 lb.) to 2,020kg (4,453 lb.). With differing feature packages, the DXR range is available in 17 different variations, allowing customers to choose a configuration and optional extras to suit their specific needs.

The latter point is perfectly shown by the Husqvarna DXR 140, which possesses one particularly smart feature: the arm can rotate 360 degrees like a battle tank turret. This allows excellent reach, enabling users to work more efficiently without moving the robot once it's securely positioned on its outriggers. Featuring a wide and expanding range of attachable tools and accessories, Husqvarna's DXR machines are useful and efficient for virtually all heavy and hazardous work on any construction or refurbishing site. The Husqvarna robots have proven themselves ideal for breaking, crushing, shearing, digging, shoveling, grappling, surface removal and trenching.

#### Hydrodemolition specialists

Swedish company Conjet has developed a slightly different application for robots. The company formed in 1990, when the senior staff in charge of Atlas Copco's Conjet project purchased the organization and formed the independent company Conjet AB. The new company focused all its attention on the design, development and manufacture of robotic high-pressure water jetting equipment. Now exporting 95 percent of its turnover, the firm is considered to be the world's leading specialist in design, development and manufacture of remotely operated, computer-controlled hydrodemolition machines.

The Conjet robots range start with the Robot 327, which weighs just over one metric ton and has been developed to work in confined spaces and areas inaccessible to larger hydrodemolition machines. It passes easily through less than a 0.9m (3ft) wide opening. Different variations of tools and arms can be combined to match project needs. Beside the

arm and tool configurations, the high-pressure lance of Robot 327 can be equipped with either a single nozzle or a double nozzle assembly.

Conjet's largest robot is the Robot 557, which features what is said to be the latest technology in hydrodemolition. Combining reach with flexibility and equipped with a powerful diesel engine, the robot has proven to be an excellent tool for a variety of projects. It comes equipped with a flexible multi-purpose arm (MPA) and has the stability of an adjustable main body to create a versatile and compact robot with reach. Mounting a tower tool or mast kit on the robot can extend the vertical reach. These features have made it particularly useful when dealing with parking decks, bridges, high walls, tunnels, quays and docks.

#### Under water

An often-neglected area of construction — but one where robots are proving to be of great worth — is underwater. In particular, for routine inspections, which are the key to the long-term care and success of infrastructure. Underwater infrastructure routine inspections to check the integrity of a dam, bridge, reservoir, etc., were historically arduous and difficult. Often dangerous, divers are placed in hazardous situations for a task that is taken for granted on dry land. These inspections become more important over time, due to the effect water has on construction materials.

Canadian company Deep Trekker has developed a range of robots ideal for these applications — ROVs or remotely operated vehicles. The Deep Trekker DT340 Pipe Crawler product line, for example, is specifically designed to perform infrastructure inspections of pipeline systems. The pipe crawler is submersible up to 50m (164 ft), making it ideal for a variety of municipal inspection projects such as storm and sanitary systems. The system builds on the same principles of the Deep Trekker ROVs, but is specifically configured to crawl through pipelines with a live video feed of the pipe's integrity.

Deep Trekker's ROVs and pipe crawlers do not require an external power source such as a generator or topside box. They are equipped with powerful internal batteries specifically designed to provide extended operating life required for lengthy infrastructure inspection, maintenance and repair jobs. The ROVs and pipe crawlers have also proven to be highly valuable tools for construction projects in marine or underwater environments, coming equipped with a handheld controller which allows the operator to maneuver the inspection vehicle without having to enter the water. The controller is also easy to use and does not require an extensive training period. In addition to infrastructure inspections, the ROVs may serve as supplemental tools for marine construction and underwater surveying.

#### The day of the robot is here

Whether we like it or not, robots are here and are part of the continuing automation in the construction industry. Although initially developed for specific demolition tasks, the construction robots are now of such varied sizes, shapes, weights and powers that they are capable of dealing with various tasks encompassing many different applications.



*A hydrodemolition robot from Conjet at work on a bridge project in the Netherlands.*



## EPA and Army propose new “waters of the United States” definition

WASHINGTON, D.C. — The U.S. Environmental Protection Agency (EPA) and the Department of the Army have proposed a clear, understandable and implementable definition of “waters of the United States” that clarifies federal authority under the Clean Water Act. Unlike the Obama Administration’s 2015 definition of “waters of the United States,” the Dec. 11, 2018 proposal contains a straightforward definition that would result in significant cost savings, protect the nation’s navigable waters, help sustain economic growth and reduce barriers to business development.

“Our proposal would replace the Obama EPA’s 2015 definition with one that respects the limits of the Clean Water Act and provides states and landowners the certainty they need to manage their natural resources and grow local economies,” said EPA Acting Administrator Andrew Wheeler. “For the first time, we are clearly defining the difference between federally protected waterways and state protected waterways. Our simpler and clearer definition would help landowners understand whether a project on their property will require a federal permit or not, without spending thousands of dollars on engineering and legal professionals.”

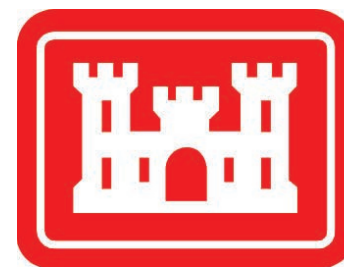
The agencies’ proposal is the second step in a two-step process to review and revise the definition of “waters of the United States” consistent with President Trump’s February 2017 Executive Order entitled “Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the ‘Waters of the United States’ Rule.” The Executive Order states that it is in the national interest to ensure that the nation’s navigable waters are kept free from pollution, while at the same time promoting economic growth, min-

imizing regulatory uncertainty and showing due regard for the roles of Congress and the states under the Constitution.

“EPA and the Army together propose this new definition that provides a clear and predictable approach to regulating ‘waters of the United States.’ We focused on developing an implementable definition that balances local and national interests under the Clean Water Act,” said R.D. James, Assistant Secretary of the Army for Civil Works. “I have heard from a wide range of stakeholders on Clean Water Act implementation challenges. This proposed definition provides a common-sense approach to managing our nation’s waters.”

The agencies’ proposed rule would provide clarity, predictability and consistency so that the regulated community can easily understand where the Clean Water Act applies—and where it does not. Under the agencies’ proposal, traditional navigable waters, tributaries to those waters, certain ditches, certain lakes and ponds, impoundments of jurisdictional waters and wetlands adjacent to jurisdictional waters would be federally regulated. It also details what are not “waters of the United States,” such as features that only contain water during or in response to rainfall (e.g., ephemeral features); groundwater; many ditches, including most roadside or farm ditches; prior converted cropland; stormwater control features and waste treatment systems.

The agencies believe this proposed definition appropriately identifies waters that should be subject to regulation under the Clean Water Act while respecting the role of states and tribes in managing their own land and water resources. States and many tribes have existing regulations that apply to waters within their borders, whether or



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not they are considered “waters of the United States.” The agencies’ proposal gives states and tribes more flexibility in determining how best to manage their land and water resources while protecting the nation’s navigable waters as intended by Congress when it enacted the Clean Water Act.

Robust, publicly accessible data is also a key component of common sense, cost-effective environmental protection. In response to requests from some states, EPA and the Army are exploring ways the agencies can work with federal, state and tribal partners to develop a data or mapping system that could provide a clearer understanding of the presence or absence of jurisdictional waters.

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# Larson Electronics releases 120V indoor adjustable propane forced air heater

KEMP, TEXAS — Larson Electronics recently announced the release of a 120-volt adjustable propane forced air heater that provides 400 CFM of air flow and a heating range of 120,000, 135,000 or 150,000 BTUs of heat output. This portable indoor-use heater is mounted on a flat base and is equipped with a 10-foot hose and regulator.

The GAU-GFA-HH-150K portable forced air heater consumes propane at a rate of 5.5 lbs., 6.2 lbs. or 6.9 lbs. per hour based on BTU output, and has a maximum runtime of 18 hours on a full tank. This unit has several safety fea-

tures, including high-temperature shut-off, thermocouple and flameout fuel cut. The heater's controls are also enclosed for added safety.

The durable GAU-GFA-HH-150K propane heater comes with a power cord allowing operators to complete electrical connections and features a carrying handle on the top for easy portability and seamless transportation around any work site. The heater's base can also be adjusted for accurate placement of the unit. Suitable applications include construction sites, warehouses, commercial spaces,

industrial buildings, schools, indoor facilities, barns and more.

Larson Electronics LLC is a manufacturer of industrial lighting equipment and accessories. The company offers an extensive catalog of industry-grade lighting and power distribution products for the following sectors: manufacturing, construction, food processing, oil and gas, military, marine and automobile.



This unit has several safety features, including high-temperature shut-off, thermocouple and flameout fuel cut.

Photo courtesy of Larson Electronics

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The agencies invited written pre-proposal recommendations and received more than 6,000 recommendations that the agencies have considered in developing this proposal. The agencies listened to those directly affected by the regulations and this proposal balances the input the agencies received from a wide range of stakeholders.

The agencies will take comment on the proposal for 60 days after publication in the Federal Register. EPA and the Army will also hold an informational webcast on Jan. 10, 2019, and will host a listening session on the proposed rule in Kansas City, KS, on Jan. 23, 2019.

More information including a pre-publication version of the Federal Register notice, the supporting analyses and fact sheets are available by clicking [here](#).







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## Congressional leaders must start with infrastructure in 2019

*Editor's note: The opinions and views expressed in the association's commentary do not necessarily reflect those of Lee Newspapers Inc. and RockRoadRecycle.*

*by Dennis Slater, AEM president (Dec. 13, 2018)*

During this year's midterm elections, there were a lot of issues debated and promises made.

Post-election polls widely show the top issues that were on voters' minds were healthcare and the overall state of our economy. In addition, surveys also consistently showed that six out of 10 Americans believe the U.S. is headed in the wrong direction.

However, another somewhat less widely reported issue also on voters' minds was infrastructure. Ranging from roads, highways and bridges, to rural broadband, waters systems, airports, railways and more, voters want to know how we are going to not just maintain our infrastructure's vitality but modernize it so that our nation stays strong throughout the rest of this century. All of which has a direct impact on both our health and our economy.

Before election night, the Brookings Institution reported on how infrastructure had become a "central figure of debates throughout a heated campaign season" by 64 of the 73 candidates running for governor. Some gubernatorial candidates' campaign promises were pretty emphatic about it, too.

For example, Michigan Governor-elect Gretchen Whitmer succinctly pledged to "Fix the Damn Roads" as part of her campaign platform. While Illinois Governor-elect J.B. Pritzker pledged to push for infrastructure upgrades because "quality infrastructure attracts new businesses to our state, keeps existing businesses here, and allows all of our businesses — from family farmers to manufacturers — to thrive."

And whereas many issues are simply too partisan to generate lasting momentum, infrastructure seemingly happens to be one of the few things both Democratic Congressional leaders and President Trump believe they can work together on.

In fact, within hours after election results came in, U.S. Rep. Nancy Pelosi (CA-12) said, "Democrats pledge a Congress that works for the people... [and] raise workers' wages with strong economic growth by rebuilding the infrastructure of America." President Trump agreed several



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hours later: "[W]e have a lot of things in common in infrastructure."

That should sound familiar. We heard this in 2016 during the presidential campaign, and after election night a similar consensus seemed to be building. Many credited President Trump for being the first to jump on the infrastructure bandwagon, culminating in a \$1.5 trillion dollar proposal released earlier this year in which the White House says it "will build gleaming new roads, bridges, highways, railways and waterways all across our land. And we will do it with American heart, and American hands, and American grit."

But nothing significant ever materialized. It was sidelined for other pressing priorities such as trade policy, immigration and the election cycle.

In January, Washington lawmakers will have another chance to start with infrastructure. I know that's something our industry's 1.3 million men and women who build the equipment our nation needs to help build our infrastructure would be thankful for.

In addition to their jobs, and the creation of many more, by reclaiming our infrastructure advantage we will ensure the safe and efficient movement of people and goods, connectivity between and within rural and urban America, as well as strong economic growth and job creation.

Without it, our country risks losing tens of thousands of jobs and billions of dollars in economic activity if Republicans and Democrats don't work together.

For example, we issued a report last year, "The U.S. Infrastructure Advantage (TM)," which found the U.S. is currently investing half of what it spent on transportation infrastructure more than 50 years ago. Over time if the investment gap continues to grow, the economy is expected to lose almost \$4 trillion in gross domestic product (GDP) by 2025, resulting in a loss of 2.5 million jobs.

That's something our economy cannot afford.

This is a pivotal moment for our nation. There's no better time than now to focus on infrastructure. American voters are expecting it, and now Washington has the important task of following through.





## AGC NYS hosts annual conference



Some of the AGC NYS staff manning the registration table included (L-R): Sarah Hill, Cathy Newell, Brooke Rayder, Bryanna Kiselauskas and Brendan Manning.

Photos and coverage by Colleen Suo

**T**he AGC NYS held the 32nd Annual Industry Conference at the Saratoga City Center Dec. 4-6. Once again, the organization assembled government agencies and industry professionals to cover the various topics, trends and legislation that influence the construction industry. Nationally, the AGC represents more than 33,000 member-firms associated with the construction industry, and the AGC NYS is listed as one of the largest chapters.

As usual, Tuesday's training/certification courses allowed members to begin, re-cert, update or increase their technical knowledge and skill sets in order to advance careers and be more productive and safety oriented at their jobs.

During Wednesday's morning program, the following companies were presented with the Safety Excellence Awards and received a customized AGC NYS Hard Hat Plaque:

Andron Construction Corp.  
BBL Construction Services, LLC  
Bette & Cring, LLC  
E.W. Howell Construction Group  
Charles A. Gaetano Construction Corp.  
Harrison & Burrowes Bridge Constructors, Inc./The Wesson Group JV  
Hi-Lite Airfield Services, LLC  
Hudson Meridian Construction Group, LLC  
Hueber-Breuer Construction Co., Inc.  
Turner Construction Company  
Wainschaf Associates, Inc.

Throughout the day, Wednesday, traffic on the trade show floor ebbed and flowed according to the busy workshop schedule. Industry vendors were on hand and ready to share expertise and explain the latest in products and services to the nearly 1000 attendees from across New York State. Workshops covered a variety of topics including how the implementation of robotics and AI in construction will transform customary practices and updates on new and proposed tax laws — how they will effect contractors. Other workshops covered such topics as precast retaining walls, NYSDOT paving spec updates, AASHTO bridge inspection elements, design-build innovations and the importance of having an updated sexual harassment policy in the wake of the recently enacted NYS law which requires all contractors performing work for the state to affirm proper sexual harassment policies and provide documented annual training for all employees — just to name a few.

In order to attend the annual conference and take advantage of the wealth of knowledge and experience in both the workshops and trade show, companies must be a member of the organization.



