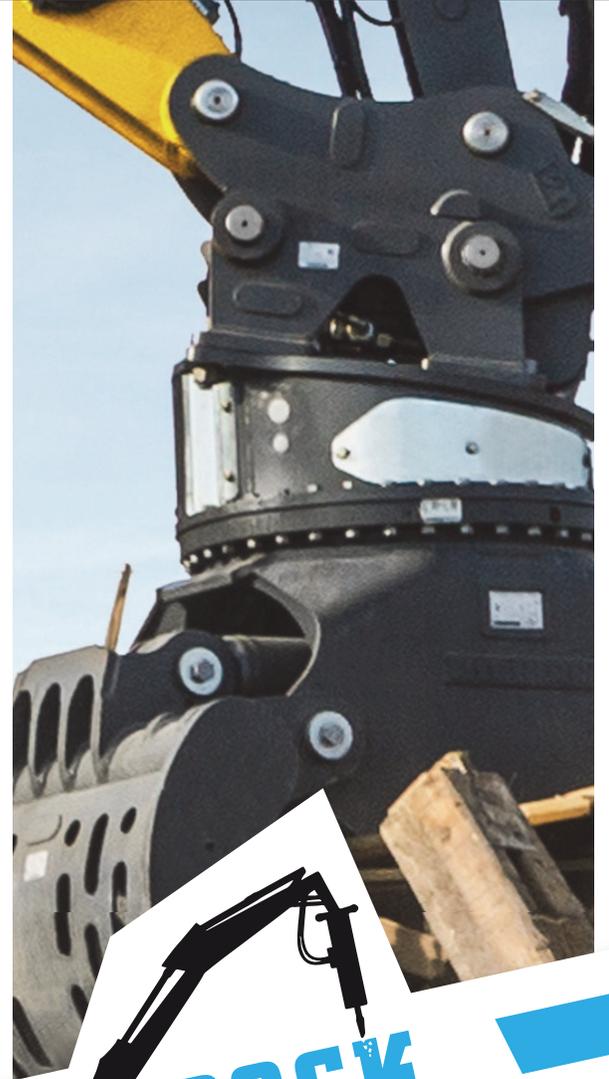


NOVEMBER 2019

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**GERKEN COMPANIES:
BUILDING SUCCESS FOR
OVER 60 YEARS**

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BOULDERS BELOW
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QUICK/AUTO-CONNECT FOR
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*Gerken Companies:
building success for over 60 years*





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*Gerken Companies:
Building success for over
60 years*

by RockRoadRecycle staff writer

On the cover:
L-R: Ryan Sager and Jesse Jones of The
Gerken Companies - Asphalt Paving

Photo courtesy of
The Gerken Companies

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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

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

Tina Krieger
ext. 108 tkrieger@leepub.com

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

Andy Haman
ext. 160 ahaman@leepub.com

Fred Mang
ext. 161 fmang@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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Six tips to increase
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by Peter Kilmurray



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Gerken Companies: Building success for over 60 years

by RockRoadRecycle staff writer

A side view of the entire Gerken plant in full flow.

For more than six decades the Gerken group of companies has worked successfully to build and improve infrastructure throughout the northwest Ohio and southeast Michigan regions. A major reason for the group's success has been its adaptability in using new technologies to reflect societal and industry changes as well as enhance its business performance. This has enabled the Gerken Companies to continue to grow and improve, investing in new solutions such as an IROCK crushing plant for its asphalt recycling operation.

With its company headquarters located in Napoleon, Ohio, Gerken Companies operates in locations throughout Ohio and Michigan. A dedicated workforce of more than 350 men and women are all committed to construction quality, anticipating industry trends and adapting to meet the needs of its customers. This means that working with Gerken enables customers to have access to a variety of support companies that make projects more efficient and cost effective, often leading to lasting partnerships.

Aggregates – the building blocks of construction

In order to create in construction, you need materials, and Gerken has access to ample resources. Limestone, sand and gravel products are all available through a network of quarries as well as sand and gravel production facilities conveniently located throughout northwest Ohio and southeast Michigan. This enables the company to have the

stock, selection and locations to give its customers a cost effective and simplified aggregate material buying solution.

Its many quarries and plants include the Custar Stone Co., which produces high quality limestone products of all sizes and gradation ranges, along with other aggregate products, as does the West Millgrove Stone Quarry. Bluffton Stone produces a multitude of limestone products and carries numerous non-limestone products, as well as producing a flagstone with a unique color and composition suitable for various landscaping projects. All products are ODOT (Ohio Department of Transport) certified and approved.

For sand and gravel, the Hillsdale Sand & Gravel Quarry's prime location is easily accessible to both southeast Michigan and northwest Ohio. It produces material from either dredging or running dry bank through the plant. The Hillsdale Pit also has a range of materials that are natural, washed, crushed and processed. The Glacial Sand and Gravel Pit, the Tecumseh Pit and the Round Lake Pit all produce material from either dredging or running dry bank through the plant. Their products are also natural, washed, crushed and processed, with all materials being high quality and MDOT (Michigan Department of Transport) certified and approved.

In addition to these quarries and sand pits, Gerken Materials Inc. has developed its Clinton, MI, sand pit as a distri-

bution center to locations throughout southeast Michigan and northwest Ohio.

Road and highway solutions

At the very heart and foundation of Gerken's operations are its solutions for highways, roads and infrastructure, delivered by Gerken Paving Inc. This company provides asphalt paving services for customers in northwest Ohio and southeast Michigan, with the paving and milling crews having nearly 50 years of experience. This experience and expertise has been recognized many times, with the company receiving multiple Quality in Construction Awards from NAPA.

The company is proud of the fact that when its customers work with Gerken they'll have confidence and peace of mind knowing all materials meet the guidelines and specifications set forth by the NAPA, ODOT and other regulators.

Thanks to experienced MDOT- and ODOT-certified lab and field technicians and advanced equipment, Gerken is able to monitor and control the material laydown process to ensure excellent quality from its central laboratory located in Napoleon, Ohio. This is supported by 14 conveniently located production sites throughout northwest Ohio and southeast Michigan, all designed to help customers save time and money on their projects.



Dave Keifer has worked for Gerken for more than 25 years.



Ryan Sager, of Gerken Asphalt Paving, has been particularly impressed by the versatility of the IROCK RDS-20.

Meeting environmental concerns

Through its aggregates quarries and sand and gravel operations, Gerken has access to primary virgin materials of the highest quality. That is just part of the Gerken story. Asphalt is one of the most commonly recycled materials in the world, and Gerken Paving proudly speaks green, recycling most grindings as part of its hot mix asphalt production process. This is accomplished as the company, along with its local, dedicated and hardworking crews, maintains a fleet of advanced DOT-certified paving equipment and machinery to successfully meet each project's individual specifications.

In order to continually recycle asphalt grindings for reuse on its many highway and road projects, Gerken recently acquired a new crushing plant – an IROCK RDS-20 with an M-10036 conveyor. This particular piece of equipment is now used at different Gerken asphalt plants to recycle its “junk pile,” which includes chunks from driveways, parking lots or road grindings. The IROCK RDS-20 processes this material and is moved every two to three weeks to a new location to ensure that supplies to areas are continually maintained.

Although the IROCK RDS-20 is capable and designed to process many different materials, Gerken uses the machine to primarily process asphalt, producing 250 - 300 tons per hour, averaging ½-inch minus. The end product(s) consist of reclaimed asphalt aggregates, crushed and recycled concrete aggregates and crushed limestone aggregates, all used for asphalt paving, granular fill material and road base material. Although a valuable resource to many other contractors, as a vertically integrated organization, the Gerken Companies consumes the majority of the products produced for its own asphalt operations.

Ideal for Gerken's unique requirements

IROCK's RDS-20 primary crushing plant is a highly portable, easy to operate mobile unit. It combines a closed circuit design, a high performance four-bar impactor and heavy duty components for reliability, increased efficiency and the precision to produce a uniform, cubical product. It also is versatile enough for use across multiple industries and can process a variety of materials, including quarry rock, demolition debris, recyclable materials and base rock for oil fields. The machine features a 5-by-16-foot double deck screen, giving it the ability to crush, screen and separate up to three different sizes of materials, two sized and one crusher run, at a rate of up to 500 tons/hour. The crusher is fed by a 52-inch wide by 17-foot long grizzly feeder, while the crusher feed opening is 56-by-39.5 inches. The crusher is powered by a 440 hp Caterpillar C-13 ACERT Tier 3 engine, but can be equipped with a Tier 4 engine if so required. The IROCK 100-foot electric conveyor is powered by the onboard generator of the RDS20 and delivers high levels of productivity even when faced by challenging ground conditions.

All of these features and more make the highly versatile IROCK machines an invaluable component of Gerken's operation. “This plant is easily taken down, placed on a low boy, moved over the highway and set up at the next plant, making it highly portable and very consistent when moving it from location to location. It's the easiest piece to move, meaning that we are faced with the least amount of time to prep to move and crush – half a day to get ready and move onto the next location to start crushing,” said Ryan Sager of Gerken Asphalt Paving.

Although Gerken was impressed by the IROCK plant and the solution it provides, IROCK was also open to tailoring the plant to suit Gerken's specific requirements. Gerken requested the conveyor to sit lower due to the plant moving every two to three weeks. The accessibility of the conveyor sitting lower to the ground provides efficiency and convenience when tearing down and shipping the plant.

“The Gerken Companies and Ohio CAT have a very collaborative relationship which



Above:
Huge stock piles improve the efficiency of the operation.



makes this partnership so beneficial. Gerken encourages their employees to be part of the process when selecting equipment and this solutions-based approach allows IROCK to provide the operator exactly what they need to do their job efficiently and safely. You couldn't ask for a better way to do business,” said Eric Dombrowski, product support and equipment application specialist, IROCK Crushers, of the changes requested and made to the plant. This meant that IROCK didn't hesitate to modify the plant to fit Gerken's needs.

“IROCK was able to take the crusher drawings and reengineer to provide a low profile model,” added Sager. Dave Keifer, construction safety manager for Gerken Companies, further explained, “Safety is always our first priority – this equipment allows the producer to remain safe day in and day out.”



Along with its transportability, the features found on the RDS-20 means that the IROCK crusher can handle larger material, more variety of material and screen better for different sizes. “It's impressive how much versatility this plant has. It's small and fast to produce the one product I run through it. It produces 250 to 300 tons per hour, averaging half-inch minus, which is very impressive for only running one type of product through this size plant. The IROCK plant is two to three times faster than our old machine from another company. I also like that it has all of the hydraulics right on it. You don't have to have a separate crane come in to do work. You can do everything you need and with control systems on the ground you can see and watch everything that you are doing,” Sager said.

The IROCK crusher and stockpiler were supplied to Gerken by Ohio CAT, IROCK's local dealer. “Gerken Companies could not be happier with the sales people from Ohio CAT and especially the technicians who offer support on the IROCK equipment,” explained 25-year Gerken veteran Keifer.

“The Gerken Companies have been a great partner with Ohio CAT. My interactions within the organization for the past 20-plus years have always been collaborative, with a solution-based approach to products and services. They are industry professionals, leading the markets they serve in quality, safety and innovation,” concluded Jeff Dress, account manager Ohio CAT. ■

Below:

The accessibility of the conveyor sitting lower to the ground provides efficiency and convenience when tearing down and shipping the plant.

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Wash recycling as it should be

Construction and demolition waste management specialists Collard have opened a new state of the art aggregate washing plant at its recycling facility.



Terex Washing Systems recycling processes transform construction and civil engineering wastes into clean, homogenous recycled products.



The process starts with a Warrior™ 1400 heavy duty scalping unit particularly suited to claggy and clay contaminated/high soil content feeds.

by Moira Brady / Emerald Equipment Systems

Construction and demolition waste management specialists Collard have opened a new state of the art aggregate washing plant at its recycling facility. The new washing plant, designed and supplied by Terex Washing Systems (TWS), incorporates the very latest technology to enhance the quality and efficiency of the recycling process at the facility.

Capable of throughputs up to 135 U.S. tph, with annual production capacity of around 300,000 tonnes, the system will provide a local source of high-grade recycled aggregate products 12 months of the year to enhance the efficiency and environmental performance of regional construction and civil engineering developments in the surrounding area.

Collard's founder and managing director Robert Collard commented, "Transport is a major factor in the cost of aggregate so our investment in this plant is a direct response to increasing demand for high quality, affordable, recycled product in our catchment area throughout the Northeast. The refinements to the technology involved will enable us to process more wastes than we collect from local sites and create a truly closed-loop recycling system for construction waste in the local area.

Terex Washing Systems' recycling processes transform construction and civil engineering wastes into clean, homogenous recycled products by removing lightweight and deleterious contaminants and extracting silt and clay which can bind otherwise commercially viable aggregates together. Material processed at the site will be used in a broad range of construction projects.