Brian Pratt (L) and Lee Newspapers salesman, Fred Mang discuss the upcoming Hard Hat Expo (April 4-6) at the Walter S. Pratt & Sons display.



(L-R) Ryan Connors and Ken Gardiner represented Dannible & McKee, LLP at their centrally located booth. Other members of the CPA and accounting firm were preparing to present an afternoon workshop. Dannible & McKee supply RockRoadRecycle.com with a monthly column covering timely topics in construction accounting and tax preparation.



Admar Supply is also a regular vendor at the annual Hard Hat Expo held in Syracuse, NY, filling a large booth with examples of their equipment. Here (L-R) Greg Downing and Curt Drewel go over some particulars with a conference attendee.





Jennifer Angrisano (business analyst) tries to maintain her composure while Brandon Forino (regional sales director) hams it up at the B2W Software booth. B2W recently celebrated 25 years of providing heavy construction management software.



Clark Rigging and Rental Corp. is a full service lifting rental house. They offer everything — site analysis, transportation and manpower to run and maintain their equipment. Shawn Foti (L) and Jordan Kydd were happy to answer any questions.



Mary Beth Sbaraglia (front left) had plenty of help at her well-stocked booth from her assistants (L-R) Debbie Russell, Michelle Swartwood and Megan Walsh. MS Unlimited is a certified WOSB and has been supplying highway safety products to the industry since 1985.



Many of the vendors used the opportunity of the show to raffle off door prizes. Matt Goedeke, representing Finke Equipment, was looking to give away a Makita cordless impact driver kit.



The folks at the SITECH Northeast booth were busy throughout the event explaining the advantages of Trimble construction technology on the jobsite.



During one of the lulls in traffic activity, Rich Matera of Stephenson Equipment, Inc. took the opportunity to visit with other vendors.



## *ADM asphalt plant control add-ons offer producers greater uptime, more customization*

HUNTERTOWN, IN — Asphalt Drum Mixers Inc. offers asphalt plant add-ons for greater customizability, uptime and efficiency. The components help with ease of operation and can alert operators to small problems before they grow and become more costly. The features include advanced controls to streamline plant operation, automatic systems to call or text operators to alert them to problems, ergonomic fuel meters and tank level indicators and other tools for ease of diagnostics and operation.

"These add-ons are a great way for producers to make their lives easier while minimizing downtime, especially when the components are customized to their operation," said Mike Devine, Asphalt Drum Mixers president. "Because an unplanned shutdown can cost an operation hundreds of thousands of dollars, most of these components easily pay for themselves after a single prevented shutdown."

## HMI controls

ADM offers Human Machine Interface (HMI) controls to help simplify plant control houses. This involves replacing manual switches with a programmable logic controller (PLC)-based HMI control system, such as a monitor and mouse or touchscreen. Asphalt plants often have dozens or even hundreds of switch wires. An HMI can help reduce the number of wires to just a few paired with a communication cable. This can mean reduced downtime during maintenance.

Troubleshooting problems within the control house often requires checking switches and following wires to try to determine the problem. Replacing hundreds of wires with one can cut the time spent figuring out the issue by more than half. This allows operators to quickly fix the problem or place the parts order to reduce downtime. If the operation is paying by the hour for service, a shortened visit also saves money.

ADM's HMI controls also open the door to more automation within the system, such as automated start-up with a single click, a task that otherwise may have required flipping several switches to complete. More information is also available visually, as any number of readouts can be programmed to display on the HMI. In addition, if the system is connected to the internet, ADM offers free remote online troubleshooting that can eliminate the need for a service visit.

### Call box

ADM's call box notifies operators of an event at the plant. The call box can be tied to most plant systems, but it is most often used to monitor asphalt tank temperature. A tank heater that fails on a cold evening and goes undiscovered until the next morning can lead to significant downtime, between repairs and waiting for the asphalt to reheat. It can also mean unhappy customers and thousands of dollars in lost production.

Custom automated alerts via text message or phone call allow operators to be in the know when they are away from



*Asphalt Drum Mixers Inc. offers Human Machine Interface (HMI) Controls to help simplify plant control houses.*



*Asphalt Drum Mixers Inc.'s call box notifies operators of an event at the plant. The call box can be tied to most plant systems, but it is most often used to monitor asphalt tank temperature.*

the plant. Operations choose from landline or cell phone configurations, with the cell phone being more reliable in the event of a power outage.

Fuel meter

ADM's digitized fuel meter linked to the control house provides an easier and safer way to measure fuel consumption than having a worker stand on top of the tank and use a stick and tape measure to read fuel levels. Accurate to a fraction of a gallon, it's also more reliable and easier to read than a sight gauge.

The benefit of being aware of an operation's exact fuel con-



*The digitized fuel meter linked to the control house provides an easier and safer way to measure fuel consumption.*

sumption is quickly realizing whether the plant is consuming too much or too little fuel. Changes in fuel consumption can help determine if there is a problem at hand, such as needed burner maintenance, greater than normal aggregate moisture content and high pollution.

### Tank level indicator

The ADM tank level indicator gives operators the ability to see fuel or asphalt tank levels from the control house. Offered in a variety of types, including pressure gauges and radar, the indicators allow plant operators to see the levels from the control room rather than walking out to the tanks. This is useful on busy days when the operator may not have time to visit the tanks. A shutdown may result if the levels sink too low without the operator noticing and ordering material in time.

## Amp meter system

ADM's amp meter system monitors amp usage to determine how hard equipment is working from one day to the next. The information is usually sent to the control house to be viewed on a monitor. The system allows operators to catch problems early by showing if a motor starts to draw more power than it did the day before. An example is a drag conveyor that regularly uses 75 to 80 amps and begins to pull 85 amps. This could mean the conveyor is having trouble moving materials, something is plugged or paddles are worn. The early warning allows operators to fix or replace parts early before something large breaks and the plant is forced to shut down for a fix.

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



*The components help with ease of operation and can alert operators to small problems before they grow and become more costly.*

*Photos courtesy of Asphalt Drum Mixers*



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# CASE introduces all-new precision laser grading box attachment



The rotating beam of laser light is read by the laser receivers, which are mounted to the mast poles and then sent to the control panel.



With a reversible cutting edge on all sides, the grading box's unique push-pull design grades moving forward or in reverse.

Photos courtesy of CASE CE

CASE Construction Equipment has announced the first precision-enabled attachment for CASE skid steers and compact track loaders (CTLs) — the new CASE laser grading box. Ideal for concrete subgrade, athletic fields, parking lots, driveways, equestrian arenas and other fine-grading ap-

plications, the CASE laser grading box creates highly precise finish grades to within 1/10th of an inch.

With a reversible cutting edge on all sides, the grading box's unique push-pull design grades moving forward or in

reverse to utilize the maneuverability of a skid steer/CTL and increase productivity. The hydraulic valve system adjusts the grading box, providing operators with smooth and accurate performance even in tough environments.

## How it works

A rotating laser is set for the desired grade. The rotating beam of laser light is read by the laser receivers, which are mounted to the mast poles. The beam's location is then sent to the control panel, which interprets where the beam of light is, in relation to grade. The control panel then tells the hydraulic valve to adjust the grading box up or down to keep the receivers on grade.

## Available options

Available in 72-, 84- and 96-inch configurations, the Laser Grading Box is compatible with both skid steers and CTLs. Depending on jobsite conditions; the weight distribution of a CTL may be more suitable for grading applications. The grading box is compatible with CASE Site Control laser receivers, control panel and beacons and is available in two different mast configurations; single-mast for automated elevation-only, and dual-mast for automated elevation and cross-slope.

The grading box features a durable powder coat finish, composite greaseless bushings and comes standard with foam-filled tires for flat-free operation.

For more information on the CASE Laser Grading Box and the entire line of CASE attachments and other equipment, visit [CaseCE.com](http://CaseCE.com).

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# Blastcrete Equipment's refractory paddle mixer delivers speed and reliability

ANNISTON, AL — Blastcrete Equipment, LLC, a long-time manufacturer of shotcrete and gunite mixers and pumps, offers a refractory paddle mixer that delivers fast mix times while working with mixtures that include aggregates up to a half-inch (13 millimeters) thick. The hydraulic machine mixes as much as 500 pounds (227 kilograms) of refractory castable in 1.5 to 2 minutes and performs well in form-and-pour jobs and other applications involving precast shapes, mortars and grouts.

"The market lacked a small, heavy-duty refractory mixer," said Tripp Farrell, Blastcrete Equipment, LLC president. "We intentionally designed and built this Paddle Mixer to fill this void in the market. We want our customers to have the tools they need to be as successful as they can be."

The refractory paddle mixer's oversized, heavy-duty, chain-and-sprocket drive system provides years of reliable use under harsh conditions. It also features a pair of easily

accessible levers to control the hydraulic dump and operate the system in both forward and reverse.

Customers can pair the 1,900-pound (862-kilogram) machine with a variety of electric power options for safe indoor use and to meet global needs. Customers have their choice of three electric motors; a 10 horsepower (7.5-kilowatt) electric motor with starter disconnect, a 240- or a 480- volt, 60-hertz motor or a 380- volt, 50- hertz motor. Customers also can choose to power the Paddle Mixer with a 14-horsepower Kohler gas engine.

"Time is money. The faster refractories can mix castable and get the job done, the faster they can get back to making a profit," Farrell said. "To further our customers' success, we offer free product training and the best customer service in the industry."

The 4-foot-wide (1.2-meter-wide) Refractory Paddle

Mixer's trailer features a single axle for easy towing, or it can be skid-mounted.

Customers can use the Paddle Mixer with Blastcrete's patented DustAway system, which consists of an innovative bulk bag design that attaches to the mixer to contain dust as the mixer fills. DustAway helps businesses meet OSHA crystalline silica dust regulations by controlling dust to within OSHA permissible exposure limits.

For larger refractory jobs, Blastcrete also offers a 1,000-pound refractory paddle mixer-pump, the RMX-5000, and a Refractory Pan Mixer that can mix as much as 2,200 pounds in less than two minutes.

More information visit [blastcrete.com](http://blastcrete.com).



The refractory paddle mixer uses an oversized, heavy-duty, chain-and-sprocket drive system to provide years of reliable use.



The refractory paddle mixer features hydraulic controls for forward, reverse and dumping.



Blastcrete Equipment's refractory paddle mixer combines as much as 500 pounds of refractory castable, mortar or grout in less than two minutes.

Photos courtesy of Blastcrete Equipment, LLC



## NPK launches dust suppression kits for PH hammers

In 2016 OSHA introduced a new regulation regarding occupational exposure to respirable crystalline silica in construction work (1926.1153). Part xvii specifies acceptable work practices pertaining to heavy equipment used to break silica-containing materials, i.e. concrete demolition. The first option is to work from within an enclosed cab. If this is not possible, the standard is to apply water and/or dust suppressants as necessary to minimize dust emissions. NPK's solution is the all-new add-on — water-ready dust suppression kit.

NPK dust suppression kits are available for PH1, PH2, PH3 and PH4 hydraulic hammers in redesigned enclosed brackets. Starting in Q4 2019, all PH1 – PH4 enclosed hammer brackets will be manufactured with the new design elements that allow these hammers to dispense water with the addition of a hose and a couple of fittings. Just connect to an existing water supply.

An integrated water spray nozzle eliminates the need for manual spraying. Located in the bracket of the hammer keeping it safe from flying debris, the nozzle is aimed at the point where the hammer's tool makes contact with the breaking area. This, combined with a wide spray angle, provides maximum dust suppression coverage.

This kit helps to control airborne dust/silica in two ways. Upon breaking, particles are sprayed with mist. The mist combines with particles, which increases weight and leads them to drop back to the ground. Secondly, the mist douses the breaking area prior to impact, reducing the amount of dust generated. However, water flow rates are low enough that the likelihood of flooding the work area is minimal.

This is designed for use with mini excavators, backhoes or skid steers within the recommended carrier weight ranges. Visit the [Attachment Wizard](#) on the website to see which [NPK](#) attachments are suitable for your carrier.



Starting in Q4 2019, all PH1 – PH4 enclosed hammer brackets will be manufactured with the new design elements.



Located in the bracket of the hammer keeping it safe from flying debris, the nozzle is aimed where the tool makes contact with the breaking area.

Photos courtesy of NPK



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# Make your sites safer in colder temps

Winter brings a new set of safety challenges to construction. Ice, snow, wind, freezing temperatures and poor visibility — all add risk. If you experience winter in your location, think about prepping these three aspects of your business: your team, your equipment and your site.

## Train the team

OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions receive training on safe winter operating procedures. When possible, let them practice navigating slippery roads and surfaces in empty parking lots or other safe areas.

Make sure your training also includes information about hypothermia. Key points to emphasize:

- Hypothermia strikes when the core body temperature drops below 95 degrees F. It can happen even when air temperatures are above freezing.
- Always check the weather before a shift and prepare for the worst. Wear fast-drying clothing and bring extra layers for warmth and rain protection.
- Fuel the body furnace. Keep extra snacks on hand and eat often if temperatures drop.
- Hypothermia can be difficult to recognize. Early warning signs include shivering, blotchy skin, blue fingers and toes and numbness or tingling. While enclosed cabs can provide protection from the elements, frequent trips in and out can make it difficult to maintain body temperature.
- The early stages of hypothermia can be mitigated by getting the person warm and dry as quickly as possible. If symptoms persist, call an ambulance or get them to the nearest medical facility.

## Evaluate the equipment

To prepare machines for winter, make sure all preventive maintenance is up-to-date. Take care of minor repairs and install the correct fluids and filters in all components. Keep batteries fully charged and tires properly inflated. Before startup, remove snow and debris from tires or undercarriage. Inspect for leaks and loose connections. Check all dipsticks to confirm fluid levels and viscosity. Don't start an engine unless the oil drips off the stick. In extremely cold temperatures, consider using a block heater or room-temperature starting fluid to power up the engine. Let the machine reach operating temperature before work begins. And be sure to fill the fuel tank at the end of every shift.

## Scout the site

The work environment also needs special attention during the winter months. Keep driving and pedestrian routes free of ice and snow. Be aware that visibility is often reduced on wintry days and snow can hide hazards. Add extra lighting, mark active work zones with highly visible signs and



*Hypothermia strikes when the core body temperature drops below 95 degrees F.*

use cones or barricades to delineate risky areas. If machines are not being used, get them off the site and into storage where they'll be out of the way and protected from the elements.

## Ready, set, snow

Cold weather can take a toll on your business, but the work goes on. Be ready to run safely and efficiently all winter long by taking some simple steps now to prepare your people, equipment and site. Get tips about winter fleet maintenance at [Catallday](http://Catallday)



*OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions receive training on safe winter operating procedures.*



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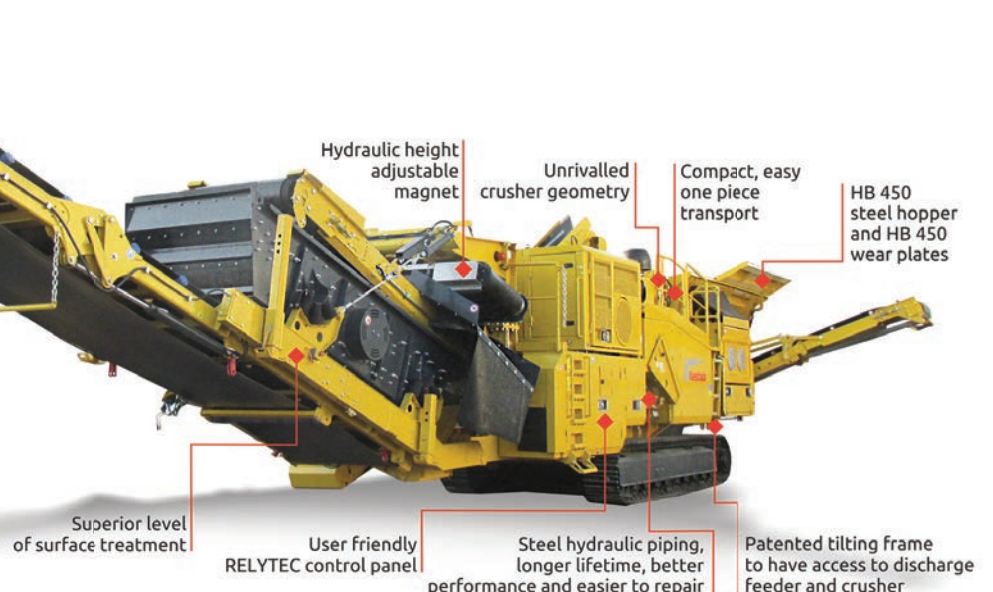
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# New Cat® 740 GC expands articulated truck lineup

The Cat® 740 GC articulated dump truck (ADT) re-introduces the 40-ton (36.3 mt) size class to the Cat ADT range. The new model is designed to incorporate the proven features and performance of models currently in the ADT lineup, including new controls, transmission-protection features, hoist-assist system, advanced traction-control system, stability-assist system, and a fuel-saving ECO mode.

In addition, the 740 GC also incorporates the latest automatic retarder-control system, which requires no input from the operator, resulting in greater operating efficiency. For added control and convenience, the new model also features a wait-brake, which temporarily applies the service brakes during pauses in the work cycle, reducing operator

effort and fatigue. Also, a hill-start system automatically holds the machine on grades, allowing the operator to move from the service brake to the throttle with no rollback on slopes.

The 740 GC cab features the new external spinal-ROPS, which is found on other Cat ADTs in the range. This cab incorporates a rear-quarter glass that eliminates a structural pillar, resulting in enhanced rear visibility. Also, a “wake-up” feature initiates machine displays when the door is opened. The door itself is lighter and stronger than previous designs and more effectively seals against dust infiltration. The overall cab design results in interior sound levels of 72 dB(A).

Optional infrared glass reduces solar heating inside the cab, and left- and right-hand sliding windows increase ventilation, while also facilitating communication with workers and the loader operator. An automatic climate-control (HVAC) system positions more vents above and behind the operator for increased heating and cooling efficiency. An optional heated/cooled seat provides added adjustments that allow operators to dial in personal comfort settings, and the second seat with added cushioning now uses a flip-up/flip-down design to provide additional cab storage.

For added safety, a lighting system, controlled via a ground-level switch, illuminates the cab's entry steps and hitch area as part of the wake up feature, and optional long-range LED work lights improve overall visibility at night. Optional



The Cat® 740 GC articulated dump truck re-introduces the 40-ton (36.3 mt) size class to the Cat ADT range.



For added safety, a lighting system, controlled via a ground-level switch, illuminates the cab's entry steps and hitch area as part of the wake up feature.

Photos courtesy of Cat®



A combined transmission-and-hoist lever provides efficient, single-lever control of gear selection and body-hoisting functions to reduce operator effort and to automate repetitive actions.

integrated payload lights provide an external indication of payload levels for the loader operator or site supervisor, helping to ensure proper loading. Exterior features include a redesigned, flexible lower fender and a low-profile exhaust stack that need not be removed for transport.

The optional Cat Connect PAYLOAD technology calculates payload via sensors on the walking-beam suspension and includes load-status lights at all four corners of the cab roof to ensure visibility to the loader operator from any angle. In addition, the standard Cat Detect/Stability-Assist system monitors the working angle of the tractor and body — as well as the grade — and cautions the operator if the machine is approaching a set threshold angle, stopping the dump process if continued action might potentially result in tipping.

Further enhancing safe operation is the Cat Advanced Automatic Traction Control (AATC) system, which features refined technology for proactively applying differential locks to avoid wheel spin. The AATC feature is designed to enhance operator productivity and to lower owning and operating costs by protecting tires from unnecessary wear. A terrain-based, throttle-smoothing system prevents throttle input surges as the ADT travels over rough ground, avoiding a situation in which the operator has difficulty maintaining a steady pressure on the throttle pedal.

## Innovative controls

A combined transmission-and-hoist lever provides efficient, single-lever control of gear selection and body-hoisting functions to reduce operator effort and to automate repetitive actions. A mode switch in the cab allows operators to choose either manual or assisted-hoisting control, the latter selection allows the automatic application of the wait brake, shifting of the transmission to neutral and raising of the body to maximum angle at engine high idle when the hoist is momentarily flicked to the “raise position”. The assisted-hoisting mode also allows automatic return of the body to the lowered position, when the hoist control is momentarily flicked to the “lower” position. Both raise and lower functions feature automatic speed reduction and cushioning of the body at the limits of its movement, reducing forces that could cause shock loads.

Controls for limiting machine speed, for transmission gear-hold and for wait-brake application are easily engaged using buttons on the combined transmission/hoist lever. In addition, a shift-protection system brings the truck to a safe stop if a directional shift is made while the truck is moving. The combined shifting/hoisting lever also incorporates the parking brake position. In the unlikely event of primary and secondary service brake system failure, a red colored emergency-brake button — located on the right hand side of the dashboard — will apply the parking brake.

## Model specifics

The new 740 GC uses the Cat C15 ACERT™ engine available in configurations to meet emission standards of both highly regulated (HRC) and less regulated (LRC) countries. Transmission is the Cat CX38B.



# Barford Equipment launches three new machines, expands international distributor network



Barford Equipment, the UK-based manufacturer of track, mobile and stationary screens, wheeled and tracked conveyors and trailers, has just announced three new equipment models meeting demand from global customers for high specification and competitively priced solutions.

"The world's construction machinery, aggregate, quarrying and mining markets have long appreciated the equipment available under the Barford banner and over recent months we have significantly expanded both the range of machines on offer as well as the global distributor base from which they can be sourced," explained Stephen Murphy, distribution manager for the Barford product range. "Barford is a well-known brand in the UK and across Europe, having built an enviable reputation and possessing a long and illustrious history, but it was relatively unknown in the U.S. market — but that's changing."

The new Barford models being introduced this summer comprise the TR8048 track mounted stockpile conveyor, the BF7042 tracked mounted bin feeder and the SM312, a single axle mobile double deck screen.

- TR8048 has an 80-foot reach and a 48-inch wide belt. It also includes a twin-drive discharge belt complete with hydraulic slew hubs and a Cat 2.2 turbo engine with hydraulic oil cooler and a remote control movement.

- BF7042 has a 42-inch wide belt and an extended reach of 70 feet. Other features include a twin-drive discharge belt complete with hydraulic slew hubs and a Cat 4.4 elect automation control movement. It also ships with a mulch option that has an agitator attachment to break up material before it goes onto the belt and there is a larger BF7048 mulch variant.

- SM312 is a single-axle mobile 12-by-4-foot double deck screen complete with double drive pump to suit auxiliary, extended folding fines conveyors and incorporates a CAT 2.2 37kw engine and removable towbar.

Earlier this year Barford successfully entered the U.S. market, launching the SR-124 and the S-104, two new track-mounted screener units, to meet local demand. Both were pre-

viewed at the Spring Sale in Kissimmee, FL, in February, coordinated by top auctioneers Yoder & Frey, and proved to be the perfect event to develop brand awareness among prospective distributor representatives and buyers. As a direct result it has signed up a number of Barford Equipment distributors and the objective is to have one in each U.S. state.

Further afield, several new distributors have also been signed up in Australia to cover both Perth and Sydney. The European network is also undergoing expansion with new distributors being signed up in several of the key EU markets but others are still being actively sought, particularly those with direct mining, aggregate, recycling and construction sector knowledge and experience.

## Barford tracked SR-124 and S-104 three-way split screeners

The two robust and refined Barford screeners launched earlier this year are:

- SR-124 (pictured): A tracked three way split heavy duty screener with a 12 x 4 screen box.

- S-104: A tracked three way split inclined screener with a 10 x 4 screen box.

Both screeners are able to fit into their own 40-foot HC container for ease in shipping. This is a key feature of the Barford range that has been incorporated into the design from the outset.

The SR-124 is built around a Caterpillar power unit. While renowned British manufacturer JCB produces the engine on the S-104, it is also available with a Deutz engine.

## Other Barford manufactured products

In addition to the two tracked screeners being launched, Barford Equipment also manufactures a range of straight and radial tracked and wheeled stockpile conveyors. Other products include the D16 (a 16 ton, twin axle dump trailer), the R15 (a 15 ton twin axle rock trailer) and the L22 (a 19 ton, 22 foot long chassis twin axle low loader).

There is also a range of screen boxes including the popular US40 with its 40ft<sup>2</sup> (3.75m<sup>2</sup>) total screening area. Other models provide 20ft<sup>2</sup> (1.8M<sup>2</sup>) or 70ft<sup>2</sup> (6.5m<sup>2</sup>) screening areas.

For more information regarding the equipment or distributor inquiries, visit the Barford website.

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Barford Equipment recently announced three new equipment models for high specification and competitively priced solutions.

Photo courtesy of Barford





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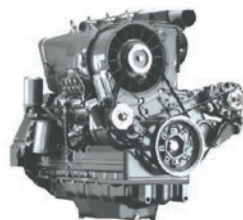
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# Aquajet Systems Rotolance hydrodemolition attachments roughen concrete surfaces

MONROE, WA — Aquajet Systems AB, a global leader in hydrodemolition machine manufacturing, offers the Rotolance attachments. The powerful tool works in conjunction with Aquajet's Aqua Cutter 710 hydrodemolition robots as well as the Aqua Spine and Aqua Frame to deliver water pressures in excess of 36,000 psi through a specially designed pattern of nozzles. This effectively cleans, removes and roughens concrete surfaces, leaving a better bonding surface for new concrete or alternative materials. Contractors can also use the Rotolance to remove rubber coatings, paint, rust, plastic and other various materials. The tool serves as a light-removal alternative to Aqua Cutter robots meant to remove deeper sections of concrete.

"We are always working to provide our customers with innovative solutions to increase productivity and efficiency on the jobsite," said Roger Simonsson, Aquajet Systems managing director. "The Rotolance is a powerful and efficient tool providing contractors added versatility when scarifying concrete and removing various materials. Not only is our attachment safer than hand lances, it can be operated around the clock due to its computer-controlled automation, saving contractors significant time and money."

Hydrodemolition uses high-pressure water jets to precisely remove sound, deteriorated or damaged concrete. The sustainable method leaves rebar undamaged while protecting and preserving existing concrete. The method eliminates vibrations that cause microfracturing and minimizes exposure to harmful silica dust. Additionally, hydrodemolition leaves a uniformly scarified surface ready to accept new material.

Aquajet offers two models — the Rotolance 1000 and Rotolance 2500 — both able to cover a surface diameter as wide as 14 inches (360 mm). This method creates no dust

pollution as the attachment avoids the use of sand blasting. Additionally, there is no contaminated sand to dispose of while using the attachment. Both feature unique ceramic nozzles specifically designed for demanding hydrodemolition applications. The highly-efficient nozzles last 300 - 350 hours, depending on the water quality. In comparison, standard steel nozzles used on competitive equipment last just 20 - 40 hours. Each Rotolance model is widely used in various applications including roads, bridges, airports, harbors, sewage pipes and water reservoirs.

Over time, concrete surfaces become slippery, and high-pressure water offers a solution by easily roughening the concrete layer before laying a new coating. The Rotolance 1000 uses pressures up to 36,259 psi (2,500 bar) to quickly and precisely remove a shallow layer of concrete, leaving a superior bonding surface. The Rotolance 2500 works at pressures up to 14,503 psi (1,000 bar) and leaves a smooth surface when cleaning or removing hard paint, rust and rubber from areas such as ship hulls and storage tanks.

Both models weigh about 242 pounds (110 kilograms) and easily attach to Aquajet's 710 Aqua Cutter hydrodemolition robots. Similarly, the Rotolance can also replace the regular cutting heads on the Aqua Spine and Aqua Frame. By combining the Rotolance with a spine or frame, operators can remove concrete that would be difficult or impossible to reach with a robot alone.

Aquajet offers a one-year or 1,000-hour warranty on the Rotolance and offers equipment training with all products purchased. Additionally, Aquajet provides operators with more extensive training through the company's Aquajet Academy program. The training program covers all aspects of advanced hydrodemolition, including streamlining work, safety practices, operating techniques and services.



The powerful Rotolance tool, from Aquajet Systems AB, works in conjunction with the Aqua Cutter 710 hydrodemolition robot as well as the Aqua Spine and Aqua Frame to deliver water pressures in excess of 36,000 psi through a specially designed pattern of nozzles.

Photos courtesy of Aquajet Systems



The Aquajet Systems AB Rotolance effectively cleans, removes and roughens concrete surfaces, leaving a better bonding surface for new concrete or alternative materials.

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Joseph A. Hardick,  
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# Getting to the bottom line

with Dannible & McKee, LLP

## Questions you should be asking your tax professional about the new tax law

President Donald Trump signed the “Tax Cuts and Jobs Act” into law on Dec. 22, 2017. It was the most comprehensive tax legislation in over 30 years and the turnaround time was incredibly short. In fact, most of the provisions, including income tax rate cuts, enhanced bonus depreciation and the new Section 199A deduction, went into effect Jan. 1, 2018, only 10 days later.

If there was ever a good time to work more closely with your tax preparer, this is it. Hopefully you have a skilled and well-trained tax advisor who can help you determine the best way to take advantage for the 2018 filing and, more importantly, plan how the new law impacts 2019 and beyond. Here are some questions you should consider asking your tax professional about the new tax law.

How does this affect me in 2018 and beyond?