The plant boasts a number of innovative new features including:

- Hydrocyclone technology producing high-grade coarse sand product with <2% silt content
- Integrated sorting systems removing non-mineral contaminants, to a much greater extent than conventional dry systems, enabling more wastes to be used as feedstock
- The plant can operate all year round due to a new feeder system which processes

cohesive material even when its moisture content changes

- Fully adjustable and modular components enable bespoke products to be generated

The wash plant set up at Collard's is an innovative, effective and coherent approach for the recycled aggregates industry. It constitutes scalping (Warrior™ 1400), aggregate rinsing and sand washing (AggreSand™ 165 3D2S), aggregate scrubbing and sizing (Agree-Scrub™ 50) and Matec water treatment and recycling (thickener and filterpress).

The process starts with a Warrior 1400 heavy



The AggreSand™ incorporates a 16x5 three-deck screen producing clean 2"+ oversize for subsequent crushing and delivering the mid and bottom deck outputs to its partnering AgreeScrub™ 150 for subsequent attrition and sizing.



A 12x5 part rinser integrated within the AggreScrub modular chassis provides the final product splits requested by Collard.



This unit removes excess oversize before passing the bulk of material to the subsequent washing equipment.

duty scalping unit particularly suited to claggy and clay contaminated/high soil content feeds. This unit removes excess oversize before passing the bulk of material to the subsequent washing equipment. The Warrior includes a magnet to capture ferrous metals, specifically located to allow ferrous metals to be extracted in free fall before transfer to the AggreSand.

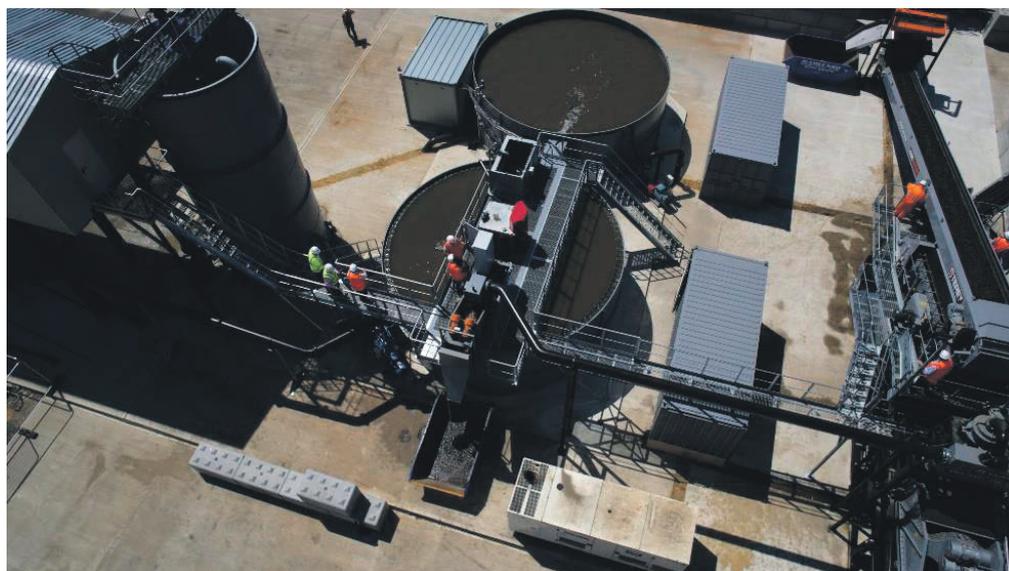
The AggreSand incorporates a 16x5 three-deck screen producing clean 2"+ oversize for subsequent crushing and delivering the mid and bottom deck outputs to its partnering AggreScrub 150 for subsequent attrition and sizing. The feed material contains high root content which is effectively removed by the AggreScrub. The flotation capabilities of the AggreScrub are ideal for addressing the variable contaminants found in recycled aggregate sources such as paper, wood and light plastics. These contaminants together with most of the water and liberated sand particles are passed from the rear of the AggreScrub to the integrated trash screen. This step recovers the lightweight contaminants as a waste and allows the water and sand to be collected.

In addition to flotation, the AggreScrub's other key purpose is heavy attrition to liberate adherent clays, producing clean, organic-free aggregates for a wide range of construction requirements. A 12x5 part rinser integrated within the AggreScrub modular chassis provides the final product splits requested by Collard.

Underflows from the trash screen and the aggregate sizing screen are collected and pumped back to the AggreSand to recover any saleable fine material and ensure maximum efficiency of water management. ■



Sand and water from the AggreSand screen together with return water.



This thickener and filter press combination recycles 90% of the water used in the plant.



Merging traditional trade-in fundamentals with current trends to maximize the power of equity

There are core fundamentals to optimizing heavy equipment trade-in value that construction business owners typically operate under.

However, in today's environment of varied warranties, catered payment programs and innovative technology, there is a balance to considering many trade-in factors when it comes to maximizing the value of your equipment.

The fundamental building blocks

First and foremost, it's most pragmatic to trade in your equipment when you have maximized production but before it starts costing more from a maintenance perspective. Some fiscally conservative operators believe that running equipment until it dies is a best practice, but that isn't true when considering value and equity.

Say, for example, you run a CASE backhoe into the ground. At that point, you have certainly gotten value out of the lifetime of that piece of equipment, but it's only going to be worth whatever you can get for it in scrap. In most cases, that is not going to net you the most value.

According to a wide swath of customer data, CASE owners trade in their equipment between 36 and 42 months. That timeframe is reflective of when the equipment's depreciation curve levels off while loan value is decreasing. It is that sweet spot in which the investment holds the most equity value.

Additionally, that trade-in window also coincides with the end of a traditional three-year warranty. It's smart business to balance the expiration of your warranty with the optimum timeline created when your equipment's depreciation curve and cost of operation meet.

Technology-based trades

From a strictly financial perspective, when it comes to making a trade based on specific technology features, we recommend trading equipment outside of the aforementioned fundamentals when the equipment no longer meets your needs, or the productivity/efficiencies of a new technology provide a significant advantage in owning and operating costs. One popular feature set that has bucked the trends of trade tradition is precision construction – telematics and machine control.

As the construction industry – especially in the road and bridge sector – requires telematics and machine control to be awarded certain bids, it becomes critical to your revenue streams to have adequate technology in your equipment and/or fleet.

So, in an instance where you purchased a piece of equipment that is still not at the 36-month window, depending on your financial position and cash flow, it would be a savvy move to make a trade for the equipment you need to ensure that you're able to continue winning bids and

contracts if you're at risk of losing them without the specific feature.

Understanding your financial position

Before you even take the first step in initiating the trade process, know the value of your trade. Just like buying, selling and trading cars, there's going to be a significant difference between the retail value of your equipment (if you were selling to another buyer) and the trade value (trading to your trusted CASE Construction Equipment dealer).

Next, consider your payment schedule. Nearly all OEM financing organizations, including CNH Industrial Capital, will work with customers on setting up payment structures around your cash flow seasonality, known as skips.

Many customers initiate trades at the end of their cash cycle before hitting their skips. This helps maintain cash flow and the same financial cadence that has been customized for the seasonality of your business while maximizing equity.

The final point of consideration is whether there are any extended warranties that exist with the equipment. All warranties stick with the machine, not the customer. If you decide to trade with multiple months left on an extended warranty, such as CASE ProCare or another CASE Protection Plan, you will receive the value for that warranty. ■

Rockster impactor and scalper both No. 1 choice to start the recycling business

Titan Enterprises and its sister companies with more than 130 employees is a large construction company in Virginia. Their main area of business is commercial and residential concrete construction in both the Myrtle Beach and Northern Virginia areas; however, CEO Jack Pereira and partners recently acquired a well-equipped recycling site in Myrtle Beach, SC, which gives the company an opportunity to make their own construction material. Concrete is mainly recycled on-site and later re-used for their own projects.

New recycling center needs new machinery

Establishing the South Carolina Recycling Center was the first step that needed to be done. With Michael Morais, a long-term specialist, on board, the second task was to find the best machinery for the new location and this was not easy. After numerous testing of crushers in the 25-ton range and from various manufacturers, it became clear that Rockster's impact crusher R900, with its hydrostatic concept, could not be compared to the others.

Fully hydraulic vs. diesel electric

"The design of the machines and the fully hydraulic installations with the hydrostatic drive are simply more reliable than the electric in this application," said Pereira.

Rockster CEO Wolfgang Kormann added, "The hydrostatic pressure adjusts to the power requirements of the crusher, resulting in a very constant crushing performance. Moreover, the diesel engine always stays within the optimum speed range, so the fuel consumption is lower than with Diesel-Electric Drive Systems."

Mobile impact crusher & mobile scalping

screen work hand-in-hand

To produce three different fractions was one of the main demands from Titan Enterprises. That's why Rockster offered the scalping screen RSS410 as a perfect match to the R900 impactor. RSS410 is Rockster's best-selling screen due to its ease of handling, very robust construction, its compact measurements and the light weight of only 15 tons.

Winner in ease of maintenance & performance

"I took a look into the crusher engine compartment and was convinced that this is a sophisticated and well-designed machine. Everything is clearly arranged and that's very important for service works," said Pereira.

With their new impact crusher, combined

with the scalper, they produce 150 tons of screened final product with a high-quality cubical shape, a feeding size of 20 in and final products from 0 - 3 in.

"The machines handle the material perfectly and flawlessly. My experience so far is amazing. Rockster offers great products and excellent support behind. Materials being produced are exactly what I was looking for. I receive nothing but compliments on the materials I am producing," said Supervisor Michael Morais.

Growth of recycling business

At the moment, all the concrete and RAP that is recycled at the South Carolina Recycling Center is for the use and purposes of Titan Enterprises. However, if demand for recycling increases, Morais and Pereira are

thinking of expanding the business to contract crushing.

"Since the machines are very easy to transport and easy to handle, which are important factors in this business, we could also crush and screen right at the customer's jobsite," said Pereira.

To become even more flexible, they also keep in mind Rockster's DUPLEX option. This patented system allows the installation of a jaw crusher unit instead of the impactor on the same machine frame.

"With a jaw we could also crush very hard virgin stone with good performance and low wear that would just bring more business opportunities when it comes to different projects," Pereira said. ■



At the new South Carolina Recycling Center in Myrtle Beach, Michael Morais and his team crush and screen concrete for an immediate re-use in the Titan Enterprises' road construction projects.

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Metso launches new Nordtrack mobile crushing and screening product range

Metso expands its mobile crushing and screening solutions for the aggregates industry with an extensive new product portfolio. The new Metso Nordtrack™ range introduces 19 products designed to meet the requirements of general contractors in particular. The first deliveries are expected to take place during the first quarter of 2020.

“Our target is to create a comprehensive end-to-end offering to serve diverse customer needs. Metso has traditionally been exceptionally strong in the most demanding aggregates applications, such as hard rock. Our new Metso Nordtrack range comple-

ments our offering to better address the needs of small and mid-sized companies and general contractors looking for the right combination of productivity, availability and dependability at an attractive price point,” said Renaud Lapointe, SVP, business and product management of aggregates equipment at Metso.

The Metso Nordtrack mobile product portfolio is designed to make the contracting business more productive. With standard designs for off-the-shelf availability, plug-and-play features and extensive Metso support network, the Metso Nordtrack solutions are ide-

al for a variety of applications, such as recycling, demolition and the processing of sand and gravel. The new range consists of 19 mobile machines, including jaw crushers, impact crushers, screens and conveyors.

The new Metso Nordtrack product range is available for global markets through Metso’s direct sales and distributor network. The range was launched during Metso’s global Distributor Days, Oct. 7 - 8, 2019, and it will be introduced to wider audiences at the [CONEXPO-CON/AGG 2020](#) trade show in Las Vegas in March 2020. ■



The new Metso Nordtrack range introduces 19 products designed to meet the requirements of general contractors.

Photo courtesy of Metso

Polycor announces acquisition of Elliott Stone Company Inc.

Polycor Inc., the largest quarrier of natural stone in the world, continues its strong growth with the acquisition of Elliott Stone Company Inc., a leading quarrier and fabricator of Indiana limestone based in Bedford, IN. The acquisition expands Polycor’s ability to deliver the most comprehensive offering of natural stone building products for the hardscapes and masonry industry.

“We are excited to bring Elliott Stone’s technologies, processes and industry know-how into the Polycor family,” said Matt Howard, president of Polycor West. “This is truly an exciting time for Polycor as our business continues to grow, not only from a product offering standpoint but from an innovation and experience perspective as well.”

Beginning immediately, Polycor will execute the planned integration of the two companies’ facilities, customers and employees to ensure a smooth transition that will deliver immediate value for all partners and stakeholders.

Brian Elliott of Elliott Stone said the acquisition represents a new and exciting chapter for the small, family-owned business. “Elliott Stone has a long and proud heritage that we take great pride in, so as part of this transition we wanted to find someone who shared our same principles and values,” said Elliott. “Polycor has an unmatched reputation in the industry and I’m confident our synergies will contribute to the overall success of the business.”

Founded in 1957, Elliott Stone Company has a long history as one of the most forward-thinking companies in the stone industry. In fact, the company is unique among limestone quarriers as the bulk of their material comes from an underground quarry. This allows for continuous operation even in inclement or winter weather, allowing the company to meet customer demand for quality limestone on schedule all year.