From a company and personal income tax calculation viewpoint, lots of deductions and credits are changing. Here are the most prevalent “good” items:

- Tax rates are going down both for companies and individuals
- Tax brackets are greatly expanded
- Standard deductions nearly doubled
- Child tax credit have doubled
- New 20 percent for many owners of pass through entities

- Alternative Minimum Tax (AMT) affects fewer filers
  - Phase-outs on itemized deductions are eliminated
- And here are the downside items:

- Personal exemptions are gone
  - Itemized deductions for taxes paid are limited to \$10,000 (although many with large tax deductions were in AMT and received no benefit previously)
  - Loss of miscellaneous itemized deductions
- With the loss of all those deductions, will I be using the standard deduction every year?

Quite possibly. Filing of itemized deductions is predicted to decrease by 60 percent, from 43 million to 17 million per year. Here in New York, with the large property and state income taxes, the decrease could be even larger. However, you may still be able to maximize your deductions through “bunching.” That is a process where you minimize the allowable deductions in year 1 and maximize them in year 2.

Is there anything I should be doing to qualify for the new 20 percent deduction under Section 199A?

The answer to this question depends on the type of business you operate and the amount of net income generated. Additionally, the form of the business entity has a direct bearing on the ability to utilize the 20 percent discount,

with limitations based on income, wages and cost of fixed assets all figuring in. The IRS issued detailed regulations this summer which answered lots of questions (although not all of them) and gave us the rules to assist our contracting clients in maximizing their deductions.

Other questions to discuss with your tax preparer:

- Will this help me to save/plan for college tuition for my kids?
- What about my retirement savings plan - I heard they were impacted?
- If there are tax savings, how should I spend/invest it?
- How can my small business benefit from the new tax law?
- What should I be doing now to fully benefit from this new law?

These are just some of the questions that individuals should ask. If you want to know the answers or have other questions, call us. We would be happy to assist you.

Joseph A. Hardick, CPA, CCIFF is a tax partner with Dannible & McKee, LLP, a Syracuse, NY-based public accounting firm with more than 90 professionals. The firm has specialized in provided tax, audit and accounting service to the construction industry since its inception in 1978. For more information on this topic, you may contact them at 315.472.9127 or visit [www.dmcipas.com](http://www.dmcipas.com).

## John Deere introduces industry-exclusive on-board grade indication on G-Series skid steers and compact track loaders

MOLINE, IL — John Deere continues to provide industry-leading job site solutions with the addition of an exclusive on-board grade indication option. Available as a factory or field kit option on the large-frame G-Series skid steers (330G and 332G) and the large-frame G-Series compact track loaders (331G and 333G), this new feature is ideal for job sites that involve leveling and slope work.

“Our industry-exclusive on-board grade indication was designed to be an indispensable unit for applications like water drainage, general site prep and clearing work, allowing operators to accurately monitor and alter grades from the seat of the cab,” said Gregg Zupancic, product marketing manager, skid steers and compact track loaders, John Deere Construction & Forestry. “This feature is intuitive and easy to use so operators can take advantage of this technology without specialized training.”

The industry-exclusive integrated on-board grade indication option provides operators with an accurate readout of the cross slope and main-fall slope of the machine. The cross slope and main-fall slope information is displayed in real time through the machine’s main display monitor. The readout can be easily configured to display either percentage or degrees depending on preference.

The absolute and relative slope readouts provide enhanced information to the operator for specific applications. The absolute value readout is useful for providing information during general grading applications that do not need a local grade reference. The relative value readout is well suited for operators looking to alter grade relative to an existing or reference grade.

On-board grade indication is available as a factory install on G-Series large-frame machines or as a field kit for field installation. To learn more, contact your local John Deere dealer or visit [JohnDeere.com](http://JohnDeere.com).



The industry-exclusive integrated on-board grade indication option provides operators with an accurate readout of the cross slope and main-fall slope of the machine.

Photos courtesy of John Deere

This new feature is ideal for job sites that involve leveling and slope work.






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## Road Dryer RD-1200 safely dries pavement in one pass for paving, surface treatments



**Industry  
news**

GREENVILLE, SC – The RD-1200XT pavement-drying unit from Greenville, SC-based Road Dryer LLC quickly dries asphalt and concrete pavement, allowing crews to pave or apply surface treatments or striping after just one pass. The unit, which blows heated air up to 300° F directly downward through multiple nozzles, eliminates the risk of “flying objects” and allows traffic to flow in nearby lanes — reducing congestion caused by traffic restrictions. Available as a simple-to-operate trailer or truck-mounted unit, the RD-1200XT can be adjusted for 8-ft to 12-ft (2.4m to 3.7m) drying widths. Because it dries pavement on demand, it provides flexibility for contractors and government agencies to meet timetables by minimizing delays from weather- or project-related wet conditions.

Traditional attempts at drying pavement for construction or maintenance work have typically involved the use of jet engine dryers, infrared heat or portable blowers, combined with brooms and manual squeegees. Each of these

methods has its own limitations and safety concerns, including the use of jet fuel, noise, melting pavement, hazards from thrown rocks or other objects and slow results. Because of this, traffic is often fully restricted from traveling on roads or runways where drying work is taking place. The Road Dryer eliminates all of these issues, as it swiftly and safely dries the pavement. The RD-1200XT preconditions the incoming air to remove moisture prior to heating and directing the heated air to the road, allowing faster drying time. The unit will not harm asphalt, as the flow of drying air does not exceed 300° F.

Weather is not the only cause of wet pavement. Milling processes also use water to cool grinder teeth, leaving the road surface wet and unsuitable for paving until dry. The Road Dryer can follow behind a milling machine and immediately dry the pavement for resurfacing. Because the pavement is typically ready for paving or surfacing within an hour, it allows for increased throughput by several

road miles per shift. For striping operations, hydro-blasting leaves the road surface wet, and it must be dried before new paint may be sprayed. With a Road Dryer RD-1200 following the hydro-blaster to dry the surface, a paint sprayer may be run immediately behind the Road Dryer to paint or repaint lines.

Road Dryer LLC brings innovative technology to the paving industry, providing contractors and government agencies with efficient, safe, timesaving options. The ability to dry paving surfaces on demand provides unprecedented flexibility in meeting budgets and timetables by minimizing delays caused by wet conditions or processes. With corporate offices in Greenville, SC, a manufacturing facility in Palm City, FL, and a growing dealer network, Road Dryer provides equipment sales and leasing throughout North America and around the world. The company can provide experienced operators as well as onsite training for crews. For more information visit [roaddryer.com](http://roaddryer.com).



*The Road Dryer swiftly and safely dries the pavement.*



*The unit blows heated air up to 300° F directly downward through multiple nozzles to dry the surface.*





## Doosan will display its heavy equipment during World of Concrete in Las Vegas

*Left: Operators can choose between three power modes — power, standard and economy — that adjust the maximum engine rpm.*

**D**oosan Infracore North America, LLC, will display a variety of heavy equipment in its booth – C5577 – in the Central Hall at the Las Vegas Convention Center during the annual World of Concrete in Las Vegas, Jan. 22 – 25, 2019.

On display will be a Doosan® DL200TC-5 tool carrier with a quick coupler and pallet fork. Also in the exhibit will be a DX140LCR-5 reduced-tail-swing crawler excavator with a quick coupler and DXB100H hydraulic breaker. The excavator will be configured with optional rubber track pads, a dozer blade and the window guarding package for enhanced uptime protection.

### **DL200TC-5 tool carrier**

The DL200TC-5 is designed for loading and carrying, and it has a parallel-lift linkage system. With increased visibility down the center of the parallel-lift arms, operators can clearly see the ground, truck or work area in front of the machine when placing loads. In addition, the parallel-lift linkage system keeps the work tool flat as it is lifted rather than rolling back, an advantage when lifting pallets and other loads that need to stay level.

The machine features a hydrostatic transmission, giving operators more power, improved fuel efficiency and better precision while working. Operators can choose between three power modes — power, standard and economy — that adjust the maximum engine rpm. Unique to the hydrostatic drive system, the engine rpm is not directly correlated to the machine's travel speed, so the maximum travel speed remains unaffected.

In addition, wheel loader operators can choose from three traction modes — max, traction control and S-Mode — to easily adjust traction force to match jobsite conditions for more efficient operation in digging, stockpiling and loading applications.

The machine is available in a high-lift option for additional lift height and reach to more easily load materials such as cement into high-sided trucks.

Doosan DL200TC-5 (tool carrier) wheel loader specs:

- Horsepower (net): 142 hp
- Operating weight: 26,224 lb.
- Bucket capacity: 2.6 cu. yd.
- Dump height: 8 ft. 9 in.
- Breakout force: 21,357 lbf.
- Approved attachments: general purpose, light material and multi-purpose buckets; pallet fork; and quick coupler.

### **Attachment: Pallet fork**

Lift, carry and place a variety of materials with the pallet fork attachment. The attachment helps in a variety of construction applications and offers multiple carriage widths and tine lengths.

Other features include:

- Open carriage: Provides good visibility for picking up and placing materials
- Manual adjustable tines: Allows forks to be adjusted depending on material
- Quick coupler mount only: Quickly attaches and removes from machines equipped with a quick coupler, allowing the attachment to be used on multiple machines



*DX140LCR-5 excavators are designed for long life with an extra-sturdy frame and reinforced superstructure.*

*Photos courtesy of Doosan*

### **DX140LCR-5 crawler excavator**

The DX140LCR-5 excavator offers a shorter tail swing, allowing operators greater flexibility where space is a premium without sacrificing performance. DX140LCR-5 excavators are designed for long life with an extra-sturdy frame and reinforced superstructure. They come standard with permanently sealed and lubricated track links, and the workgroup bushings and hard-wear disks are designed for reliability as well as extended service intervals to increase uptime.

A standard 7-inch LCD screen allows operators to continue monitoring the excavator parameters while viewing the rearview or sideview camera image. Critical machine data appears next to the camera view. With an available side camera, a split screen allows both camera displays to be viewed at once.

Doosan DX140LCR-5 crawler excavator specs:

- Horsepower (net): 113 hp
- Operating weight: 34,987 lb.
- Maximum digging reach (ground): 27 ft. 11 in.
- Maximum digging depth: 19 ft. 7 in.
- Maximum loading height: 23 ft. 2 in.
- Bucket digging force: 24,471 lbf.
- Arm digging force: 13,288 lbf.
- Four power modes: Power+, Power, Standard, Economy
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- Paired with a hydraulic quick coupler and a DXB100H hydraulic breaker during World of Concrete 2019.





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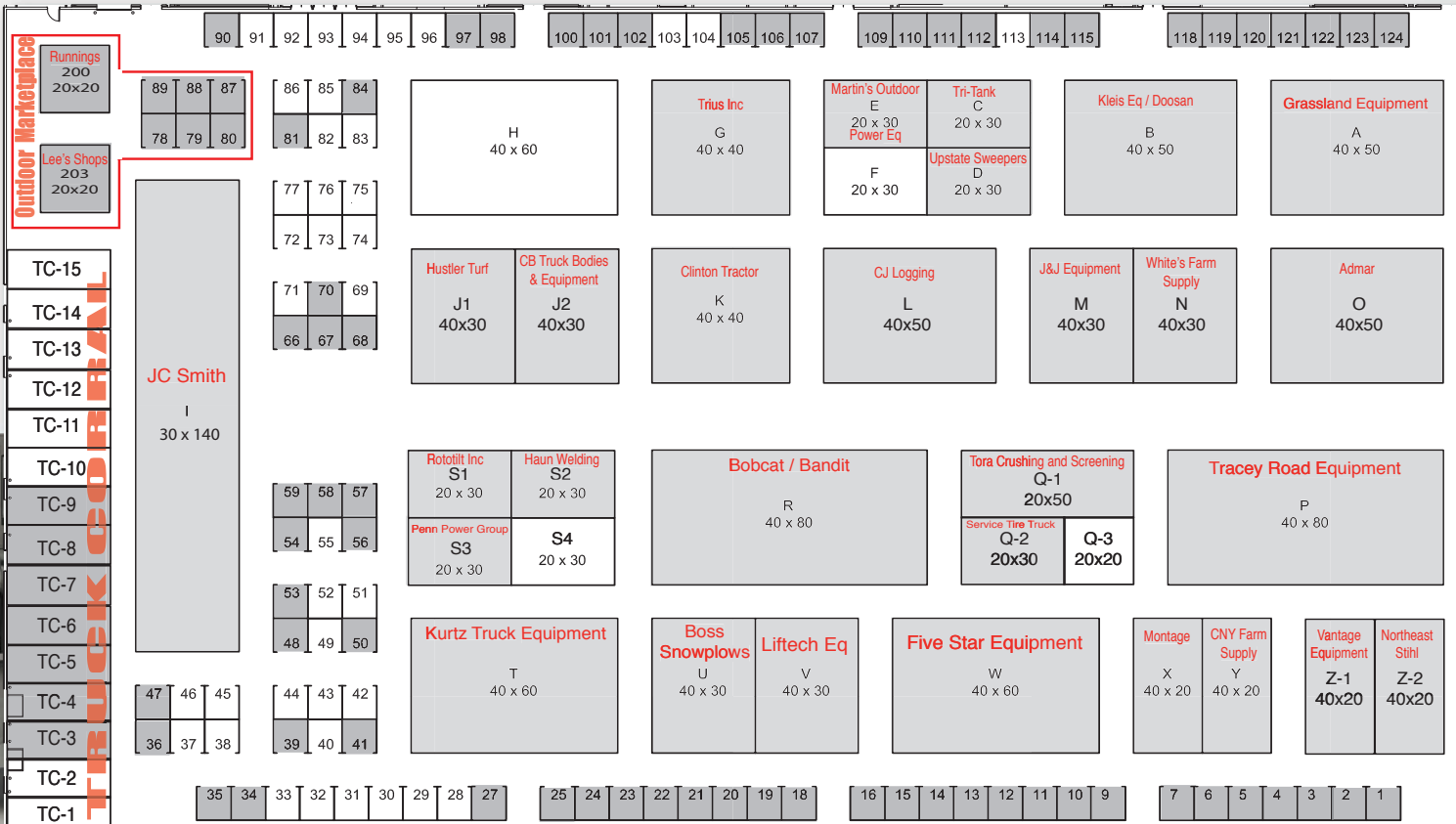
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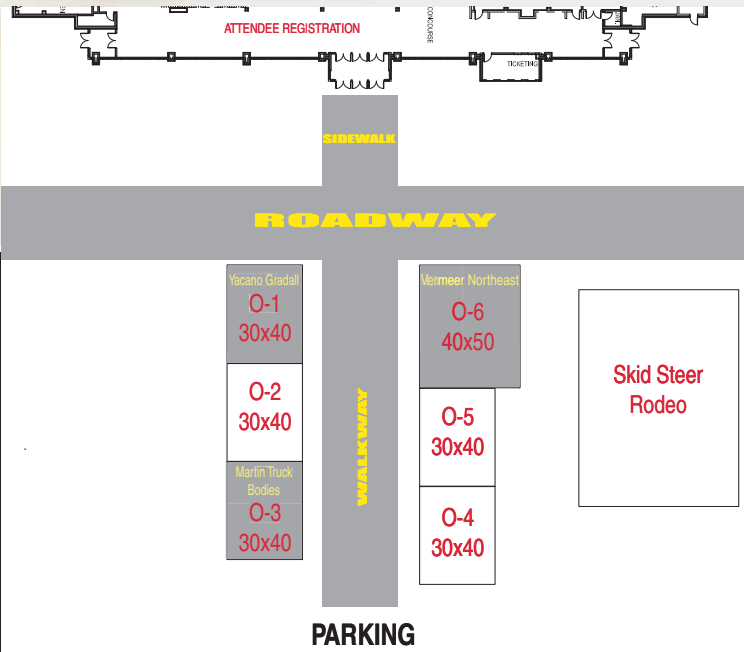
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# John Deere grapples pack power and reliability into job site cleanup

MOLINE, IL — Continuing to expand its offering of job site cleanup solutions, John Deere is introducing the new GS66B, GS72B, GS78B and GS84B scrap grapple buckets and GR72B and GR84B rock grapple buckets into its ever-expanding line of Worksite Pro™ attachments. The scrap grapple buckets are ideal for scrap handling, recycling center use, disaster cleanup and job site cleanup applications where grappling power is needed to handle material. The rock grapple buckets are perfect for land clearing, job site cleanup and brush removal applications. Additionally, the new rock grapples allow for grading the site after debris removal.

“During critical times, like disaster cleanup, operators need powerful and reliable attachments that won’t let them down,” said Jessica Hill, program manager, global attachments, John Deere Construction & Forestry. “We are delivering industry-leading reliability with these new buckets and feel confident that customers will find that they can move the most difficult, irregularly-shaped materials with ease and speed.”

Each unit includes two independent-action grapples that allow different-sized objects to be picked up in each grapple. A 24.4-inch (620-mm) wide grapple arm and grapple stance width of 60.6 inches (1.54 m) on the GS66 and GS72/GR72 and 65.3 inches (1.66 m) on the GS78 and GS84/GR84 units allow for easier grappling of wide, difficult material. For scrap applications where containing the material is necessary, bolt-on side plates are available. The scrap grapple models also feature convenient pre-drilled cutting edges for optional bolt-on, replaceable edges.

For increased reliability and performance, greasable and hardened 1.25-inch (31.8-mm) pins, along with increased cylinder specifications, result in improved durability. Ninety-degree hydraulic quick couplers offer improved hose routing over previous series. Cylinder guards come standard on each scrap and rock grapple, and have been simplified to a low profile, effective solution for hydraulic cylinder hose connections. Cylinder size, including the bore and rod, has been increased to a 2.5-inch (63.5-mm) bore and a 1.4-inch (36-mm) rod, providing high grapple clamping forces for even the most difficult material. Grapple arms have an integrated mechanical stop to reduce load on cylinders when grapple arms are open. Increased side cutter, side sheet and backsheet plate thickness combined with a larger torque tube result in heavy-duty bucket construction for the most demanding applications.

Additionally, the new rock grapple buckets have 76-mm (3-inch) tine spacing and are fully supported on each side for high bending resistance. The tine spacing allows smaller particles to sift through the tines when used in the forward direction. Each rock grapple uses a weld-in serrated cutting edge for penetrating difficult ground conditions.

These attachments are compatible with select John Deere G-Series skid steers and compact track loaders, L-Series compact wheel loaders and many competitive models. They are backed by John Deere parts, service and warranty coverage. To learn more, visit [JohnDeere.com](http://JohnDeere.com).



*The scrap grapple buckets are ideal for applications where grappling power is needed to handle material.*



*The rock grapple buckets are perfect for land clearing, job site cleanup and brush removal applications.*

*Photos courtesy of John Deere*



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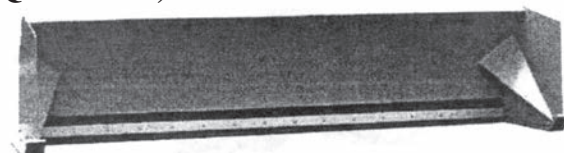
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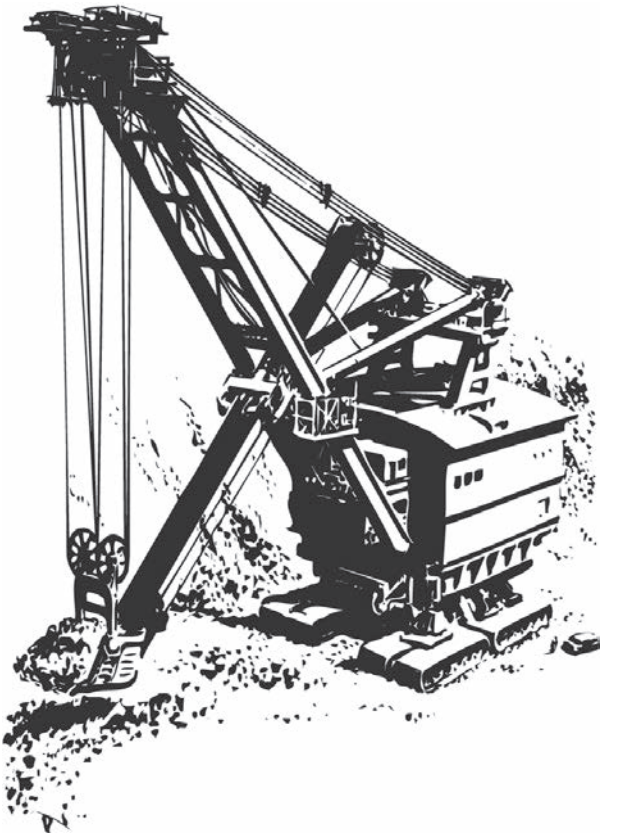
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# Engcon's powerful new EC233 tiltrotator in production

Engcon's new EC233 series tiltrotator has a break torque of 340 kNm (240,771 lbf-ft), making it the market's most powerful tiltrotator built for excavators up to 33 metric tons. The EC233 replaces Engcon's EC30, which has been serving loyal Engcon customers since the mid-1990s.

Engcon Development Manager Fredrik Jonsson said, "The EC233 tiltrotator for excavators in the 24 - 33 metric ton range is a fantastic product, combined with our quick hitch QS70 and QS80, now fitted as standard with Engcon's automatic hydraulic and electrical coupling EC-oil. We have started taking orders on the EC233 already. We're expecting this 'tilty' to be very well received."

"Everything from first prototype to full series production has gone very well," said Jonsson. The product development cycle was focused on destructive tests in which both stubs and fasteners were exposed to extreme overload in laboratory environments. Testing then continued on large machines.

Jonsson explained the rigorous testing process: "We always start by tensioning our test products in a powerful hydraulic rig where we control the overloaded forces with controlled forces. It gives us a clear picture of where any structural flaws may exist."

When the laboratory tests are complete, a number of prototypes are fitted to big excavators to enable further testing of how the tiltrotator operates in real life environments.

"Even though we have subjected the equipment to some serious pressure in a laboratory environment, things happen in real life that you can't always anticipate in the lab. It's everything from changing temperatures to an infinite number of torques that can't be simulated easily, but the EC233 has sailed through development," concluded Jonsson.

EC233 quick facts:

- For excavators sized 24 - 33 metric tons
- Tilt angle +/- 45 degrees
- Maximum break torque: 340 kNm (240,771 lbf-ft)
- Standard quick hitch QS70 and QS80
- Standard equipped with central lubrication and load valves on tilt cylinders
- Prepared for EC-Oil automatic oil coupling, with or without gripper

*The EC233 replaces Engcon's EC30, which has been serving loyal Engcon customers since the mid-1990s.*

*Photos courtesy of Engcon*



Engcon's new EC233 series tiltrotator has a break torque of 340 kNm (240,771 lbf-ft), making it the market's most powerful tiltrotator built for excavators up to 33 metric tons.



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Frederick W. Lee  
Publisher, President

Bruce Button VP, General Manager  
bbutton@leepub.com

Jessica Mackay Production Coordinator  
ext. 137 jmackay@leepub.com

Colleen Suo Editor  
ext. 145 csuo@leepub.com

Gabbie Albrecht Social Media Coordinator  
ext. 163 galbrecht@leepub.com

Ad Sales: 1-800-218-5586

Matt Stanley Sales Manager  
ext. 124 mstanley@leepub.com

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Tina Krieger  
ext. 108 tkrieger@leepub.com

Steve Pelosi  
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Scott Duffy  
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Andy Haman  
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Composting equipment advances: transforming green waste

RockRoadRecycle staff writer

On the Cover:  
L-R: Tim Platte (project manager), Sven Eeten (electrical commissioning engineer) and Andrej Gerdt (mechanical commissioning engineer) with the Doppstadt plant at work in Japan.

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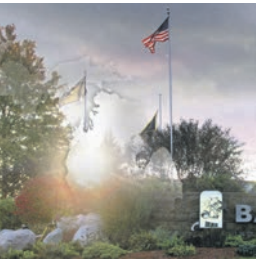
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# Composting equipment advances:

## transforming green waste

**RockRoadRecycle staff writer**

*All photos courtesy of the specified OEM*

*A field of compost in the open air which will be regularly turned in order to improve oxidization.*

The composting of green waste and materials is being increasingly undertaken in order to help decompose organic substances, converting the material into a stable, plant friendly, beneficial and high quality humus product. The ideal process is efficient, quick and low emissions being essentially accomplished by shredding, mixing and (where required) screening a blend that is as free as possible from contaminants or materials that are hard to break down — all being optimized for the rotting process. The rotting process itself is essential to the production of good compost. Post treatment screening and wind sifting further help ensure that the compost has a homogenous particle size and is free of contaminants.

In order to ensure that the material for composting is of a high quality and reduced to a size to enable further treatment, a number of companies have invested in the development of equipment and systems used in producing a high value product. What is interesting is that although the production of compost is quite a simple process, the latest developments from manufacturers enable a variety of or-

ganic materials to be recycled and turned into compost of the highest quality.

### Green Mountain Technologies

One company at the forefront of composting systems and technology is Green Mountain Technologies, which has been dedicated to helping organizations reduce their environmental footprint, save money and produce high quality compost since 1992. The company is committed to making composting an approachable, affordable and successful undertaking for organizations of any size. This is accomplished through innovative design coupled with industry experience and ongoing R&D. The company states that there is very high demand for different approaches to composting. With this in mind, it has developed a comprehensive product line that includes sophisticated large-scale technologies for bio solids, windrows, ASP solutions, cutting edge software and probes, as well as some of the most popular in-vessel systems in the U.S.

### Doppstadt

German company Doppstadt traces its history back to 1965 when Werner Doppstadt founded an agricultural company in Velbert. Today it is considered to be a leader in the development of environmental technology for processing various materials such as waste wood, garbage, industrial waste, bio waste, excavated earth and green waste. The company now offers one the largest ranges and variety of equipment, all designed to provide high performance and low energy consumption with maximum environmental friendliness.

The Doppstadt equipment range for composting includes mobile and static recycling machines for chipping, crushing, grinding, mixing, separating, screening, shredding, sorting, washing and wind-sifting of materials. The range includes shredders, trommel screens, star and flatbed screeners, sifters, mixing plants, washing plants and conveying systems.

### Transforming green waste

Highlighting how Doppstadt equipment is able to transform green waste through composting into a valuable resource is a recent project in Japan. Here a DW 306 Ceron Type B pre shredder, a AK 640 VE fine shredding system and an SST 725 trommel screen have been combined to provide homogeneous, high quality and metal-free material to be used for thermic recycling purposes.

The equipment transforms the input material in four stages. Following the pre and fine shredding steps, metallic contaminants are removed and the material is separated into fine, finished and oversized fractions. The oversized grain is automatically circulated back into the fine shredding process until it meets the requirements of the finished product. If there is no need to run through the entire process chain, the Doppstadt plant can be used for partial processing.

The DW 306 Ceron Type B pre shredder receives the input material from a re-handling excavator for the coarse shredding procedure. Mixed fractions are then conveyed to the AK 640 VE where fine shredding takes place. Enroute, an overhead magnetic system separates ferrous contaminants from the wood with the procedure being repeated before the material enters the screening process.

The SST 725 trommel screen finally takes care of the proper granularity of the material, where it screens out the fine fraction. Oversized particles are automatically transported



Here a DW 306 Ceron Type B pre shredder, AK 640 VE fine shredding system and SST 725 trommel screen have been combined to provide homogeneous, high quality and metal free material to be used for thermic recycling purposes.





Left:  
Komptech's Nemus 3000: longer discharge belts and the ability to use screen drums from competitor machines are further benefits of this highly practical machine.

back to the fine shredding process to be processed one more time. This recirculation process only ends when the entire material fits the size requirements of the finished product.

### Komptech

Another company, which has developed composting expertise through its multifaceted equipment lines, is Austrian company Komptech. The company is now considered to be a leading international technology supplier of machinery and systems for the mechanical and mechanical-biological treatment of solid waste and for the treatment of biomass as a renewable energy source. The product range includes over 30 different types of machines that cover all key process steps in modern waste handling: namely shredding, separation and biological treatment.

For shredding and separation shredding in composting to produce the right particle size, Komptech produces low-speed and high-speed machines. Both types can be adjusted to output the desired particle size using the appropriate screen baskets and teeth. They can be enclosed or open air, depending on the input material and local conditions. Cleaning and mixing is accomplished via drum screens, star screens and disc separators.

Differentiating its offering from many of its competitors, Komptech also supplies equipment and solutions for windrow composting. This is undertaken during the layered build-up with a wheel loader and homogenized in subsequent mixing with a turner. The input material and associated limiting factors also decide whether the rotting process is undertaken closed — in an indoor part of the system — or open as windrow composting. The first phase of the process often takes place in a closed system with ventilation and outlet air treatment.

Turning compost improves ventilation, enables re-watering and ensures mixing of the different rotting areas in the windrow. The process is generally complete after six to 12 weeks. To attain a product of uniform particle size and to separate off any contaminants still present,



The new full track option is one of four drive systems available for Vermeer's CT718. Also offered are two wheel drive, four wheel drive and two wheel plus two short tracks drive system.



Komptech's new Nemus 3000 is a drum screener that has been designed for low maintenance and service friendliness.

the compost is screened. Komptech has a wide range of mobile and stationary drum and star screening machines for this process. The particle size produced is based on the intended use, ranging from coarse compost fractions for agriculture to finely screened material for mixing into garden and potting soil. Screening after composting generates a usable fraction and a screen overflow. The overflow can be run through a wind sifter to remove the light components and then used as structure fill, or it can be used as biomass fuel once the stones have been removed.