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Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

Hey Prairie Dawg, "Let's talk longevity/quality of welding repairs"

I am often asked how long I think a critical welding repair we intend to perform may last when it comes to damaged or fatigued metal. Or maybe something a bit simpler has been compromised due to excessive vibration or movement. Perhaps it's stress cracks to a weldment from being overloaded or misused beyond its engineered design? Obviously, this question is mainly asked in hopes that whatever is broken or damaged can still be repaired properly with minimal effort and associated costs.

But will this repair be as good as when new? Can we make it better or improve on the thing that maybe caused it to fail while we are at it? These and so many other thoughts are all in play when we show up to get this broken-down steel back into shape to push it further than it has ever gone before.

Often when we pull up to perform a repair, we start our job by first asking around to all involved daily with the equipment or item needing the repairs. We want to find out some behind-the-scenes historical information and potentially interview whoever may have been seeing things without realizing they were potentially leading up to the issue needing repair. Often times these subtle, little differentials in operation or stability ultimately become the leading causes of destruction or damage of most of the repairs we do.

We are never trying to point a finger at any one person for negligence, but instead trying to understand if operator error may have played a part or was it literally just something either under-engineered to its intended application

– or was it something else? Many times, this questioning process will help in determining the upcoming repair's longevity – will it improve the life cycle and quality afterward? If it is determined that what we are to repair truly is under-engineered, even slightly, it may require some design modification work...or quite possibly a full replacement scenario may be the only solution.

Not all welding repair facilities are designed around these principals of corrective investigation. Instead, they pride themselves in just getting in and doing the re-weld repairs and then getting on to their next call. I'm certainly not saying this type of repair provider is doing what they do incorrectly, just maybe not as thoroughly as I would appreciate if I were asking for their assistance. Most of the time we arrive or receive a project and the subject matter has been welded two or three times until the decision is made that something further needs to be addressed.

Can equipment suffering due to stress, overload or possible misuse be resolved? As far as I'm concerned, the answer is 99% yes. I have not usually been found incapable of making something better suited for the environment it is currently performing in, even if it wasn't the manufacturer's original intent. Often times making some added improvements or minimal design modifications can get something that was once underperforming or failing often to now consistently function and perform well beyond any expectation.

For any of the above scenarios, always remember that when both the customer and the repair organization work

together and share as much knowledge as they have about the subject requiring the repair and quality improvements, the results will always turn out for the best.

Lastly, it is always best when the person doing the needed repairs is well-versed and equipped with the proper tools of the trade, is compliant of all of the customer's in-place rules and safety programs and is respectful of the downtime to proper repair-time ratio to complete the repair task to both parties expectations.

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.

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Rock Weekly Recap

Sent out every Tuesday
to subscribers in the
aggregate industry



Each aspect of RRR has its own e-newsletter that runs a regular cycle. These e-newsletter let readers stay up to date on all of the important news and product announcements happening in the aggregate, recycling, or construction industry.

Haver & Boecker Niagara offers Make and Hold and Stocking Agreement programs for improved convenience

Haver & Boecker Niagara now offers make and hold and stocking agreement programs for screen media and wear parts. The programs provide mining and aggregates customers options for short lead times, pricing stability and simplified inventory management.

"We put customer service first, which is why we're one of the only manufacturers in this industry to offer a make and hold program," said Karen Thompson, president of Haver & Boecker Niagara's North American and Australian operations. "Programs like this give producers the assurance of timely deliveries at a price they can budget for at the beginning of the year. In addition, they can virtually eliminate the challenges of inventory management."

Under the Make and Hold program, Haver & Boecker Niagara stocks products in quantities and prices agreed upon at the beginning of the year. Product is produced and packaged in the pre-determined quantity so that it can be shipped the same day the order is placed. Once an order is shipped, the product is automatically replenished in preparation for the next time the customer requires it.

A Stocking Agreement (or blanket order) program is also available as an alternative for customers interested in a one-time annual agreement. Prices are locked in at the beginning of the year for a predetermined quantity of product. Customers draw on their stock throughout the year as required, and pay per shipment. Stocking Agreement shipments are shipped the same day the order is placed.

Both programs are an opportunity for operations to ensure product availability and price stability, and are particularly beneficial for products that may otherwise have long lead times. ■



Haver & Boecker Niagara offers Make and Hold and Stocking Agreement programs for screen media and wear parts. Photo courtesy of Haver & Boecker Niagara



MSHA seeking more information on silica black lung

Source: EHS Today / David Sparkman

MSHA issued a Request for Information (RFI) and scheduled a public meeting on the issue for Oct. 17 in Washington, D.C., seeking to gather “information and data on feasible best practices” to protect miners from quartz crystals in respirable dust generated during the process of mining coal, including potential new or developing protective technologies, and any other technical and educational assistance that could prove helpful.

In what is perhaps the most important development revealed in the RFI, MSHA announced that it also is engaging in an “examination of an appropriately reduced permissible exposure limit” – which the agency’s critics, including union leaders, have long sought.

In recent years it has slowly become evident that a plague of a new, more destructive form of black lung disease is afflicting the nation’s coal miners at a time when the belief was widespread that black lung arising from breathing coal dust had been virtually eliminated.

The newer form strikes more quickly and devastates miners’ lungs earlier because the disease they suffer from is in reality a form of silicosis, caused by respirable crystalline silica being mixed in with the purer coal dust that created the original black lung epidemic. The tiny particles of silica have been found to do tremendous damage to lungs, resulting in inevitable decline into debility and death. In

addition to lung disease, exposure to silica is believed to contribute to chronic obstructive pulmonary disease.

The new black lung arose after many of the seams of pure coal ran out and operators began mining thinner seams running through rock, primarily sandstone. The mining process involved grinding up rock along with the coal, spreading clouds of fine silica dust everywhere, which eventually led to this new form of black lung called progressive massive fibrosis (PMF).

But MSHA is not the first government regulator that has confronted the health threats to workers arising from exposure to crystalline silica dust. OSHA, which like MSHA is an agency of the Department of Labor, began taking action in 2011 with development of a rule adopted in early 2016 to stem the exposures of workers in industries like construction and manufacturing to respirable crystalline silica dust. In the wake of OSHA having taken direct action, MSHA has been seen as dragging its feet while it awaits the results of additional research.

In 2017 the OSHA-imposed silica rule went into effect, first for the construction industry and then for other non-mining employers. That rule also established a new, lower Permissible Exposure Limit (PEL) for workers significantly lowering the silica level that workers may be exposed to and imposed several new requirements on employers.

OSHA’s current PEL for silica is 50 micrograms per cu-

bic meter of air averaged during an eight-hour shift and is half of MSHA’s current PEL of 100 micrograms, which was most recently updated in 1985.

The rules developed by OSHA also include stringent air quality testing and monitoring standards as well as monitoring and performing regular health assessments of workers who are exposed to silica dust. OSHA hasn’t been shy about pursuing enforcement efforts either, fining employers with millions of dollars in penalties for silica rules violation.

Contrasts in Enforcement

OSHA also recently announced plans for a new national emphasis program to deal with breathable silica dust exposure expected to launch in 2020. Respiratory protection violations place smack in the middle of both of OSHA’s Top 10 Lists for “serious” and “willful” violations for 2018.

This August, the DOL Inspector General issued a report finding that MSHA’s civil monetary penalties program has proven to be ineffective when it came to improving safety and may not provide enough of a financial disincentive for mine operators to avoid future violations.

Last November, the Inspector General declared in his annual report that the mine safety agency should take additional actions to ensure mine operators comply with its Respirable Coal Dust rule. These include reviewing the quality of coal mine dust controls in mine ventilation and dust control plans; analyzing sampling data quarterly; and monitoring operator sampling equipment.

The Inspector General also stressed that MSHA needs to re-evaluate its Respirable Coal Dust rule in light of new information, along with increasing testing and enforcement for other airborne contaminants.

At a congressional hearing held last June, MSHA chief David Zatezalo first revealed that the RFI would focus on personal protective equipment (PPE) such as respirators and helmets, pointing out that OSHA’s silica rule permits employers to comply with its silica standards by deploying the appropriate PPE, but MSHA’s rule doesn’t allow that.

At the same hearing, United Mine Workers of America president Cecil Roberts explained that in many circumstances it is physically difficult to the point of impossibility for miners to wear this kind of respiratory equipment for long periods.

MSHA 14



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MAJOR partners with dealer for end-user training program

MAJOR, a manufacturer of high-performance screening media, recently introduced a training program – Hands-On SMS – to give operations the tools they need to maximize uptime. MAJOR is first offering the program through General Equipment & Supplies, a Fargo, ND-based dealer. The training includes hands-on experience with all aspects of a vibrating screen. It can be a stand-alone presentation or a supplement to training already provided by the dealer – including material handling and crushing courses.

“We have always been committed to ensuring our dealers are knowledgeable and able to give customers the best advice regarding our products,” said Lars Bräunling, MAJOR director of product development. “One of operations’ biggest challenges can be having only one person who knows how to repair everything. The training program helps spread that knowledge.”

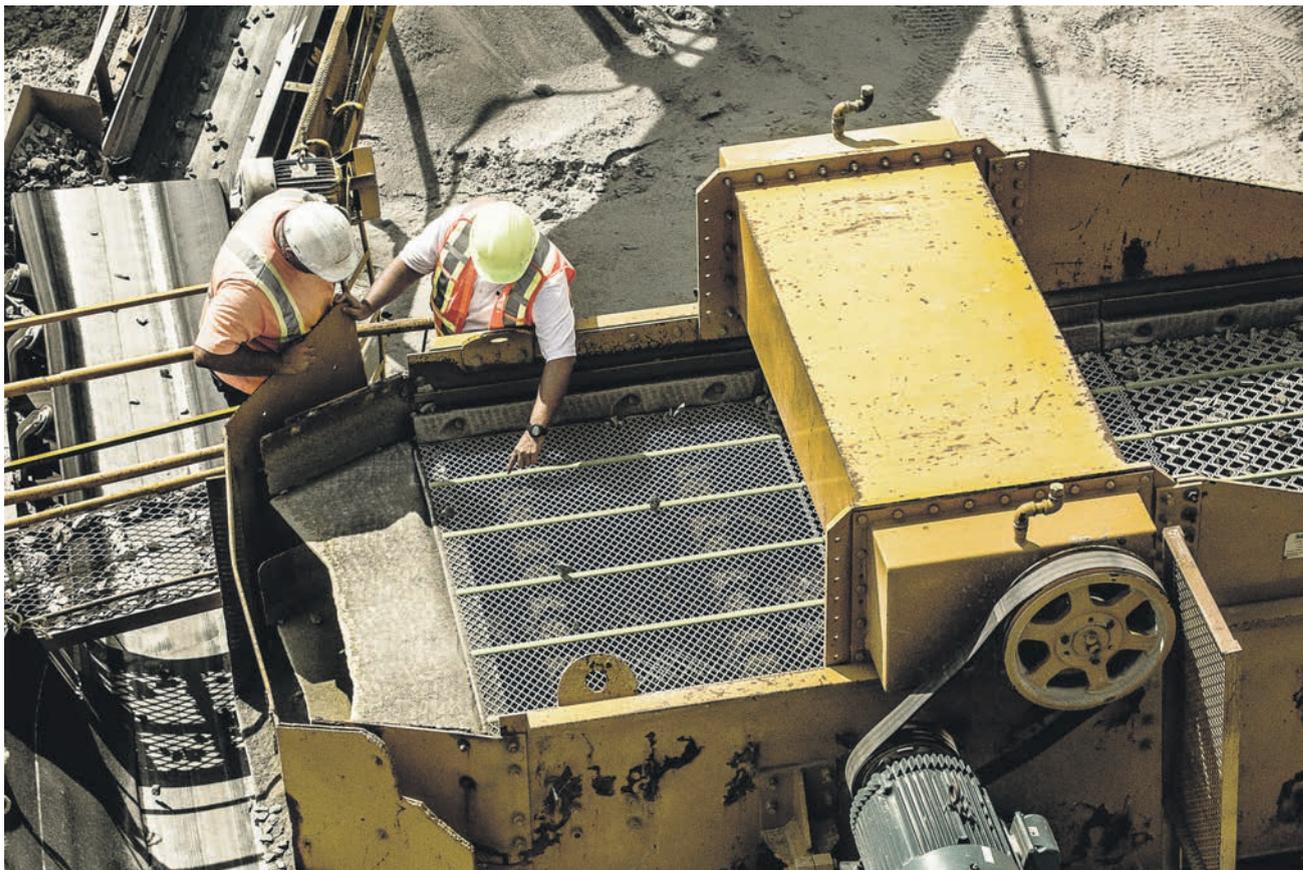
The new program was born out of trade show presentations and seminars General Equipment used to educate its customers. The program involves hands-on training with a 6x20-ft screen box, allowing participants to learn to spot and diagnose problems in the field, in addition to giving attendees a chance to teach the presenter about some of

the challenges they face. The training also teaches participants how to reduce downtime and improve longevity and efficiency with MAJOR products.