High end organics material prepping is also gaining importance, given the strict requirements of natural fertilizer laws and other quality guidelines. It is believed that going forward, only high quality compost or fermented products will be marketable. One major factor in achieving this is the removal of contaminants and foreign matter, which unfortunately continue to find their way into the organic waste stream — with plastic, glass and metal being the major culprits. This has given rise to some quite rigid limit values, which place high demands on feedstock preparation. Komptech now offers a range of machines ideally configured to deal with these issues.

One of the most interesting new machines for organic waste prepping from Komptech is the Metalfex non-ferrous metal separator, which greatly improves product quality at the end of the process chain with an optional ferrous separator also being available. Komptech has also recently updated its screening offering with the new Nemus 3000, a drum screener that has been designed for low maintenance and service friendliness. Longer discharge belts and the ability to use screen drums from competitor machines are further benefits of this highly practical machine.



### Shred-Tech

The Shred-Tech Corporation designs and manufactures a large number of shredding and recycling systems. Headquartered in Cambridge, Ontario, Canada, Shred-Tech began production in the late 1970s, producing stationary double shaft shredders for a wide range of manufacturing and plant-based applications. By the middle of the next decade, Shred-Tech had developed one of the world's first mobile shredding trucks designed to shred confidential office paper and documents on-site.

Fast forward 40 years — Shred-Tech now has well over 6,000 shredding and recycling systems installed worldwide and is recognized globally for its products as well as its commitment to engineering, innovation and quality. With shredders in daily use around the world, servicing over 31 countries, Shred-Tech equipment is helping customers reduce costs, generate revenue and protect the environment.

Shred-Tech's composting equipment line is designed to meet regulatory safety and material handling requirements. Shred-Tech® engineers are experienced at designing turnkey solutions to match each material handling and processing challenge. The company's versatile line of compost shredding equipment ensures that a shredding and recycling solution can be engineered to meet specific application requirements. Options such as automated material handling, nitrogen blanketing, explosion proofing, sterilization systems and screening equipment can then be selected and matched to the application.

### Vermeer

Central Iowa-headquartered Vermeer equipment is aimed at maximizing the world's resources, with some of the company's latest developments targeting the recycling and biofuel production markets. Vermeer equipment has led the way into these new industries with organic recycling equipment that processes organic waste quickly and efficiently, so it can be turned into useful end products.

Designed with innovations that help improve productivity, streamline maintenance and protect operators, Vermeer compost turners, horizontal grinders, tub grinders and trommel screens are built to last, and are fully supported with parts and service. The very latest development from Vermeer is its fully tracked CT718 compost turner — recently developed in response to composting being such an important aspect of waste management throughout the world.

Vermeer compost turners introduce oxygen into the compost pile, helping to speed the decomposition process. Vermeer compost equipment is designed to process up to 4,000 cubic yards (3058.2m<sup>3</sup>) of compost per hour depending on the type and size of the turner. Drum style windrow turners feature a horizontal steel drum with flails that aerate the compost windrow.

The new CT718 compost turner is equipped with full-length steel tracks, an option best suited for rough and muddy ground conditions. The new full track option is one of four drive systems available for the CT718. Also

offered are two wheel drive, four wheel drive and two wheel plus two short tracks drive system. "We've added a full track option at the request of our customers," Jeff Bradley, product manager for recycling and forestry equipment at Vermeer, explained. "The composting industry is growing worldwide and compost turners are one of the most efficient ways of ensuring that material gets the proper amount of oxygen. The full track option will give facilities with rugged or wet ground conditions a more effective option."

The Vermeer CT718 compost turner is efficient and highly productive at turning windrows up to 18 feet (5.5m) wide. The compost turner uses a mechanical belt-drive system and a Flexxair fan that automatically adjusts based on temperature to help maximize performance. An optimized drum design with long flails ensures proper aeration while minimizing material drag and providing protection to the drum skin. The operator-controlled rear curtain also aids with controlling material deflection.

The comfortable operator's cab of the CT718 compost turner features programmable, preset controls that allow the user to adjust height with a single touch and a control display that shows the sides and rear of the machine through mounted cameras. With a low machine height of just 12.5 feet (3.8m) and folding ladder, the CT718 compost turner is easy to transport between locations. Additional options for the CT718 compost turner include hard surface flails and a spray bar attachment.



Vermeer compost equipment is designed to process up to 4,000 cubic yards (3058.2m<sup>3</sup>) of compost per hour depending on the type and size of the turner.



## Utah landfill shuffles, gains space



by Jeff Winke

*Modern day landfills are sophisticated operations and are designed to receive garbage and keep the environment safe.*

*Photos courtesy of Trans-Jordan Cities Landfill*

If you ask the average person on the street where garbage goes after it's picked up and taken away, most will likely say "the dump." At one time, most communities had a town dump located near the edge of town or just outside. That was where town-folk could toss out anything.

One can imagine Andy and Opie hauling an old chair that Aunt Bea wanted out of the house to the Mayberry dump. Fortunately, in 1976, eight years after the last episode of "The Andy Griffith Show" aired, the United States government passed the Resource Conservation and Recovery Act. This law put new rules into effect to protect water supplies and control how trash was thrown away. As a result, many dumps were closed or changed to follow the new rules.

Today, dumps are illegal and trash is taken to a landfill. Modern day landfills are sophisticated operations and are

designed to receive garbage and keep the environment safe.

In 1959, well before the federal law was passed, three forward-thinking cities near Salt Lake City, Utah came together and decided to convert a popular dumping spot into a landfill. Slowly, other local cities bought into the project. Currently, the Trans-Jordan Cities Landfill is now owned and governed by seven cities, with several other non-owning cities also bringing their MSW to the site. The once Mayberry-style community dump is now a technologically advanced, sophisticated landfill serving approximately 500,000 residents, as well as accommodating the commercial waste from the same south half of Salt Lake Valley region.

The Class 1, Subtitle D landfill is managed by Trans-Jordan in South Jordan, Utah. At the site, Trans-Jordan digs down a hundred feet from ground level and fills it up to a point higher than original ground level.

"Our company started with seven full-time employees and has grown to a staff of 39, plus five temps," stated Jason Turville, operations supervisor at Trans-Jordan Cities Landfill. "We take in 365,000 tons of MSW a year at the Trans-Jordan Cities Landfill with a steady growth as the communities continue to build out and the demand increases."

Since its beginning, the company has made conscious, concerted efforts to be a positive corporate neighbor. They offer an active Green Waste program where they accept, grind and mulch trees, brush and associated organic materials, which are converted into compost and chips and sold to the public at a reasonable price. The compost is a high-quality product that meets the USCC (U.S. Composting Council) certification for compost.

There is also a public convenience center (PCC) for residents to drop their trash on a hard, concrete surface with



*The company determined that they could gain significant space by relocating 500,000 cubic yards of MSW from a corner of an old cell to the new active cell.*





*Trans-Jordan employs two Cat 836K landfill compactors equipped with JohnnyBall 3D onboard measuring systems to maintain a level top.*

The Old Cell 6 Trash Relocation Project was completed in two phases. The company cut half of the old MSW and relocated it from August 2014 through September 2015. Phase 2 started in May 2017 and finished October 2018.

The project occurred while continuing to take in 365,000 tons a year from the seven member cities and commercial traffic. The MSW that was moved was added into the daily processing amount.

For processing the trash daily, Trans-Jordan employs two Cat 836K landfill compactors equipped with JohnnyBall 3D onboard measuring systems to maintain a level top, 3:1 side slope and a 4:1 working face. The company operates a Cat D5 dozer equipped with a JohnnyBall for dressing-up side slopes and working on finish slopes for liner placement.

"JohnnyBall has become a necessary tool to ensure we maintain 3:1, 2.5:1 and 2:1 slopes in the various locations," stated Turville. "It is simple, easy to use and provides real time feedback to the operator, which means a lot to us, especially since two-thirds of the crew are green and learning how to achieve the grades we need while working on their own."

With the Old Cell 6 Trash Relocation Project completed, Turville reflected: "For years we will be talking and reminiscing about moving 'old Cell 6,' how this project helped extend the life of the landfill and how interesting it was to 'mine' old trash and see what did and did not decompose over the 20 years it was sitting. A worthwhile and interesting project, for sure."

recycling of many materials including metal, carpet pad, Freon containing appliances, electronics and second-hand store donations. Another service offered is their Household Hazardous Waste (HHW) collection and processing facility — free to residents and fee-based for small businesses.

The Trans-Jordan Cities Landfill currently accepts 365,000 tons a year of MSW from the seven member cities, which are West Jordan, Sandy, Draper, Riverton, South Jordan City, Murray and Midvale, as well as local commercial contributions.

"The best way to describe our company is 'we manage airspace,'" Turville said. "Our job is [to] put as much MSW into as little airspace as possible to maximize the life of the landfill space we have available."

That goal of maximizing space was behind a recent Trans-Jordan project. The landfill has six cells. The company determined that they could gain significant space by relocating 500,000 cubic yards of MSW from a corner of an old cell to the new active cell. The move would literally gain 2.3 million yards of future landfilling space.

"Our current lowest elevation for our operation in Cell 6a has us at an elevation 50 feet lower than the bottom of the old trash placed in the corner," Turville said. "Therefore, by moving it into the active area of the landfill, we gain the 50 feet of depth directly underneath and also from where the natural earthen slope will be removed to maximize the depth and space of the area."

For the Old Cell 6 Trash Relocation Project, Trans-Jordan used a Cat 349F excavator and two Cat 740B haul trucks. Digging a new cell with an excavator is common practice, but digging trash out of an existing cell is not. The trash had been sitting there for 20-plus years and was very compacted. Trans-Jordan claimed that it actually was harder to pull out than dirt.

Trans-Jordan does not employ GPS machine control on any of its machines; however, they do use a handheld Trimble TSC3 GPS controller for establishing design grades and top of waste (TOW) grades. The Trimble rover is used for site measurement, stakeout and grade checking operations. The controller, which is paired up with a Trimble R10 LT Receiver, uses Utah's VRS wireless network. In conjunction, all machines use JohnnyBall 3D onboard measuring systems, which are designed to provide operators with real-time level and slope.

"We manually put out stakes to follow, then use JohnnyBall as a tool to accurately maintain a level working area and establish a 4:1 working face on a daily basis," Turville said. "Our MSW side slopes are 3:1 and with us having many new operators it is a great tool to teach them and show them the exact slope required for the operation."

Base cups for JohnnyBall have been mounted in seven Trans-Jordan machines — dozers, compactors, an excavator and a motorgrader — which enable the four JohnnyBalls they currently own to be moved seamlessly from machine to machine as needed.

"The GPS rover gives us the ability to take the site design created in our office and implement it in the field," Turville said. "JohnnyBall helps our operators to efficiently and accurately build slopes where staking is not reasonable or appropriate — and it keeps the machine operator accountable to me and the other managers. The GPS rover used with JohnnyBall is a powerful combination that has become essential to our success."

*Right: All machines use JohnnyBall 3D onboard measuring systems, which are designed to provide operators with real-time level and slope.*



*The GPS rover used with JohnnyBall is a powerful combination for the Trans-Jordan Cities Landfill and their recent project.*





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# Bandit Industries completes ESOP sale to employees

Bandit Industries finalized its transition to a 100 percent ESOP (employee stock ownership plan) company on Nov. 1, 2018.

Former owners Mike Morey Sr., Dianne Morey and Jerry Morey announced their intention to sell the company in an ESOP over the summer of 2018 — a move that was celebrated by Bandit's employees and customers. It ensures the corporate culture that made Bandit a success for 35 years will remain intact.

The ownership transition won't impact the day-to-day management of the company. The management team that has been guiding Bandit for the last several years will remain in place under the ESOP.

"We're excited to begin this new era in Bandit's history," said Jason Morey, Bandit's North American sales manager and member of Bandit's management board. "We continue

to grow, expand and gain market. We're putting the finishing touches on two new building expansions that will increase our capacity and efficiency for our parts departments and final assembly."

In addition to growing in capacity, Bandit has also been expanding its worldwide dealer network and customer base, growing in virtually every market share. Bandit recently announced a joint venture with German company ARJES GmbH, a producer of slow-speed shredders and crusher, expanding into a new market.

"We're constantly changing, growing and moving forward," Morey said.

Scott Parks, the plant manager and a member of Bandit's management board, said the future of Bandit looks bright.

"I can see us continuing to grow because we work as a team here at Bandit," he

said. "It's not just one person that does anything and everything. It's teamwork."

Jamie Morey, the Bandit parts and service manager and granddaughter of Mike and Dianne, also said the future is bright for Bandit.

"As we move forward with Bandit, now an ESOP company, myself and the rest of management are excited to keep pioneering and moving forward with the legacy that was left to all of us," she said. "As a granddaughter and management board member, I couldn't be more proud of what Mike, Di and Jerry have chosen to do. It's been a real honor to watch this company transform into what greatness it is today."

Former owner Jerry Morey said the future of Bandit now belongs to its employees.

"It's going to be a great opportunity for all of our employees. They'll all have a share in the business,

with a lot of incentive to continue to add to what

we've already built," he said. "Bandit's employees

will continue to make this company even stronger."



Bandit Industries finalized its transition to a 100 percent ESOP company on Nov. 1, 2018  
Photo courtesy of Bandit

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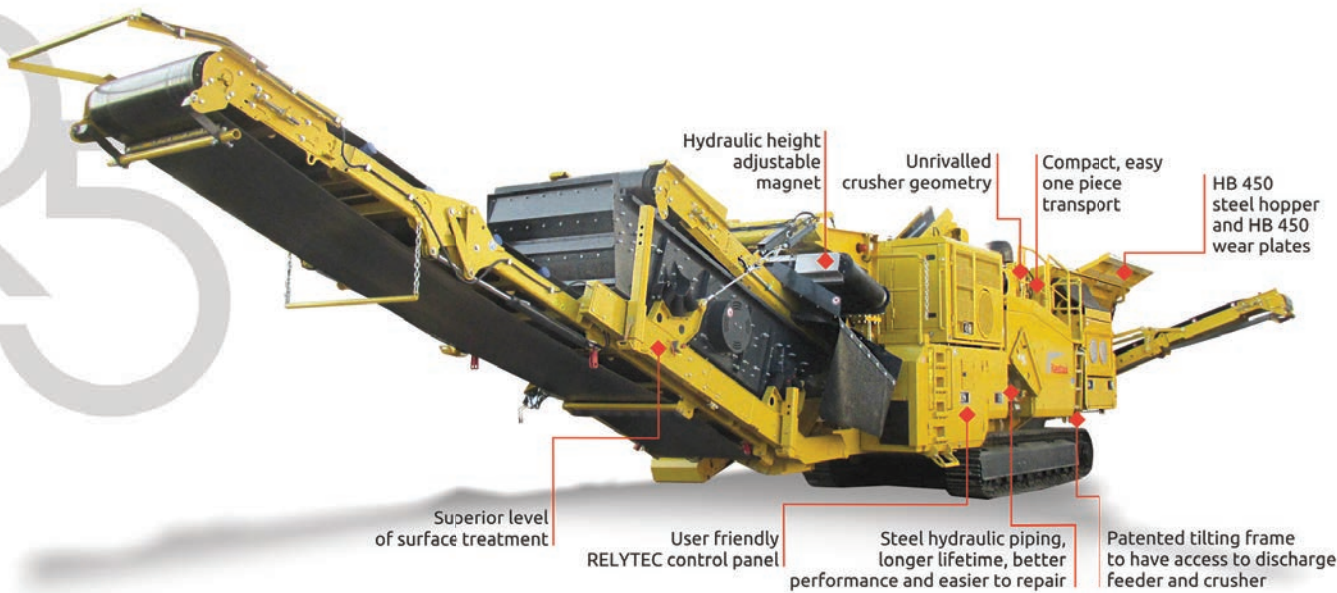


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## Independent rental business thrives, meets regional demand for equipment rental and used equipment sales

John Sherlock's story is one of evolution. Sherlock owns Sherlock Equipment in Bremerton, WA, serving the Kitsap Peninsula with compact track loaders, mini excavators and growing now to include dozers, mid-sized excavators and backhoes. Sherlock himself was a contractor until 2011, when he transitioned into short line equipment sales and eventually equipment rental in 2014.