The presentation starts with used screens and accessories pre-installed on a screen box, and finishes with new screens and accessories properly installed. Attendees use the same tools that would be used in the field to learn and experience best practices for the screen themselves.

“One of the accepted challenges of the traditional classroom-style presentation is that the nodding heads in the room had equal chance of someone fighting to stay awake as it was for someone to be agreeing with the content,” said Mark Roppo, MAJOR dealer development manager. “In the hands-on presentation, when colleagues poke each other, it’s not to wake them up – rather it’s to quietly share a challenge they experienced and what they did to address it.”

General Equipment has been one of MAJOR’s top dealers for the past 10 years. It is also the company’s first dealer to receive the “Certified Training Facility” designation. The company takes its core values of innovation, hard work, passion and doing the right thing very seriously, and those values align well with MAJOR’s value proposition. ■



The training includes hands-on experience with all aspects of a vibrating screen.

Photo courtesy of MAJOR

MSHA from 13

In fact, MSHA itself has cautioned that respirators are not comfortable for many miners and as a result their use is diminished, especially over an extended amount of time. Under its existing coal mining standards, miners are not required to wear respirators and mine operators cannot rely on respirators as a substitute for engineering and environmental controls.

“The primary means of controlling respirable dust are still engineering or environmental controls,” pointed out Jason M. Nutzman, a partner with the law firm of Dinsmore & Shohl LLP. “Moreover, respiratory protection should not replace these controls but instead should be provided to miners until controls are implemented that are capable of

maintaining respirable dust levels in compliance with the standards.”

UMWA’s Roberts was joined at the hearing by Leo Gerard, president of United Steelworkers (who has since retired). In addition to offering their testimony, the two union leaders told Zatezalo in a letter dated the same day as the hearing that MSHA’s silica standards were “in desperate need of revision.” Both of them also urged MSHA to adopt the OSHA silica standard.

“All miners need this standard, surface and underground, no matter what they’re mining,” Gerard asserted. “This administration says they love miners. Let’s see if they mean it.” ■



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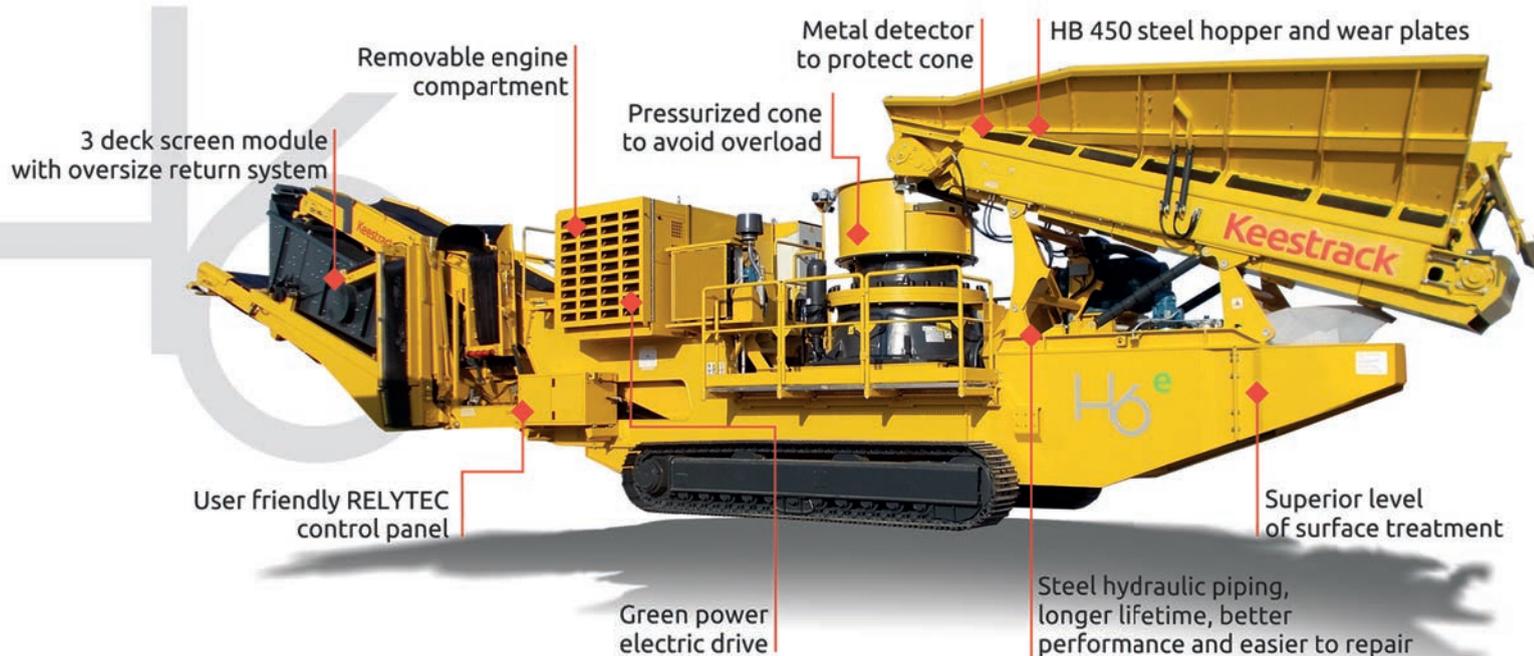
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Six tips to increase profit in your aggregates operation

Some washing systems reduce water consumption by as much as 75% and energy costs by up to 15% over traditional washing systems.

You can have all the customers in the world knocking at your door, but if you can't maintain productivity and efficiency, you can't make a profit. Having the best tools for the job allows an operation to keep up and make money during regular or increased demand. Investing in innovative tools and services will minimize downtime and increase profits in the long run.

Here are six key things to consider when looking to make more money in your aggregates operation.



Choose a high-pressure washing system like the Hydro-Clean from Haver & Boecker Niagara to save on expenses and increase profit in aggregates operations.

- **Washing Equipment:** Update your washing plant with a high-pressure aggregate washing machine. Not only does it accelerate your washing process, but its high-speed nozzles get deep into cracks and crevices to clean deleterious material, turning what was once waste material into sellable product – all while minimizing water and energy costs. Some washing systems reduce water consumption by as much as 75% and energy costs by up to 15% over traditional washing systems. Look for a system with a compact size and weight to reduce your footprint and to save on structural costs.

- **Correct Screen Media:** Learn the benefits of different types of screen media, such as woven wire cloth or engineered screen media, for your specific operation. Choosing the best mix of screen media will maximize service life and uptime while saving on costly repairs. Have an expert technician evaluate your screen media type and placement,



Haver & Boecker Niagara's Pulse Vibration Analysis software optimizes screen performance and equipment durability by performing real-time vibration analysis on a vibrating screen.

train personnel on proper installation and work side-by-side with your team to develop preventative maintenance schedules.

- **Reliable Service:** Partner with a reliable company with a good history that will provide service, when needed, within a day's notice. This will keep you running at OEM standards rather than dealing with days of downtime. Also, look for a company that offers on-site training and service on equipment, from vibrating screens to washing systems. Choose a manufacturer that follows up after an installation to ensure you and your crew are satisfied with your training and the equipment's performance.

- **Innovative Tools:** Take advantage of technology that provides real-time feedback to help monitor how your equipment is operating. Performing real-time vibration analysis on a vibrating screen will optimize screen performance and equipment durability. Some manufacturers offer software that finds irregularities that could translate into diminished performance, decreased efficiency and increased operating costs. Look for a program with components specifically chosen and engineered for the aggregates industry.

- **Stocked OEM Parts:** Only use OEM parts on your equipment to ensure every piece fits perfectly to maximize productivity. Rely on a manufacturer with standard, OEM parts stocked in a facility and ready to ship. This will prevent extended downtime and ensure your equipment is running at peak efficiency.

- **Be Part of a Team:** Choose a manufacturer that doesn't just sell a product but partners with you and understands your industry and processes. A company that can serve as your one-stop shop for operational needs – from processing to storage to loading – gives you the best combination of aggregates products, services and expertise.



About Peter Kilmurray

Peter Kilmurray is vice president of sales at Haver & Boecker Niagara's Canada facility. He brings more than 20 years of industry experience and a background in electrical engineering and business administration. Kilmurray is responsible for managing the company's sales representatives to ensure customer satisfaction. ■



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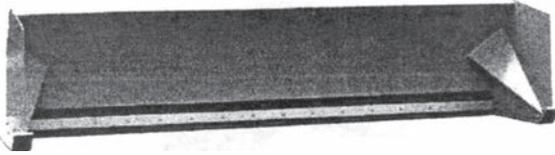
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Planning engineers benefit from new Maptek Epoch mine scheduling

Maptek has built on its position as a leading developer of integrated technical solutions with the launch of Evolution Epoch short term planning tool.

Epoch adds to the proven Evolution capability for mid and long term schedules, working at the finest detail of the short term planning horizon. Open cut mines can now schedule holistically with a single system designed to maximize project value across the life of the operation.

The Epoch short term planning environment allows engineers to manage multiple mining activities, tasks and equipment, and apply different types of dependencies to define mining sequences.

In an impressive 40-year history, Maptek has broken new ground in areas from borehole logging and 3-D geological modeling to mining-dedicated terrestrial laser scanning systems. Now it is reinventing mine scheduling by connecting short term planning to the resource model, as well as upstream mine design and downstream mine performance.

"We developed Evolution Epoch with a clear vision," stated Mine Planning Product Manager Eduardo Coloma, "to ensure short term planners can build schedules that are practical, conform to mining constraints and remain aligned with long term scheduling goals."

Engineers use Epoch to produce viable schedules by simultaneously considering excavation, haulage and dump activities. Epoch delivers flexible and automated sequencing, schedule visualization and dynamic reporting. Integration with the long term schedule and Vulcan mine plans ensures that plans do not focus on short term gains which result in long term losses.

Mines need technical systems that are robust. The Evolution scheduling solution is dynamic and agile, minimizing

disruption to operations in the face of commodity, grade and resource fluctuations.

"Changing conditions require schedules to be rerun over and over, complicating the engineering task," said Coloma.

Having live links to datasets and being able to rapidly test scenarios makes stakeholders more confident in authorizing adoption and deployment of practical short term schedules.

"The advantage of an integrated system is that everyone is able to work from the same data. As mid term plans are updated, short term planners can tailor their schedules to target these new plans," said Coloma. "Data connectivity across the entire mine planning process minimizes risks associated with data manipulation. Engineers can revise the haulage network in their designs and see the changes automatically reflected in Evolution viewer."

The live scheduling dashboard connects all departments across the mine. Engineers can analyze multiple sequences to guide activity execution and step forward in time across mine planning horizons to evaluate the impact of the current sequence.

"Many of the decisions in the short term space are urgent and unplanned, so connecting scheduling with mine planning and the orebody model helps build a decision support system where knowledge replaces assumptions," added Coloma.

Mine planning that continually references the geological model ensures engineers are able to generate schedules that maximize economic value of their operation over the long term.

Epoch was released alongside Evolution Strategy and Origin version 6. Strategy delivers new multi-element cutoff

grade and capex optimization functionality for maximizing recovery and revenue to its suite of strategic optimization tools. Origin generates detailed scheduling scenarios from life-of-mine to short term planning horizons.

With the release of Evolution 6 and Epoch, Maptek provides mine planners with the most comprehensive, advanced set of mine scheduling and optimization tools. No more compromising data to handle the complexity. No more simplifying the problem just to get an answer in a reasonable timeframe.

Because Maptek has a solid history of providing what the industry needs, miners can be confident the Evolution solution can meet their real world scheduling challenges.

A new epoch in scheduling has arrived. ■



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monroetractor.com

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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

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

Tina Krieger
ext. 108 tkrieger@leepub.com

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

Andy Haman
ext. 160 ahaman@leepub.com

Fred Mang
ext. 161 mfang@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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*Bauer BGs
bore boulders
below Brooklyn*

On the cover:
Urban acquired BAUER Double
Wall Casings, an SBF-P2 Progres-
sive Auger and a KR-R Core Barrel
with Round Shank Chisel.

Photo courtesy of
Urban Foundation/Engineering

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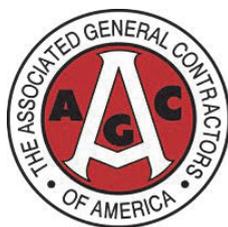
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Repeal of Proprietary
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era of product
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BAUER BGs bore boulders below Brooklyn



The use of BAUER casing was critical while working in proximity to the isolated footings of the Barclays Center because it kept the soil densified during drilling.

Two yellow masts peek high above the jam-packed city streets of Brooklyn, NY. While it was not obvious to passersby, Urban Foundation/Engineering was using two state of the art BAUER BG Drilling Rigs from Equipment Corporation of America (ECA) to literally conquer an underground boulder field in preparation for a 25-story residential building known as 18 Sixth Avenue.

The tower – the tallest of 15 buildings planned for this trendy mixed-use development – will top out at more than 500 feet. It sits at the intersection of Sixth and Atlantic avenues adjacent to the Barclays Center indoor arena. 18 Sixth Avenue will feature more than 800 mixed-income housing units stacked upon a ground-floor with retail storefronts.

Boulder field calls for BAUER BG rigs

Urban runs some other brands of drilling rigs and even manufactures some smaller machines in-house. The contractor recognized early on that 18 Sixth Avenue would require the kind of torque and capabilities that none of its fleet possessed.

Urban purchased both the BG 28 H and BG 33 H from Bruce Langan of ECA's New

York/New Jersey branch after a short rental period. It had done the same with a BG 24 H before that. The powerhouse BG 28 H and BG 33 H rigs deliver 277 kNm and 342 kNm of torque, respectively.

Urban, founded in 1965, specializes in deep foundations, support of excavation (SOE) and moving buildings throughout the five boroughs of New York. What makes the company unique is the seven licensed professional engineers including Project Manager Edward Watson, P.E. that provide deep expertise in geotechnical and several other engineering disciplines. "The U.S. geological location here is based on the Glacial Till," he explained. "There are a lot of boulders on this site, which is why we have the BAUERs."

Brooklyn, like most of New York City, was affected by the glacial till during the ice age. The boulders remained from the movement of the Laurentide Ice Sheet in the last glacial period, which covered New York City with thick ice and helped to shape most of North America, according to JF Petak Science Books.

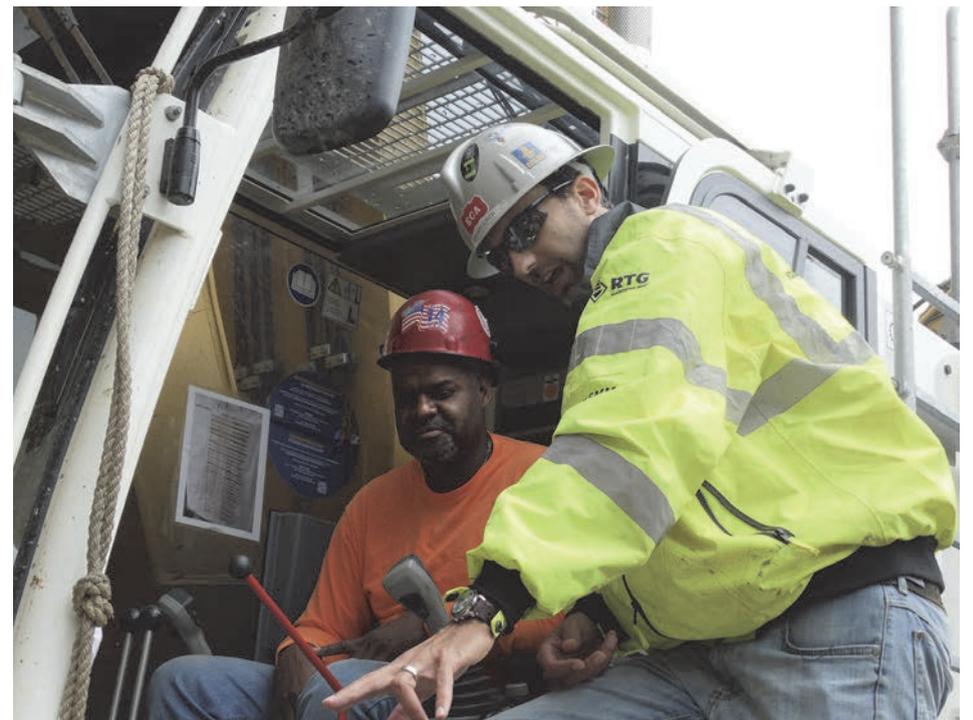
Urban's General Superintendent Mike Danna recalled an SOE project at nearby Atlantic Yards many years ago where similar ground conditions nearly brought construction to a halt. "We couldn't get through the boulders so we had to drag the 24-inch casing with a swing out hammer," he said. "It was the only way to get through the boulders with a caisson."

He was confident this wouldn't be the case at 18 Sixth Avenue. "The guys know pretty much the rock in every neighborhood," said Danna. "They know what to expect and that gives us a little edge."

The fact that the BAUER BG rigs require no water to drill was critical as well, especially on this waterlogged site. Watson said, "When you introduce water, it's a nightmare to move the equipment and it drives up hauling costs. Using the BAUERs just makes life easy because it is a dry process."

Getting the rigs to the site safely

The site was just under an acre and crowded with rolling heavy equipment and clusters of workers. Getting the BAUER rigs safely down into the excavation was a challenge, especially after a wetter than usual spring.



ECA's Director of BAUER Sales and Service Gordian Ulrich (R) mounted the BG 33 H to provide hands-on instruction to Urban's operator Peter McFadzean.



L - R: Bruce Langan, ECA New York, New Jersey regional sales manager; Alexander Mandelshtam, IUOE Local 15D Surveyors Party Chief; Igor Mandelshtam, Urban superintendent; Edward Watson, P.E., Urban project manager; Gordian Ulrich, ECA BAUER product sales and service; and Mike Danna, Urban general superintendent.

Urban was unable to bring the rigs in through the adjacent Atlantic Yards property so it was forced to build ramps and crawl the machines down into the excavation. On a site littered with puddles and mud so thick it could swallow up a work boot, it was no surprise to Urban when one of the rigs started leaning. It responded immediately by placing the BG 28 H and the BG 33 H on pontoons.

Urban takes safety seriously, which is evidenced by a 2018 safety award from New York's Building Trades Employers' Association (BTEA). But they also credit Gordian Ulrich, ECA's director of BAUER product sales and service, for conducting a drill rig operator training course that discussed preventing rig tip overs.

One learning curve for Urban's operators was allowing the BAUER rigs to do the work. "Our operators were used to drilling and pushing casing down as hard and fast as they could with other machines," Danna recalled, describing how the tracks of the rigs literally came off the ground. "They didn't understand the concept of sitting back and letting the machine do the work; you don't need to use brute force with the BAUERs."

Rigid inclusions: A unique foundation element

The heavy concentration of subgrade boulders

and the proximity of the Barclays Center also required Urban to use rigid inclusions elements (RIEs) for the foundations. Drilled shafts, driven piles and continuous flight auger (CFA) piles were not an option.

"We have to case the holes with RIEs," said Watson.

"It's definitely a challenging job because of that, but the BAUER rigs are doing awesome."

The majority of the tower will sit on a standard mat foundation except for areas with low bearing material including loose sands. The RIE's transfer the load from the building to the densified layer of sand. Most were concentrated in the core of the foundation, which will support shear walls and high-capacity columns.

"When you're drilling RIE's, the most important thing is to get the right location," said Watson. "Then it's just setting up the rig and getting the drilling tools and the casing set up."

BAUER drilling tools don't break

Drilling through large boulders is not only hard on the rig, but also the tooling. In fact, Urban started the project with another brand of drilling tools and broke every one.

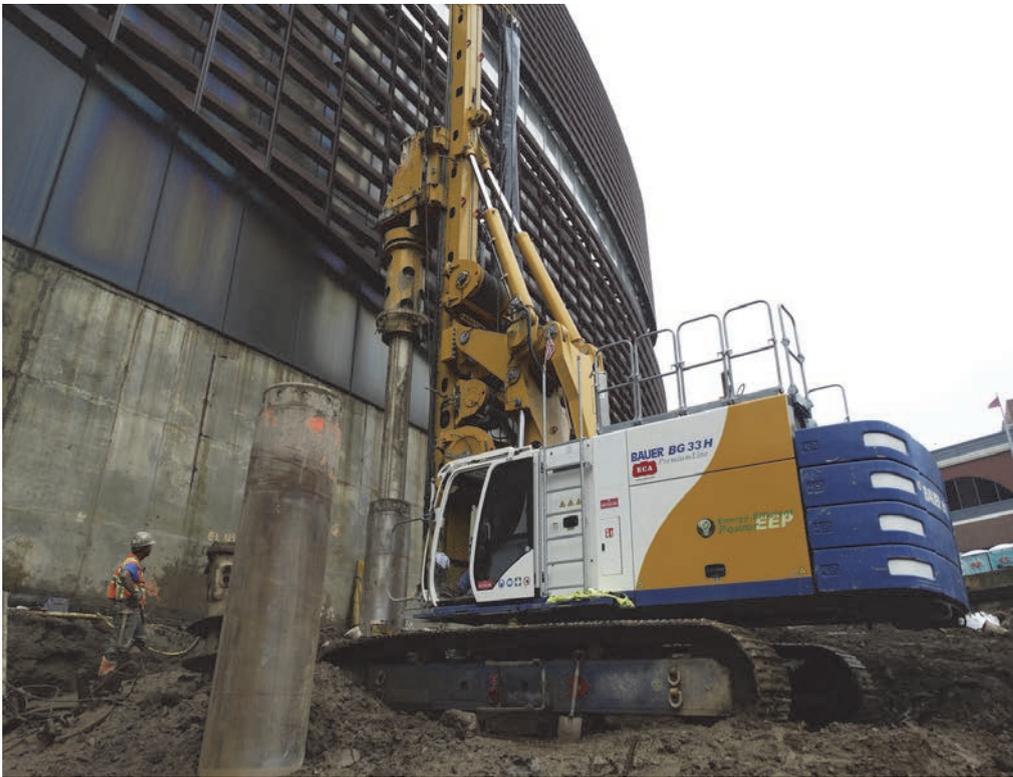
Urban went back to ECA and acquired BAUER double wall casings, an SBF-P2 progressive auger and a KR-R core barrel with round shank chisel. No tooling issues were experienced from that point on.

Despite switching to sturdier BAUER tools, Urban was forced to make frequent adjustments and switch out drilling tools because of the challenging subsurface conditions. "This whole set up is designed to be cased all the way down to the densified layer so it's a long process trying to get 60 feet of casing through boulders," Watson explained. "It took multiple uses of tooling just to advance to that layer."

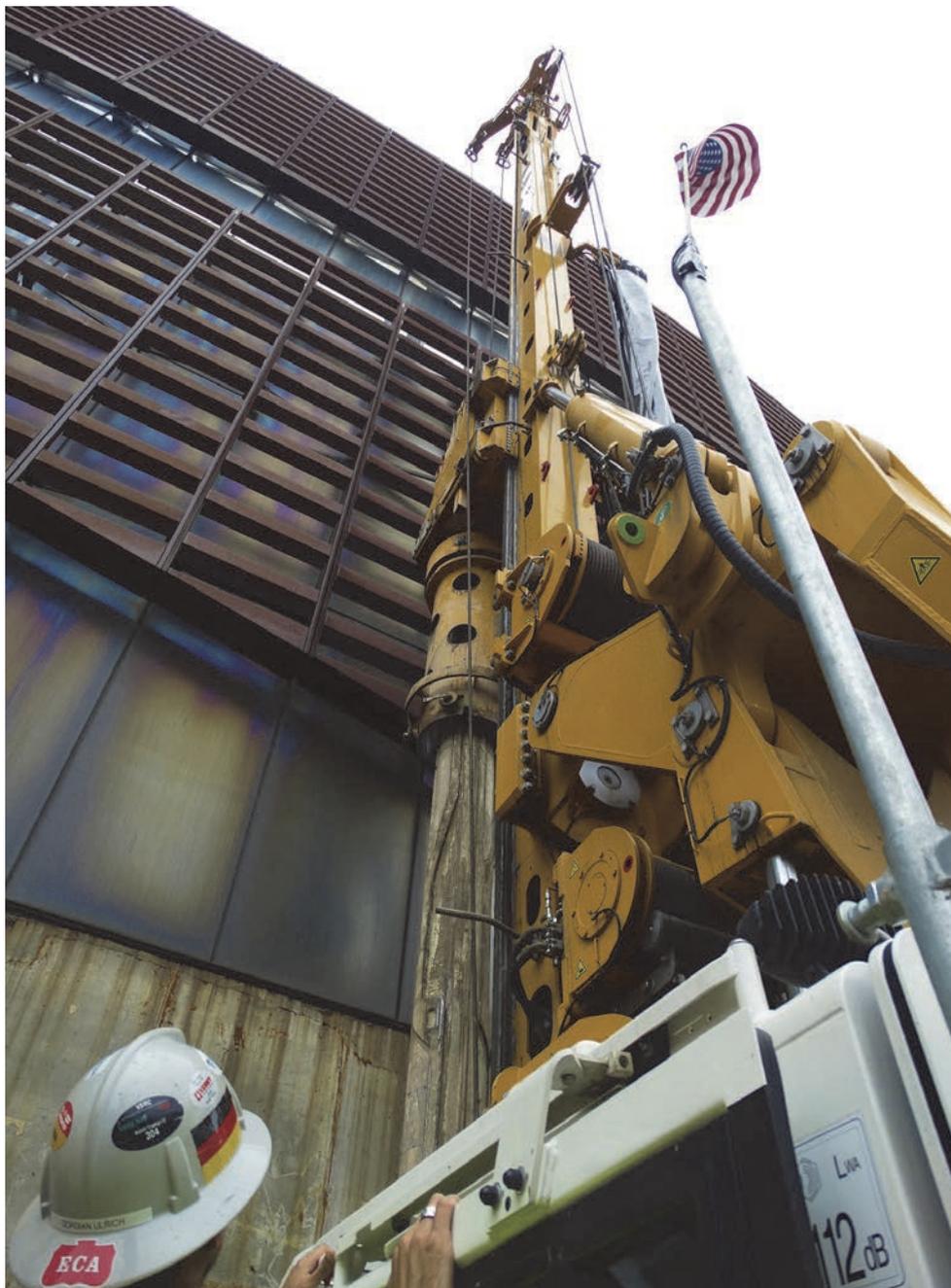
The rigs started hitting 10- to 20-foot boulders from 16 to 25 feet below grade. The core barrel and auger were the primary drilling tools used and the barrel was ex-



Urban purchased the BG 28 H and BG 33 H from Bruce Langan of ECA's New York/New Jersey branch after a short rental period to overcome challenging soil conditions at 18 Sixth Avenue.