"We saw the need for good quality rental equipment in the area, and we try to supply our customers with the best equipment we can get," said Sherlock.

To call the Kitsap Peninsula a "peninsula" isn't quite fair. It's geographically accurate, but it's a whole region of its own, home to more than two dozen towns and numerous bays and inlets that support local tourism and residents alike. Housing is booming in the area, which has created a demand for equipment rental, both from contractors and DIY homeowners.

"A lot of the bigger outfits don't want to deal with homeowners or small contractors like we do," said Sherlock. "We try to provide our customers with the newest and latest machines — all our machines are Tier 4 Final. That means something to us because we do care about the environment. We don't just go to the auction and buy the cheapest machine, put a new paint job on it and try to get that last rental out of it."

"We buy our equipment brand new," said Sherlock. "We try to keep our machines down on the lower hour range — that way we can ensure that

our customers are renting the best machines out there — the most current and the most mechanically sound."

The philosophy extends even further for Sherlock, as his business model addresses another shortfall on his region: the availability for purchase of good, well maintained used equipment. He intentionally buys new equipment and keeps relatively low hours on it before he turns around and sells it to contractors in the region.

"That way, we're in control of that equipment from day one," he said. "We know the machine from when we get it. We know where we got it. We know [the hours on it]. And we know what service has been done and not done."

### Equipment demand drives expansion

As the type and size of contractor/project who rents from him continues to grow, Sherlock has been driven to increase the size and capabilities of his fleet. This has included the recent acquisition of a new CASE 650M dozer and a 580N EP backhoe loader. Both are ideal for rental businesses as they operate at 74 hp and offer maintenance-free Tier 4 Final emissions solutions that simplify owning and operating costs — and the learning curve for renters. "We chose the 650M for its simplicity. Its Tier 4 aftertreatment is very simple. Its maintenance is very simple — the machine is clean and it doesn't have a lot of extra stuff on it," he said.

The 650M also comes standard with CASE ProCare: a suite of product assurances that includes a three-year Ad-

vanced CASE SiteWatch™ telematics subscription, a three-year/3,000-hour full-machine factory warranty, and a three-year/3,000-hour planned maintenance contract. This makes owning and operating costs for the first three years entirely predictable and creates a record/expectation that the equipment is maintained as it was intended.

"Not only is the machine a good value, but that tells me that CASE is going to stand behind it," said Sherlock. "I believe it will be an advantage when we go to resell the machine if we sell it in that time period [it is transferable to the next owner]. If we don't sell it within that time period, it shows that the scheduled maintenance was done [to manufacturer recommendations]."

The addition of a backhoe also fit a growing customer demand, and addressed a generational preference for older operators who choose the backhoe over compact equipment. At 74 hp — and with a backhoe bucket breakout force of 11,517 lbs., backhoe lift capacity of 2,858 lbs. and peak torque of 233 foot-pounds — the 580N EP provides ample power and performance while keeping fuel, maintenance and owning and operating costs low.

"We chose the 580N EP for its simple design," said Sherlock. "It doesn't have a lot of bells and whistles — but it does have the ones you need. It has a comfortable seat, it's responsive and it has pilot controls — your average operator, that's all he needs. There are some older operators that don't know much about the skid steer, they don't



The working relationship between Sherlock and Ryan Jackman of Sonsray Machinery has proven to be a great template for exploring mutually beneficial business partnerships.

Photos courtesy of CASE CE





*As the type and size of contractor/project who rents from him continues to grow, Sherlock has been driven to increase the size and capabilities of his fleet.*

know about the mini ex — but they know a 580 backhoe because their dad had one.”

Sherlock also expanded into his first “mid-sized” excavator this year when he added a CX75C SR, a minimum swing radius excavator that, at 55 hp, also does not require complicated aftertreatment — all while providing more substantial digging power.

“We can haul it on our solo truck. It’s got the power of a big machine and the size of a small machine — it fits the mold for a guy who needs a bigger machine than a mini. He can go clear his acre, his two acres — it’ll still do everything he needs it to do,” he said.

#### **Demand remains for compact equipment**

While Sherlock has expanded his equipment fleet, the greatest demand from his customers still revolves around compact track loaders (CTLs) and mini excavators. He has similarly relied on simplicity, no/low maintenance emissions and practical application benefits to build this part of his fleet. Sherlock outfitted his fleet with two CASE TR310 CTLs — operating 74 hp and 3,100 rated operating capacity — a great rental combination of simplicity and performance. Sherlock chose a radial lift machine

because of the type of work most of his rental customers use it for.

“Our customers aren’t doing a lot of truck loading,” said Sherlock. “They still have good lift height, but our customers are prepping foundations, backfilling

foundations — their work is on the ground.”

Another recent addition includes the CASE CX17C mini excavator. The CX17C features a zero-tail swing design for improved maneuverability in congested areas and an auto-shift

travel system for operator convenience in varying terrain. It also features a bucket digging force of 3,490 foot-pounds, providing enough power for tough jobs but nimble enough to access more confined areas.

“We chose the CX17C to

fill a gap,” said Sherlock. “Our 7,000 - 8,000 pound machines are just a little too big for some guys. So some of our septic customers, our homeowners, they’ll want to take the CX17C because of the size. It can fit in their backyard. It has [retractable]

tracks. A lot of customers can haul it themselves.”

“It’s tough. It holds up. The service points are simple. They are all where you need them to be. Which, when you’re trying to get a machine off rent, and then back on rent, time is money — there’s just not a lot that can go wrong,” he said.

#### **A strong partnership**

Given Sherlock’s business model, conventional wisdom dictates that many equipment dealers may see him as competition. The working relationship between he and Ryan Jackman of Sonsray Machinery, however, has proven to be a great template for exploring mutually beneficial business partnerships between equipment dealers and independent rental businesses.

“Sonsray Machinery has been great to work with since the start,” concluded Sherlock. “Whatever it is, whether it’s machine related or customer related — at that point, it doesn’t matter. It’s all about who you get on the other end of the line. Are they going to support you? Are they going to do what they can to get that machine back up and running? Sonsray has not only delivered, but I feel they have gone above and beyond with support.”



*Sherlock Equipment serves the Kitsap Peninsula with compact track loaders, mini excavators and has grown to include dozers, mid-sized excavators and backhoes.*



# Make your sites safer in colder temps

Winter brings a new set of safety challenges to construction. Ice, snow, wind, freezing temperatures and poor visibility — all add risk. If you experience winter in your location, think about prepping these three aspects of your business: your team, your equipment and your site.

## Train the team

OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions receive training on safe winter operating procedures. When possible, let them practice navigating slippery roads and surfaces in empty parking lots or other safe areas.

Make sure your training also includes information about hypothermia. Key points to emphasize:

- Hypothermia strikes when the core body temperature drops below 95 degrees F. It can happen even when air temperatures are above freezing.

- Always check the weather before a shift and prepare for the worst. Wear fast-drying clothing and bring extra layers for warmth and rain protection.

- Fuel the body furnace. Keep extra snacks on hand and eat often if temperatures drop.

- Hypothermia can be difficult to recognize. Early warning signs include shivering, blotchy skin, blue

fingers and toes and numbness or tingling. While enclosed cabs can provide protection from the elements, frequent trips in and out can make it difficult to maintain body temperature.

- The early stages of hypothermia can be mitigated by getting the person warm and dry as quickly as possible. If symptoms persist, call an ambulance or get them to the nearest medical facility.

## Evaluate the equipment

To prepare machines for winter, make sure all preventive maintenance is up-to-date. Take care of minor repairs and install the correct fluids and filters in all components. Keep batteries fully charged and tires properly inflated. Before startup, remove snow and debris from tires or undercarriage. Inspect for leaks and loose connections. Check all dipsticks to confirm fluid levels and viscosity. Don't start an engine unless the oil drips off the stick. In extremely cold temperatures, consider using a block heater or room-temperature starting fluid to power up the engine. Let the machine reach operating temperature before work begins. And be sure to fill the fuel tank at the end of every shift.

## Scout the site

The work environment also needs special attention during the winter months.

Keep driving and pedestrian routes free of ice and snow. Be aware that visibility is often reduced on wintry days and snow can hide hazards. Add extra lighting, mark active work zones with highly visible signs and use cones or barricades to delineate risky areas. If machines are not being used, get them off the site and into storage where they'll be out of the way

and protected from the elements.

## Ready, set, snow

Cold weather can take a toll on your business, but the work goes on. Be ready to run safely and efficiently all winter long by taking some simple steps now to prepare your people, equipment and site. Get tips about winter fleet maintenance at [Catallday](http://Catallday)



*Hypothermia strikes when the core body temperature drops below 95 degrees F.*



OSHA recommends that all vehicle and equipment operators who work in snowy or icy conditions receive training on safe winter operating procedures.



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## Engcon introduces new mini-excavator sorting grab meets high demand from market

Engcon recently announced the launch of a new accessory — the SK02 mini sorting grab.

The new device weighs 240 lbs., making it particularly suited for small excavators — under 6,600 lbs. It is available for order immediately in North America. SK02 has a width of 15.7 inches (400 mm) and maximum grab strength of 281 lb./force (5.7 kN).

Like most of Engcon's hydraulic tools, the gate/bracket is attached with screws and thus easily adapted to the attachment type of the excavator carrier. The SK02 also has screwed cutting blades, is prepared for digging teeth and can be delivered with sealed/tight sides for use as a clamshell bucket.

In recent years, Engcon has invested heavily in expanding its accessories inventory and today is one of the major players in the development and production of tools for excavators up to 33 tons.

"We are committed to providing the best, most demanding tools that can be attached to a tiltrotator. Our new sorting grab responds to customers' needs," said Johan Johansson, design engineer at Engcon.

Engcon has been manufacturing and selling its tiltrotators, quick couplers, control systems and tools for excavators throughout Europe and Australia for 28 years and in North America for 11 years through dealers.



The new device weighs 240 lbs., making it particularly suited for small excavators — under 6,600 lbs.

Photo courtesy of Engcon

## Cemen Tech announces new line of dump trailers

Cemen Tech has introduced two new dump trailers — the DT-100 and DT-200 — to complement its line of volumetric concrete production solutions. Ideal for hauling concrete, sand, stone, mulch and other materials, these new heavy-duty one- and two-yard dump trailers are designed for use in residential building projects, rental yards, landscaping applications and other small- to mid-size jobs.

Fabricated with high-strength 10-gauge steel, the new DT series dump trailers come standard with a variety of premium features including a double-action hydraulic pump, adjustable relief valve and forward self-adjusting

electric brakes. DOT-approved lighting ensures safety and compliance on the road, while heavy-duty fenders, one-piece rubber splashguard and supporting tongue cross-bars provide added durability. An adjustable load-leveling hitch maximizes tow capacity and provides a smooth, level ride while towing materials.

"Our new DT-100 and DT-200 dump trailers provide a reliable and heavy-duty hauling solution for small to medium-size applications," says Collin Robinson, product manager at Cemen Tech.



These new heavy-duty one- and two-yard dump trailers are designed for use in residential building projects, rental yards, landscaping applications and other small- to mid-size jobs.

Photo courtesy of Cemen Tech



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# Who owns the data generated by machines?

[AEM.org](http://AEM.org) (Nov. 12, 2018)

by David Knight, founder and CEO of Terbine

With Internet of Things (IoT) technology becoming critical to equipment manufacturers, questions about data ownership are coming with increased frequency. And the answers aren't obvious.

Many organizations are beginning to send their machine-generated IoT data to third parties. Often this is motivated by a desire to monetize the data, and sometimes by regulatory reporting reasons. These initiatives are bringing the issues of data ownership and licensing to the foreground.

Interestingly, there are few established standards for determining how ownership is assigned, much less how IoT data can be licensed properly. Here's an overview:

## Data ownership in the western world

Generally, the owner of machine-generated data (MGD) is the entity that holds title to the device that recorded the data. In other words, the entity that owns the IoT device also owns the data produced by that device.

However, when real-world constructs such as lease holdings come into play, the issue of ownership gets more complex and murky.

Furthermore, data may be owned by one party and controlled by another. Possession of data does not necessarily equate to title. Possession is control. Title is ownership.

Referred to as usage rights, each time data sets are copied, recopied and transmitted, control of the data follows it. Conversely, transfer of ownership requires a legal mechanism to convey title.

Clinically speaking, data is owned by the titleholder. In this regard, data title is like a deed to real property. MGD may also contain metadata, which is akin to mineral and water rights.

## One way for non-attorneys to think about data ownership

It turns out that data by itself is not protectable under the American intellectual property framework; however, data title rights are similar to the rights afforded by a copyright.

Data title includes a bundle of usage rights that allow the titleholder to copy, distribute and create derivative works. Data within a database is like the words and images that make up

a copyrighted book. The usage rights and title to the book are separable.

This is similar to how the author of a novel retains title to the words and pictures that comprise the novel, and also owns the ability to authorize a publisher to publish and distribute books. However, he or she does not control each reader's usage rights once the content is accessed by readers.

Similarly, an entity that holds title to a database holds the associated data ownership rights. If the data set is copied and transmitted elsewhere, the entity relinquishes the usage rights.

## The parties to a data contract play a role, too

There are two major classes of parties in this space. The first includes corporations, data brokers and marketplaces, which have been exchanging data amongst themselves long before the concept of MGD came along. These activities are not typically exposed to tight government regulation.

This model translates well into the purely machine-generated data world. There are legal constructs that convey rights, often with payment involved.

But the second category is composed of consumers who share data with a vendor in exchange for a product or service. These agreements in the consumer space may be subject to government oversight, and certain industries like healthcare must comply with a network of statutes and agency rules.