Urban's BAUER BG Drilling Rigs extracted cores of up to 4 feet in diameter while drilling into a multitude of 10- to 20-foot boulders from 16 to 25 feet below grade.



tracting solid cores of up to 4 feet in diameter.

The deepest layer was a mixture of water-logged gravel and sand, which rendered the auger ineffective. Urban tapped a clean out bucket to remove the cuttings and ultimately finished the pile off with a concrete tremie pour.

Drilling next to the Barclays Center

Casing twisted into the mud within a few short feet of the rusted steel façade of the Barclays Center on a sweltering July morning. ECA's Gordian Ulrich was perched on the tracks of the BG 33 H adjusting the tooling and collaborating with the operator.

To be exact, Urban was drilling 5 feet, 3 ½ inches from the building. A pile was moved roughly 7 inches from the center to avoid dealing with temporary sheeting that had been installed around the indoor arena's foundation.

The use of BAUER casing also proved beneficial while working in proximity to the isolated footings of the Barclays Center, according to Watson. "The drilling is cased so you don't really impose too much influence on the adjacent building and it also keeps everything around it densified so you don't undermine the existing foundation elements, he said. "This is one of the benefits of using BAUER segmental casing in these situations."

Despite the challenges of working in proximity to the Barclays Center, Danna recalled a top-down construction project at the Chapin School in Manhattan where Urban's skills were put to the ultimate test. The crew built a basement slab while school was closed for the summer. They returned when school opened, excavated the foundation below, and transferred the loads between the building's columns.

"We did the work while the kids were in class," Danna said. "The concrete work was beautiful and there was almost zero settlement of the structure once the new foundation was in."

Pouring grout columns

Once the holes were bored, Urban used the tremie concrete pouring method to install 65 grout columns. This was an ideal solution because of the presence of the boulders and the proximity of the Barclays Center.

"You still get the compression strength you need and there's not a whole lot of tension," Edward said of the grout columns. "It's pretty much transferring the load from a column to the densified layer."

"It's not something that's normally done," Edward said of the grout columns, "but in this case you have a large structure and your mat is not going to be distributing the load evenly. You need something to offset that differential settlement that you can use like a shaft."

The design called for 6,000 psi grout, but Urban's tests showed readings of up to 10,000 psi. A high-strength concrete supplemented by CP2 superplasticizer lowered the water content and accelerated curing time, resulting in strengths of 5,000 psi within seven days.

"The plasticizer lowers your water content and also increases the strength, which is something you need on this project because we want the grout to set up immediately," said Watson. "And at Urban, we run through foundations pretty fast."

The successful completion of the 18 Sixth Avenue project was a testament to Urban's drilling production. Urban started work in April and completed the project on time in August. A pair of BAUER rigs and tooling just might have played a key role as well. ■

Urban drilled within 5 feet, 3 ½ inches from the foundation of Brooklyn's Barclays Center.



OSHA okays new respiratory fit testing protocols

Source: *EHS Today* / David Sparkman

On Sept. 25, OSHA issued a final rule approving two additional quantitative fit testing protocols for inclusion in its Respiratory Protection Standard.

Effective on Sept. 26, the day after they were issued, these new protocols represent an addition to Appendix A of the Respiratory Protection Standard. They are:

- The modified ambient aerosol condensation nuclei counter (CNC) quantitative fit testing protocol for full facepiece and half-mask elastomeric respirators.

- The modified ambient aerosol CNC quantitative fit testing protocol for filtering facepiece respirators.

Both protocols are variations of the original OSHA-approved CNC protocol, but have fewer test exercises, shorter exercise duration and a more streamlined sampling sequence, according to attorney Megan E. Baroni of the law firm of Robinson & Cole LLP.

The protocols apply to employers in general industry, shipyard employment and the construction industry.

“OSHA’s goal in approving these protocols is to provide employers with additional procedures to protect the safety and health of employees who use respirators against hazardous airborne substances in their workplace,” Baroni pointed out.

OSHA concluded that the new rule will end up saving employers considerable money in the long run. While the information necessary for employers to document and maintain on the fit test record remains the same, the time it takes to obtain it is reduced because the additional PortaCount protocols will take an employer less time to administer, the agency said.

As a result, OSHA estimates that the total burden hours decrease for employers will be 201,640 hours, down from 7,622,100 to 7,420,460 hours. Additional savings could result from the more efficient protocols established under the final rule, the agency stated. OSHA

also argued that the new protocols could result in a cost savings of more than \$4 million per year to regulated entities.

Both protocols are abbreviated variations of the original OSHA-approved ambient aerosol CNC quantitative fit testing protocol (often referred to as the PortaCount protocol), but differ from the test by the exercise sets, exercise duration and sampling sequence.

These protocols will serve as alternatives to the four existing quantitative fit testing protocols already listed in Appendix A of the Respiratory Protection Standard. OSHA said it found that these protocols “will maintain safety and health protections for workers while providing additional flexibility and reducing

compliance burdens.”

The original ambient aerosol CNC protocol used a sample device installed on the respirator to quantitatively test the respirator’s fit. The probed respirator is used only for the fit test. The PortaCount protocol employs a series of eight test exercises, performed in the following order: normal breathing, deep breathing, turning head side to side, moving head up and down, talking, grimacing, bending over and then normal breathing again.

The new quantitative fit testing (QNFT) protocols will provide employers additional options to fit test their employees for respirator use, Baroni explained. OSHA issued the rule with the expectation that it will increase employers’ flexibility in choos-

ing fit testing methods for employees.

Baroni noted that the new rule does not require an employer to update or replace its current fit testing methods if those fit testing methods that are currently in use meet existing standards.

In addition, states with OSHA-approved state plans are not obligated to adopt the additional fit testing protocols. Nevertheless, the agency is strongly encouraging them to adopt the final provisions to provide additional compliance options to employers in their states.

In this regard, OSHA concluded that the new fit testing protocols provide employers in the State Plan states with procedures that protect the safety and health of employees who use respira-



tors against hazardous airborne substances in their workplace at least as well as the quantitative fit testing protocols in Appendix A of the standard. ■

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Versatility of Allu DH 3 shown in North America

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The Allu Transformer, whatever its size and configuration, is ideal for recycling, processing concrete, soil, sand, tree-derived materials, rocks and minerals. It also aerates and screens, loads and crushes, and all of this can be done on site. This truly mobile solution provides the versatility and flexibility to enable work to be accomplished more efficiently even in the most challenging environments. This results in substantial savings in material and transport costs, as no time is lost when waiting for replacement material.

Special dredging operations in Wisconsin

One such application where the versatility, productivity and efficiency of the Transformer has proven itself is in Wisconsin. Here an Allu DH 3-17 Transformer is being used to remove 600 mm of soil from a navigable river. The Transformer is mounted on a John Deere 470 excavator with a long reach configuration, with a position and angle sensor being mounted to the Transformer so that the operation can be observed on a monitor in the cab of the excavator. A dredge pump for the operation is able to receive material up to 75 mm, with the Transformer removing rocks and other debris without unnecessary downtime.

Recycling in Canada

In Nova Scotia, Canada, another DH 3-17 Transformer is currently being used to separate board material from sawdust and also to crush tree bark. This Transformer solution has proven to be an efficient attachment for the job, as it has replaced the stationary processing equipment which required expensive maintenance as it aged. The Transformer requires fewer people at the work site due to higher utilization, resulting directly in fewer pieces of machinery being needed on site. ■



The Allu Transformer, whatever its size and configuration is ideal for recycling, processing concrete, soil, sand, tree derived materials, rocks and minerals.

Photo courtesy of ALLU

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Five trailer sizing tips for excavators



Removable goosenecks reduce safety risks by eliminating the need to drive up and over the trailer axles. This configuration saves time, hassle and expense while also extending the life of the trailer.

Photos courtesy of Talbert Manufacturing Inc

by Troy Geisler, Vice President of Sales & Marketing, Talbert Manufacturing

Selecting the right excavator isn't a decision to be taken lightly. Research is required to find the machine that fits an operation's needs. It's a long process, but the end result is (hopefully) a machine that will safely increase productivity for years to come.

Selecting a trailer to transport an excavator is an equally important decision with just as many variables to consider.

Here are five tips to keep in mind when sizing a trailer for an excavator.

- **Equipment weight and dimensions**

The first step in sizing a trailer for any hauling job is determining the weight and dimensions of the load. Start by determining the length, height, width and weight of the machine. Be sure to keep in mind that the information on the spec sheet might not include the dimensions and weight with added accessories.

When making initial calculations, ensure a suitable truck to handle hauling the excavator before moving onto the trailer. A 3-axle tractor and a 4-axle tractor will have different hauling capabilities.

Excavators have some special considerations. Certain machines have adjustable widths for operation or transportation mode. Be sure to figure out which mode will be used during transport as it may take time to make the necessary adjustments to convert between the two. For safety reasons, one half of the track width must be on the deck, excluding the outriggers. While the standard 8-ft, 6-in trailer might work on paper in transport mode, one must be honest in how trailers will actually be loaded from job to job. Be sure to keep this in mind.

The boom is another piece that requires special consideration. Operators need to consider which boom is required, where the boom will sit on the trailer and how it will be cradled. A low-enough position of the boom is critical for keeping the load within height restrictions. Some top-tier manufacturers offer customizations such as a rear bridge design that eliminates interference with boom placement and makes transpor-

tation safer and easier.

After determining the weight and dimensions, it's time to look at trailer deck designs. Manufacturers usually offer three deck configurations: flat, raised center and beam. Determining which one will be the best fit is a question for the professionals, as there are pros and cons to each. Custom trailer manufacturers have the experience and knowledge to determine what style would be best overall. While the primary focus might be on the excavator, a trailer often hauls a variety of types of equipment. Back-haul equipment should also be included in calculations. An expert can determine the best trailer to meet all hauling needs. Here's a brief overview on deck designs to get started.

Flat: This is the standard deck design. It offers the most versatility for moving more than just excavators. However, it also has the highest deck height and might not be ideal for taller excavators.

Raised center (RC): This deck offers a lower deck height than a flat deck. Not all excavators will fit nicely over the raised center, though, and extra blocking might be required to make sure the equipment sits safely on the trailer. This reduces efficiency when loading and unloading.

Beam: Equipment straddles a central beam with this deck design, meaning it has the lowest ground clearance of the three. The main drawback is the lack of deck for accessories or smaller components.

- **Trailer capacity rating**

While knowing the overall weight of the excavator is imperative, it is also important to know where that weight is concentrated. An excavator might have a 10-ft track, but all of the weight might be in the 8-ft span between the front idler and the final drive.

Still, whether all of the weight is in 8 or 10 feet shouldn't be a problem for a 26-ft, 50-ton lowboy, right? Not exactly. The length of deck calculated in the capacity rating varies between manufacturers. One trailer might need the entire deck length for that 50 tons, while another handles that same weight in half the deck length. If the majority

of the excavator's weight is concentrated in 8 or 10 feet, a trailer with a half deck load concentration rating offers the best solution. Failing to pay attention to how the capacity rating is calculated can lead to overloading the trailer, which can result in stress fractures and ultimately trailer failure.

- **Loading configurations**

Today's trailers offer a variety of loading configurations. While tag-a-long trailers that unload off the back are an accepted option for small excavators in tight spaces, safety can be a concern. Driving an excavator over the back of the trailer is no easy feat and requires a careful and experienced driver to prevent damaging the trailer and minimize the risk of tipping the excavator. Removable goosenecks reduce the safety risk by eliminating the need to drive up and over the trailer axles. This configuration saves time, hassle and expense while also extending the life of the trailer. However, keep in mind that a removable gooseneck requires ample space for loading and unloading.

- **State and federal regulations**

Knowing where a trailer is headed is as important as knowing what it's hauling. In general, operators should not need additional permits for loads 102 in wide or less and under 13-ft, 6-in tall, but weight and height regulations vary for bridges and between states, especially trailers hauling in California and the surrounding states. Operators must also consider state king pin laws. Working with an experienced manufacturer will ensure a wealth of knowledge and expertise when it comes to making sure trailers and loads are safe and compliant for each area of operation.

- **Trailer construction**

Not all trailers are created equal. It's important to consider the quality of a trailer, not just the price tag. Working with a custom manufacturer offers the best results when it comes to safety, value and peace of mind. A trusted manufacturer will work to under-

stand the client, not just the load. They will consider not just the excavator but everything the client needs to haul, the territories of operation and the specific challenges they face. The manufacturer will use that information to design a trailer that offers maximum flexibility, versatility and strength.

Also consider the construction materials. Look for materials like heavy-duty T-1, 100,000-psi minimum yield steel for extreme durability and longevity. Apitong flooring is another good choice because it stands up better than traditional oak and pine decking. Investing in higher-quality materials and components can double the life of the trailer, significantly enhancing ROI.

Trailers from a respectable manufacturer may also include positive camber in the original design. The amount of camber can be customized based on the estimated usual load to ensure the flattest loaded deck possible.

Ensuring the right trailer for the right application is a job best left to the pros, but with these tips, operators can get a jump start on the process.

About the Author – Troy Geisler is the vice president of sales and marketing for Talbert Manufacturing. He has more than 15 years of experience in trailer sales, including 5 years with Talbert. He earned his bachelor's degree from Purdue University in West Lafayette, IN. ■



Determining which deck configuration will be the best fit is a question for the professionals, as there are pros and cons to each.

Volvo Gold Rush excavator proceeds benefit nonprofits through “Give Big Giveaway”

A one-of-a-kind excavator will be auctioned off at Richie Bros. 2020 in Orlando, FL, with proceeds benefiting home-building nonprofits. Fans will choose organizations through Discovery Channel’s online “Give Big Giveaway.”

To celebrate the 10th season of “Gold Rush” on Discovery Channel and its new EC200E crawler excavator, Volvo Construction Equipment is giving the proceeds from the sale of its Gold Rush excavator – a unique machine with a \$7,000 gold paint job, custom molded pads and embroidered autographed seat – to a nonprofit chosen by the public.

“Volvo CE wants to support groups that build and modify homes for families who need assistance, so they can have a safe home and a better tomorrow,” said Dave Foster, vice president, marketing and communications, Volvo Construction Equipment Americas. “The volunteers at these organizations give their time and talents, outside of their daily jobs, because they are committed to helping others have one of the most basic human needs: a safe, comfortable place to live.”

Vote online for selected charities

“Gold Rush” season 10 airs on Discovery Channel on Fridays at 9 p.m. ET. The “Give Big Giveaway” will be promoted during the show, with viewers directed to a website where they can vote for one of the following nonprofit organizations:

- Building Homes for Heroes: For five consecutive years, Building Homes for Heroes has met the goal of gifting, on average, one home every 11 days to injured veterans and their families across the United States. Above and beyond building homes, the nonprofit helps veterans reach dreams they never imagined, when injured, including

finding employment and starting new businesses, winning gold medals in the Warrior and Invictus Games, pursuing higher education and conquering the world’s toughest terrain on the highest mountains, plus so much more.

- Habitat for Humanity: Driven by the vision that everyone needs a decent place to live, Habitat for Humanity works in local communities across all 50 states in the U.S., and in more than 70 countries. Families and individuals in need of a hand up partner with Habitat for Humanity to build or improve a place they can call home. With the help of volunteers, Habitat homeowners contribute sweat equity to build their own homes and they pay an affordable mortgage.

The Gold Rush Excavator will be auctioned at the Richie Bros. Auctioneer event in Orlando in February 2020. Each of the nonprofit organizations will receive a portion of the proceeds, based on number of votes.

The new EC200E is gold

Volvo excavators have been reliable workhorses for Gold Rush teams from the beginning. The EC200E (the same model as the golden excavator) offers a maximum digging reach of 32 ft 9 in, a maximum digging depth of 22 ft 3 in, and a lifting capacity of 16,138 lbs, making it ideal for the rugged work the “Gold Rush” teams complete each day.

The Gold Rush excavator is currently touring across Volvo CE dealerships in the U.S. and Canada. Highlights on this unique machine include a paint job with millions of bits of mirror, custom-made gold track pads, and a unique leather seat with the Discovery Channel and “Gold Rush” logos as well as signatures of the show’s stars.

To cast your vote in the “Give Big Giveaway,” [click here](#).



The one-of-a-kind excavator will be auctioned off at Richie Bros. 2020 in Orlando, FL, with proceeds benefiting home-building nonprofits.

Photo courtesy of Volvo CE



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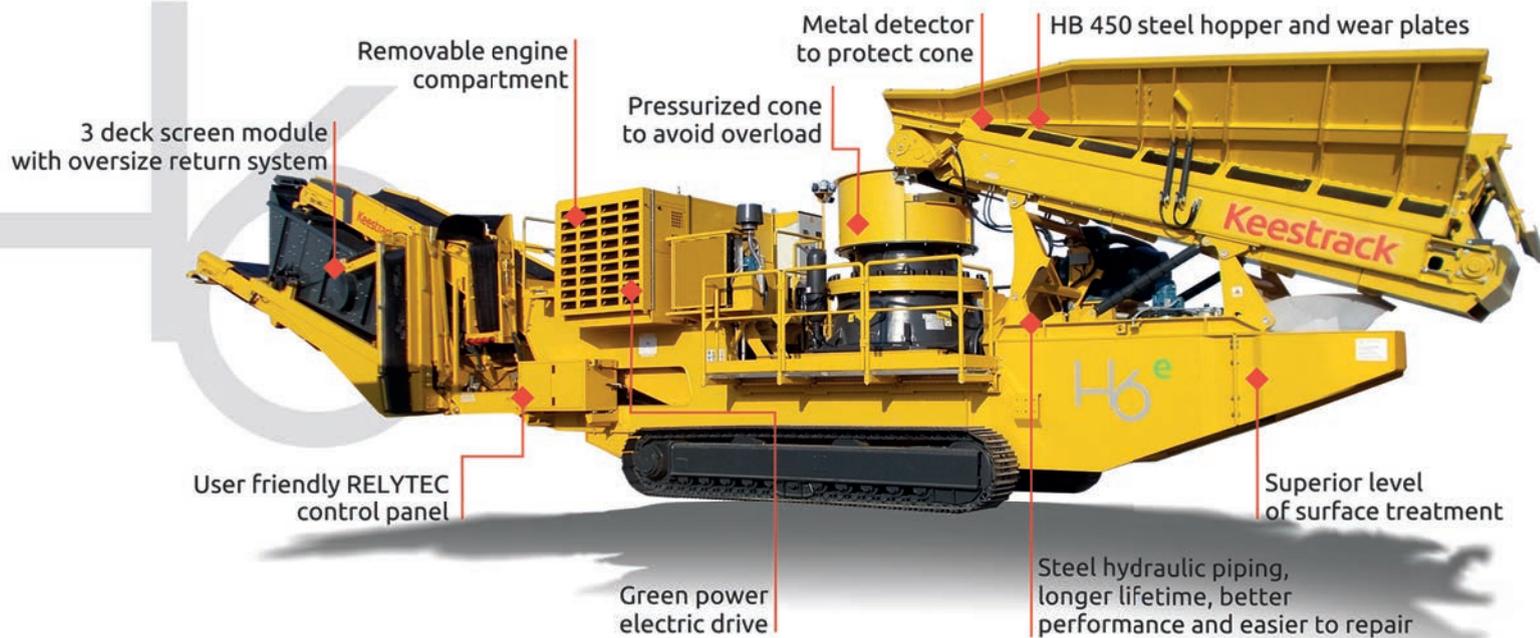
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Doosan to display mini excavator, wheel loader during World of Concrete 2020

SUWANEE, GA – Doosan Infracore North America LLC will exhibit a DX42-5 mini excavator and a DL200-5 wheel loader in its booth (C5577) in the Central Hall at the Las Vegas Convention Center during the annual World of Concrete in Las Vegas, Feb. 4 - 7, 2020.

DX42-5 mini excavator

Introduced in 2019, the Doosan DX42-5 is a conventional tail swing mini excavator in the 4- to 5-ton class, featuring a strong bucket breakout force and impressive dig depth and reach. Its relatively narrow width provides operators greater ability to navigate through doorways, gates and other obstacles.

The machine comes standard with an enclosed cab with heat and air conditioning and offers an optional open canopy configuration. Both configurations allow for excellent all-around visibility, especially to the excavator's attachment. A standard suspension seat provides all-day operator comfort, while a strategically positioned deluxe instrument panel provides operators with valuable machine information. A standard keyless start system helps to reduce unauthorized machine use and theft on jobsites.

In addition, DX42-5 owners can choose a standard arm or a long-arm option. The long-arm option gives operators more dig depth and reach and reduces the amount of ma-

chine repositioning for enhanced productivity.

A blade comes standard with the DX42-5, and an angle blade is available as a factory option for enhanced backfilling and creating swales. The mini excavator can also be equipped with a quick coupler, bucket and thumb attachment package.

DX42-5 mini excavator specs:

- Horsepower: 42.7 hp Tier 4-compliant diesel
- Operating weight: 9,246 lbs.
- Bucket breakout force: 9,183 lbf.
- Maximum dig depth (with standard arm): 10 ft 6 in
- Width: 69 in
- Tail swing overhang: 17 in

DL200-5 wheel loader

The Doosan DL200-5 wheel loader is designed for digging, heavy lifting and general construction tasks, and has a Z-bar lift-arm linkage system. The Z-bar lift-arm provides more power, breakout force and reach for digging and loading high-sided trucks.

The DL200-5 features a hydrostatic transmission, giving wheel loader operators more power, enhanced 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 DL200-5 wheel loader 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.

DL200-5 wheel loader specs:

- Horsepower (net): 142 hp
- Operating weight: 25,794 lbs. (standard), 26,566 lbs. (high-lift option)
- Bucket capacity: 2.6 cu. yd.
- Dump height: 9 ft 6 in (standard), 11 ft (high-lift option)
- Breakout force: 22,481 lbf. (standard), 22,931 lbf. (high-lift option)
- Available in high-lift Z-bar configuration for additional dumping height

Approved attachments: general purpose, light material and multi-purpose buckets; pallet fork; and quick coupler. ■



Doosan DX42-5 is a conventional tail swing mini excavator in the 4- to 5-ton class. Photos courtesy of Doosan



The Doosan DL200-5 wheel loader is designed for digging, heavy lifting and general construction tasks.

John Deere 470G LC excavator's grade guidance technology

MOLINE, IL – Power and precision converge with the new grade guidance technology-equipped John Deere 470G LC Excavators. First introduced for the 210G LC and 350G LC Excavators, John Deere developed this solution in cooperation with Topcon Positioning Group.

The integrated grade guidance system provides the operator with the bucket's location in relation to a 2-D reference or 3-D design surface. This information arms operators with the detail they need for precision excavation projects, such as digging trenches for pipes, shaping ditches or slopes or digging structure foundations.

"Accuracy and productivity are critical to our customers, and the new integrated system provides them with just that," said Jonny Spendlove, excavator product mar-

keting manager, John Deere Construction & Forestry. "With this integrated solution, the system's sensors are protected from damage and the display is conveniently placed in the cab.

"Additionally, this technology is fully supported by the customer's John Deere dealer, eliminating downtime and expediting earthmoving operations.

Equipped with a display in the operator station, the grade guidance system provides operators with the elevation and position of the bucket cutting edge with respect to a target plane (2-D) or design surface (3-D). Support through the JDLink™ telematics system provides information on system utilization and allows rapid diagnosis of problems. ■



The integrated grade guidance system provides the operator with the bucket's location in relation to a 2-D reference or 3-D design surface. Photo courtesy of John Deere

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Benjamin Sumner,
CPA, Partner

Getting to the bottom line

With Dannible & McKee, LLP

New accounting rules for leasing are coming: An update

by Benjamin Sumner, CPA, Partner

On Feb. 25, 2016, the Financial Accounting Standards Board (FASB) issued an Accounting Standards Update (ASU) intended to improve the financial reporting of leasing transactions. This ASU affects all companies that lease assets such as real estate, construction equipment, cars and trucks. The change is nearly upon us and the financial industry is finally going to need to pay closer attention to how it affects our particular business. Publicly traded companies were required to begin implementation for years beginning after Dec. 15, 2018 (calendar year 2019). For private companies, this new standard was originally required to take effect one year later, in fiscal years beginning after Dec. 15, 2019 (calendar year 2020). However, on July 17, 2019, the FASB voted in approval of a proposal to extend the implementation requirement by one year. This vote was affirmed in its Oct. 16, 2019 meeting and the final accounting standard update to extend the effective date for private companies will soon be issued. While the extension has provided private companies additional time to implement this change, there will be several hurdles to overcome in order to properly implement the new standard that companies should be preparing for now.

Under the accounting we've followed for years, lessees and lessors are required to classify their leases as either capital or operating, which we account for differently. Leases currently classified as operating leases are not reflected in a company's balance sheet; rather, lease payments are expensed as incurred. This model has been criticized for failing to meet the needs of users of financial statements because it does not provide a faithful representation of leasing transactions, particularly the financial obligations of lessees. The new guidance directs that a lessee will now be required to recognize assets and liabilities on the balance sheet for all leases with terms of greater than 12 months. Unlike current GAAP (generally accepted accounting principles), which requires only capital-type leases to be recognized on the balance sheet, the new standard will require both types of leases to be recognized on the balance sheet.