The second category is on the other end of the spectrum — essentially a "give-and-take" approach. However, instead of applying personal usage data as with consumer applications, the vendor may collect in-depth data from a sensor platform to optimize the user's experience.

Here, the contract allows machine-generated data to be exchanged in return for incentives such as a curated service or discount. This approach conveys the requisite data usage rights and data title once the end user opts in.

As we move into the future, with artificial intelligence programs increasingly becoming the end users of data, it's likely that a hybrid of these two approaches will emerge to provide a standardized legal construct that also offers the flexibility to tune the results

based on analysis of machine data.

## The Ag equipment industry is providing an example of how to handle data rights

The agriculture industry has embraced the use of sensors and machine-generated data to maximize production, and is also sophisticated in the way it handles data ownership interests.

The bottom line is that the farmer owns the data produced by his or her sensor platforms. Nevertheless, some farm equipment manufacturers have developed a system of agreements with a high level of transparency to enable agricultural MGD to flow freely.

## The difference between machine data and personal data

The automotive industry offers another important distinction that must be made in determining data ownership rights. Regulators and industry groups primarily agree that a car owner owns the MGD generated by that car. Like an insurance policy, the MGD ownership interests follow the car.

However, that non-personal machine-generated data is treated differently than personal data, which is generated by the automobile's operators and occupants.

This opens up an entirely separate class of data and ownership. And it turns out that the ownership rights to personal data follow the people who generate it.

There is also the growing importance of consumer trust and sentiment. Consumers perceive all the data flowing from their car to be theirs, and they expect to receive something in return.

In response to data-conscious users, automobile manufacturers craft data exchange provisions that use a give-and-take approach. Similar to agribusiness data exchanges, there is an underlying presumption that the MGD captured after purchase is owned by the entity who bought the car, and the onus is on manufacturers to use that data to provide a service to the purchaser.

## Other uses for data from moving vehicles

The increasing use of connected technologies and sensors in on-road and off-road machines will create an unprecedented explosion in vehicle-gen-

erated data. And with this, data users across sectors that have no direct association with those machines are poised to integrate these new data streams into their business models.

These users could range from insurance to telecommunications, to high-tech and beyond. And the value for them is that, as a machine moves, it can capture and transmit all kinds of data that's only tangentially pertinent to the operation of the machine.

But these other users could find value in, for example, on-the-spot barometric air pressure and ambient temperature, or other factors that can be utilized for applications not possible until the advent of connected vehicles.

## There's no universal answer to data ownership

As evidenced in this piece, IoT data ownership is, and will likely continue to be, a complex issue.

As a rule of thumb, whoever holds title to the data producing platform likely owns the data. But different industries and companies take different approaches to regulating the transfer of data control and title. Add in international and intranational regulatory issues, and it gets even more complicated.

The common denominator in successful utilization of machine data is well-crafted contractual language that both protects consumer interests and feeds a growing data ecosystem. We'll keep updating you as this brave new world of machine-generated data exchanging, compliance and monetization evolves.

*David Knight is the Founder/CEO of Terbine, the first commercial exchange for Internet of Things data. A serial entrepreneur, his background is in core technologies including multi-spectral sensing and communications, digital audio, messaging, enterprise software and distributed systems. On August 23, he was one of the speakers at AEM's Thinking Forward event in San Francisco.*





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# Three new compost manufacturing reps, USCC Executive Board elected to 2019 terms

RESTON, VA — The U.S. Composting Council recently announced the return of Patrick Geraty for a second year as president and welcomed three new compost manufacturer members to its 2019 Board of Directors as the results of the Board Election in September.

Other Executive Committee members elected in the recent balloting are Brian Fleury, WeCare Organics, vice president; Joe DiNorscia of Laurel Valley Soils returns for his third year as treasurer; and Bob Yost of A1 Organics returns for another year as secretary.

New board members in January will be James Cowhey, CEO of Organix Recycling; Jeffrey Dannis, Howard Coun-

ty, MD, Bureau of Environmental Services operations chief; and Russell Faldik, CEO of New Earth Soils and Compost. Geraty and Fleury were re-elected and are serving their third and final terms.

Continuing their tenure are Dr. Robert Michitsch of the University of Wisconsin; Tim Goodman of Natureworks; Pierce Louis of Dirt Huger; Eileen Banyra of Community Compost Company; Jeff Bradley of Vermeer; Sarah Martinez of Eco-Products; Bob Shanz of Barnes Nursery; and John Janes of Caterpillar Inc.

The USCC is grateful for the longtime service of members leaving the board, including Lorrie Loder-Rossiter, Greg

Gelewski and Susan Thoman.

The new board members begin serving January 2019.



**US Composting Council®**

## Yoder & Frey recruits strengthen team in readiness for the 2019 Kissimmee Winter Sale



Yoder & Frey, leading auctioneers of heavy construction, mining and agricultural equipment in the USA, have reported the recruitment of industry heavyweight Trent Shaftner to add additional depth and industry knowledge to its auction sales team.

The addition of Shaftner supplements the recent recruitment of Joe Thurston. Together with the rest of the team they will help build upon and manage the unprecedented interest being generated by the now famous Kissimmee winter equipment sale Feb. 12 - 16, 2019, as well as the growing number of prestigious equipment auctions Yoder & Frey facilitates throughout each year.

"Bringing in this additional talent means Yoder & Frey can better access and manage the equipment

disposal processes for a growing number of large consignors as well as our long-established customer base," stated Peter Clark, president of Yoder & Frey, who is regarded as the "elder statesman" for the premier Kissimmee winter equipment event now in its 45th consecutive year. "We've already had around \$10 million of equipment consigned to the upcoming Kissimmee sale and both Trent and Joe will work alongside our existing team helping consignors and bidders maximize their participation and secure the results and equipment they seek."

Shaftner will be a huge asset to Yoder & Frey, bringing over 30 years of industry experience. Shaftner joined from IronPlanet where, during his 10-year tenure, he transitioned from Terri-

tory Manager for the Kentucky/Ohio area through to Major Accounts and then Strategic Accounts Manager. Prior to that Shaftner had previously worked in sales roles for a number of key equipment companies for over 20 years. His arrival at Yoder & Frey will enhance and complement the existing talent.

Another recent hire is Joe Thurston, who started his career with Ritchie Brothers in the late 1980s and then went on to gain several further decades of earthmoving equipment experience working in senior management roles for key dealerships overseeing various end user requirements. Thurston will focus on servicing the Florida and Georgia area in partnership with Kevin Pittman. Pittman's background also includes a period with

Ritchie Brothers and more recently as an account manager for Flint Equipment within the construction and forestry sectors.

Commenting further, Clark stated, "Joining Yoder & Frey provides Trent Shaftner and Joe Thurston with the perfect environment to capitalize upon their extensive experience, and by building on the family values and customer service the company is known for, will continue the success the company is having."

Founded in 1964, Yoder & Frey has continued to spearhead many innovative developments in the heavy equipment auction sector and in late 2016 it merged with the UK-based Euro Auctions operation, vastly extending its global reach. Gaining access to an established network of consignors and a network of over 150,000 buyers in over 95 countries, coupled with domestic growth, has resulted in significant benefits for bidders and consignors alike and real enhancements in the overall quality and volume of service delivered.

In 2018 Yoder & Frey introduced the ramp style auction whereby all lots are paraded past the bidders, who can now sit in a comfortable, specially constructed arena. In 2019 all auctions will be completely unreserved and a 100 percent absolute auction, benefitting both buyers and sellers equally. Founded on family values, its straightforward and friendly service enables both long-es-

tablished customers and the growing number of people increasingly favoring the auction process to easily buy and sell equipment and machinery as it perfectly meets their needs.

For information and to pre-register for the upcoming Yoder & Frey Kissimmee Auction Feb. 12 - 16 or other auctions, potential

consignors and all bidders should visit the Yoder & Frey website. Alternatively, Yoder & Frey can be contacted by email at [info@yoderandfrey.com](mailto:info@yoderandfrey.com) or called at 001 419.865.3990. Catalogues and further information on all other forthcoming global auction events are also available a Euro Auctions.



Trent Shaftner joins the Yoder & Frey team in preparation of the Kissimmee Winter Sale.

Photos courtesy of Yoder & Frey





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## Doosan Infracore North America opens 100,000-square-foot parts distribution center in Georgia

SUWANEE, GA – Doosan Infracore North America, LLC is proud to announce it is opening a new 100,000-square-foot parts distribution center, serving its dealers and Doosan customers in the United States and Canada.

Strategically located, the new parts distribution center allows Doosan Infracore North America to provide both dealers and customers

with better service options, deeper inventory and faster parts delivery. The parts distribution center is located adjacent to the Doosan Infracore North America headquarters in Suwanee, GA, situated approximately 30 miles north-east of Atlanta.

“Doosan is committed to being a top five construction equipment brand in North America and this new parts distribution center illustrates

our promise to support our dealers and our customers with parts availability and prompt delivery,” said Edward Song, CEO, Doosan Infracore North America, LLC. “We can significantly reduce shipping costs and we can provide less than two-day delivery on a majority of our genuine Doosan parts delivered from our dedicated warehouse.”

The facility is designed for

Doosan® parts distribution and shipping. It is managed by DHL Supply Chain – the Americas’ leader in contract logistics. The center will stock approximately 40,000 stock keeping units (SKUs) that can be shipped to service Doosan construction equipment throughout the United States and Canada.

The parts distribution center will house a majority of Doosan parts, with only some

low-volume parts needing to come from Doosan manufacturing facilities around the globe. DHL Supply Chain will provide outbound less than load (LTL) transportation to Doosan equipment dealers located in the United States and Canada.

“This is really a signal of our commitment to our Doosan customers in the United States and Canada,” said Clay Caldwell, Doosan director

of parts and supply chain. “Working with DHL Supply Chain allows us to reduce our order cycle times to ensure our customers are receiving critical replacement parts quickly and efficiently. We’re excited to work with a partner that not only understands our business and markets but has the capabilities to provide strategic warehousing options and seamless transportation integration.”



The parts distribution center is located adjacent to the Doosan Infracore North America headquarters in Suwanee, GA. Photos courtesy of Doosan Infracore NA



Edward Song, CEO, Doosan Infracore North America, LLC.



The new 100,000-square-foot parts distribution center will serve dealers and Doosan customers in the United States and Canada.

## Fuchs celebrates 130 years of innovation and ingenuity

Over 300 customers, distributors and team members from around the world joined Fuchs in Bad Schönborn, Germany, Oct. 18 - 20, 2018 for a three-day celebration to mark their incredible 130th anniversary.

Founded by Johannes Fuchs in 1888 as an agricultural machinery and stable equipment manufacturing business, Fuchs has

evolved into a specialist material handling company and has established a reputation for innovation and ingenuity.

During the last 130 years, Fuchs has gone above and beyond in its product development efforts, focusing on what customers need to be successful in their industries and applications. Fuchs innovations change the market and set the stan-

dard for quality, reliability and safety in the material handling industry — recently illustrated when the new Fuchs cab was awarded the IF Design Awards.

First established in Germany, Fuchs today has a truly global presence. Dominik Vierkotten, Fuchs managing director, said, “We are increasing our market penetration through investments in service, support

and sales specialists. Since 2016, we have 10 newly appointed distributors in the United States and we have recently sold seven material handlers into Lumut Port — Malaysia’s biggest dry bulk jetty.”

Key to the Fuchs brand success is the global distribution network, operating globally while providing local service and support service to customers. Jason

Templeton, VP of Company Wrench, said, “We are proud to be part of the Fuchs success story and to see the passion and dedication that exists in the brand. We are excited about our future with the Fuchs business in the U.S. and the new products and options that are coming.”

The anniversary celebrations consisted of presentations, machine demonstra-

tions, one-on-one meetings with Fuchs experts and exciting machine launches. Attendees were treated to a first look at the new MHL 375 material handler that will be officially launched at bauma 2019. Check out the wrap up video to view some highlights from the event.

Visit their website to find your local dealer.



Over 300 customers, distributors and team members from around the world joined Fuchs for a three-day celebration to mark their incredible 130th anniversary.



Terex CEO and President, John Garrison showed off the award-winning Fuchs MH cab during the celebration.

Photos courtesy of Fuchs



MP President Kieran Hegarty at one of the celebration's presentations.



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#### Number / Classification

- 20 Air Compressors
- 25 Air Tools
- 35 Announcements
- 45 Antiques
- 55 Appraisal Services
- 60 Asphalt Equipment
- 70 Attachments
- 80 Auctions
- 85 Backhoe/Loaders
- 135 Bits
- 150 Buckets
- 155 Building Materials/Supplies
- 157 Building Repair
- 160 Buildings For Sale
- 165 Business Opportunities
- 190 Chain Saws
- 200 Chippers
- 220 Compaction Equipment
- 225 Composting Equipment
- 230 Compressors
- 240 Concrete Mobile Mixers
- 245 Concrete Products
- 255 Construction Demolition
- 265 Construction Eq. For Rent
- 270 Construction Eq. For Sale
- 275 Construction Machinery Wanted
- 277 Construction Services
- 278 Construction Subcontracting
- 280 Construction Supplies
- 300 Conveyors
- 310 Cranes
- 320 Crushing Equipment
- 375 Dozers
- 400 Drills
- 415 Employment Wanted
- 425 Engines
- 430 Excavators
- 470 Financial Services
- 494 For Lease
- 495 For Rent
- 505 Forklifts
- 535 Generators
- 550 Gradalls
- 555 Graders
- 610 Help Wanted
- 635 Hoists
- 705 Legal Notices
- 745 Loaders
- 760 Lumber & Wood Products
- 780 Maintenance & Repair
- 800 Mine Equipment
- 805 Miscellaneous
- 880 Parts
- 885 Parts & Repair
- 890 Pavers
- 925 Pressure Washers
- 950 Real Estate For Sale
- 955 Real Estate Wanted
- 975 Rentals
- 997 Safety Equipment
- 1017 Scrapers
- 1020 Screening Equipment
- 1040 Services Offered
- 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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#### Announcements

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#### Construction Services



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#### Help Wanted

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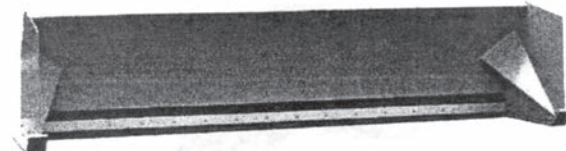
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20 Ton Pintle, 21' Flat Deck, 6' Beavertail, 7' Ramps, 102" Wide **\$13,900**

**717-597-0310**

Trucks

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Trucks



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Number of Issues to Run

			\$10.00	\$10.30
\$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:** \_\_\_\_\_

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☐ Please charge my credit card:

☐ American Express    ☐ Discover    ☐ Visa    ☐ MasterCard

**Card #:** \_\_\_\_\_ **Exp. Date:** \_\_\_\_\_ (MM/YY)

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