The new standard also directs changes to required disclosures to help financial statement users better understand the amount, timing and uncertainty of cash flows arising from your leases. Companies will need to disclose in the notes to the financial statements more information about the nature of its leases, the significant judgments made in applying the requirements of the new standard and various other amounts and features related to particular leasing activities. This area is probably the most significant change that would require the assistance of a CPA to ensure you have all bases covered.

Lessor accounting remains largely unchanged from current GAAP. However, the new standard contains some targeted improvements that are intended to align lessor and lessee accounting with other previously issued revenue recognition guidance.

As discussed above, publicly traded companies have already been required to follow this new guidance. We have learned a few lessons on implementation from these publicly traded companies that should be taken very seriously by private companies when going through the evaluation and implementation process:

- **Start early** – Many public entities reported that implementing the new lease accounting was more challenging and required a larger cross-sectional effort than anticipated.

- **Review agreements and lease inventory** – Identification of the population of leases and review of all lease agreements was consistently noted as a challenging aspect of implementation across all companies. Starting early

and forming a plan of action is very important.

- **System selection** – Consideration should be taken into

Bottom line 15



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AGC NYS holds robust NYC membership and safety committee meeting

Our quarterly meeting for 2019 was another successful gathering.

The membership and safety committees were combined for a full day program at the Wells Fargo Conference Center in midtown Manhattan on Sept. 18.

The committees discussed a variety of issues relating to the industry, including insurance, subcontractor agreements, markets and safety. Presentations from the NYC Department of Transportation (DOT), NYC Department of Environmental Protection and the NYC Department of Parks were very informative. All representatives discussed construction issues facing their respective agency, including permitting, codes and other regulations. A lively discussion followed each topic. Most important, AGC NYS has developed a relationship and rapport with those agencies such that a regular dialogue on issues and concerns will be possible.

Naturally, the NYC Department of Buildings was the major focus of the meeting. Local Law 196 was discussed in detail. The meeting closed with a great presentation titled "The Criminalization of Site Safety" from Tom Curran from the law firm of Peckar and Abramson.

AGC NYS would like to thank all the participants from the various agencies for joining in the discussion; Tom Curran for his very valuable presentation; and Wells Fargo for the use of their conference room. The committees had many suggestions for us and we have work to do on new programs and products. The next committee meeting will be in January 2020, location and date/time TBD. ■

AGC NYS would like to thank all the participants from the various agencies for joining in the discussion; Tom Curran for his very valuable presentation; and Wells Fargo for the use of their conference room. The committees had many suggestions for us and we have work to do on new programs and products. The next committee meeting will be in January 2020, location and date/time TBD. ■

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Bottom line from 14

whether or not to utilize new software to account for leasing activity under the new standard, or to utilize existing software. Testing of your current system is critical to identify its ability to handle the new reporting requirements.

- **Accountant communication** – Communicate early with your auditor or accountant in order to understand their process of auditing or reviewing the leasing activity in order to aid you with developing internal accounting policies, procedures and internal controls around the new leasing standard.

It's important that you take a test run in

applying the new guidance to see how it impacts the presentation of your balance sheet. The right-of-use asset recognized under the new guidance would be classified as a non-current asset, while the current portion of the lease liability would be a current liability. Implementation of the new standard may affect your business's satisfaction of certain debt covenants which may be present in your bank borrowing agreements. For companies with significant operating leases, capitalizing these new liabilities may have a substantial impact on working capital, fixed charge ratios or debt

to net worth and other similar liability-sensitive ratios. In short, ratios that were in compliance under current guidance could turn unfavorable, merely as the result of implementation of required accounting guidance: what was once considered a healthy company might now appear to be a poor credit risk and the decreased ability to obtain funding could have a real, adverse effect on the financial health of the company.

Our experience so far has indicated that the banking community is quite aware of these changes coming down the road. Nevertheless, we counsel that you investigate

sooner rather than later the impact of the new guidance on your financial statement presentation and financial statement covenant ratios. Remember, the company will now need to include virtually all leases on the balance sheet. This evaluation could take a considerable amount of time and effort depending on the complexity and volume of current leases.

For more information on updated accounting rules for leases and how Dannible & McKee can help you comply, contact them at 315.472.9127 or visit them online at www.dmcpcas.com. ■



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Each aspect of RRR has its own e-newsletter that runs a regular cycle. These e-newsletters let readers stay up to date on all of the important news and product announcements happening in the aggregate, recycling, or construction industry.

Komatsu introduces the PC2000-11 hydraulic excavator

ROLLING MEADOWS, IL – Komatsu America, a leading global heavy equipment manufacturer, introduces its PC2000-11 hydraulic excavator. Equipped with an EPA Tier 4 Final certified engine, the PC2000-11 has more horsepower and a new engine-pump control for faster cycle times and improved multifunction performance.

“The PC2000-11 is designed to load 70- to 200-ton rigid frame haul trucks and is an excellent tool for stripping overburden, loading coal and loading shot rock,” said Robert Hussey, product marketing manager, Komatsu America. “The PC2000-11 has a simplified power module (cooling package, engine, PTO and hydraulic pumps) which provides excellent accessibility to major components, low noise levels in the cab and reduces labor hours when it comes time for planned overhaul.”

KomVision, Komatsu’s all-around machine monitoring system comes standard on the PC2000-11. To increase operator awareness of haul trucks and light vehicles entering and leaving the working area, the 7-camera system provides a full 360° bird’s-eye view of the working area on a dedicated 10.4-in touch screen monitor.

Productivity and multifunction performance

The PC2000-11 offers improved multifunction performance and a productivity increase up to 12%, which translates to loading more trucks per shift. The redesigned hydraulic system monitors work equipment loads and optimizes hydraulic flow based on operating conditions. The PC2000-11 is equipped with selectable working modes to tailor machine performance to application requirements, including the all new “Power Plus” mode. Increased engine power and new engine pump control logic give the

PC2000-11 faster cycle times.

Durability

Customers can expect extended component life on the PC2000-11 thanks to thicker, stronger boom plates and castings, strengthened track and center frames, larger diameter carrier rollers and improved hydraulic cylinder seals. The new seals on work equipment cylinders enable the PC2000-11 to withstand the most abrasive applications.

Other standard features of the new PC2000-11 include:
Tier 4 Final Certified engine technology

- Komatsu’s new U.S. EPA Tier 4 Final emission regulation-compliant SSA12V140E-7 engine has a net horsepower of 1,046 hp (up from 956 hp on the PC2000-8)
- Dual Komatsu Diesel Particulate Filters (KDPF)
- No Selective Catalytic Reduction (SCR) system, so does not require a Diesel Exhaust Fluid (DEF)
- Auto Idle and Auto Idle Shutdown to help reduce fuel consumption

Accessibility and operator comfort

- 45° hydraulically actuated boarding ladder and secondary access ladder
- Platforms and handrails aid service and maintenance
- New, large capacity air conditioning system
- Large cab with excellent visibility

Work equipment and hydraulics

- New EPC valves optimize main valve spool control, increasing work equipment speed, especially during compound movement
- New, stronger boom design for increased durability to complement the productivity enhancements
- Heavy lift mode – 10% more boom lifting force ■



The PC2000-11 is designed to load 70- to 200-ton rigid frame haul trucks.
Photos courtesy of Komatsu



Increased engine power and new engine pump control logic give the PC2000-11 faster cycle times.



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Ransome Attachments brings Ditch Doctor to the U.S.



Industry
news

Ransome Attachments has been named the first and only distributor of Ditch Doctor™ Attachments in the United States. This unique hydraulic excavator attachment is designed for creating, restoring and maintaining infrastructure drainage ditches.

The Ditch Doctor is the product of a resourceful Canadian specialty excavating company that was looking for an alternative to ditching with the conventional excavator-mounted bucket method.

Owner and inventor Adam Fisher, a second generation contractor, is no stranger to innovation. He built two other attachments for long reach excavators to dredge marinas, harbors and ponds before innovating the Ditch Doctor.

Fisher designed the Ditch Doctor to improve productivity and reduce operating costs in a more environmentally friendly way. It essentially chews up material with cutting heads, breaks it down and redistributes the spoils from a chute. The excavator operator has full control of the cutting depth and projection distance.

The Ditch Doctor reduces the time and costs associated with the conventional method. Instead of leaving a stockpile of dirt that must be hauled away or flattened with a bulldozer, it projects the material away from the ditch, allowing it to self-level.

It is also up to three times more productivity in terms of ditching. Fisher once pitted the Ditch Doctor against the bucket method on a 3,281-linear-foot project and calculated the costs and productivity. The conventional method produced 85 ft/hour while the Ditch Doctor carved out 308. The profit margin with the Ditch Doctor was 89% versus 38% for the bucket method.

The Ditch Doctor is also more environmentally friendly than the conventional bucket method because it creates a two-stage ditch, which allows the vegetation to remain on slopes and an upper shelf as the rotary head carves out a U-shaped ditch below, unlike the bucket method that removes all beneficial vegetation and allows for further erosion. The two-stage ditch reduces the velocity of water flow, retains beneficial nutrients, creates a wildlife

habitat, prevents sediments from washing downstream and causing problems and requires less maintenance. This is also beneficial on farms and sites with high-quality soil because it allows the material to remain on site. It is not uncommon to see vegetation growing from the redistributed spoils in as little as three weeks. The Ditch Doctor easily maintains buffer zones, which have been proven to reduce phosphates and nitrates into waterways.

"The Ditch Doctor improves productivity, reduces operating costs and protects the environment at the same time," said Eric Ransome, owner of Ransome Attachments. "It's exciting to be able to bring that value to our customers across so many industries."

A patented detachable outer scroll case allows the Ditch Doctor to be used for dry ditching, but it can also work in up to three feet of water. The company plans to add additional scroll cases that can be swapped for different work tools, allowing it to become a multi-functional attachment.

The Ditch Doctor can handle any material, including dirt, sand, sludge, vegetation, ice and rocks. The attachment is designed to chatter upon hitting rock to notify the operator and can function as a bucket to move even the largest boulders from the ditch.

The Ditch Doctor is an ideal solution for farmers, drainage, land clearing and excavating contractors, municipalities, transportation agencies, utility contractors, golf course property managers, oil and gas companies, land management companies, landowners, railroads, land conservation agencies and property managers.

There are two Ditch Doctor models available, both of which are custom manufactured to fit specific makes and models of excavators from 5 to 22 tons. Both include a

quick attach and can be hooked up within a minute. The attachment itself is manufactured in Canada, but the actual assembly and shipping is done by Ditch Doctor in its Nova Scotia shop.

Ransome Attachments is the first and only American distributor of the Ditch Doctor. "We know there's so much potential in the U.S.," said Carole Fisher, adding that they have fielded many inquiries in recent years. "Having a partner to be able to distribute it on our behalf is definitely a great success for us." ■



New Jersey-based Ransome Attachments has become the first and only distributor to offer the Ditch Doctor in the United States. (L - R) Adam Fisher of Ditch Doctor and Eric Ransome of Ransome Attachments.

Photos courtesy of Ransome Attachments

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Fisher designed the Ditch Doctor to improve productivity and reduce operating costs in a more environmentally friendly way.



Industry news



ARTBA Foundation announces “Women Leaders in Transportation Design & Construction” award winners

The awards were presented in three categories at a Sept. 23 luncheon held during ARTBA's National Convention in Savannah, GA.

Ethel A. Birchland Lifetime Achievement Award

This award is named after a top ARTBA executive from the mid-1920s and is given to individuals who have demonstrated outstanding leadership, long-term service in the industry's public or private sectors and dedication to the advancement of innovation and other women leaders.

• Esther McGinnis, Executive Vice President, Gannett Fleming, Valley Forge, PA

McGinnis began her career in transportation at the Pennsylvania Department of Transportation, where she managed projects in the five most densely populated and congested counties. In 1995, she joined Gannett Fleming and collaborated with a team of engineers and environmental scientists to create the model for how its environmental management and natural resources business line operates today. She has been at the forefront of shattering the glass ceiling and leading the way for females at her firm, blazing a trail from regional office manager to senior associate, stockholder and the first-ever chair of the Gannett Fleming Charitable Foundation.

McGinnis is an inaugural member of the Diversity and Inclusion Committee and is the first female member of the board of directors in the firm's 104-year history. She currently serves as Mid-Atlantic Region Director, the largest region at Gannett Fleming, comprised of 24 service lines in 15 offices with more than 600 employees, and has helped drive significant growth for the last three years. She is a long-standing member of the Women's Transportation Seminar (WTS) and serves on the Philadelphia chapter's Executive Women Roundtable. She also served as president and director on the American Society of Highway Engineers board. McGinnis is a co-founder of employee resource group Connected Women at Gannett Fleming and is a role model for the more than 720 women across the firm. Her efforts at gender diversity have paid off, increasing the number of female employees and decreasing voluntary turnover in record numbers.

• Laurie Berman, former director, California Department of Transportation (Caltrans)

Berman has dedicated her public sector career to creating a modern multi-modal transportation system that builds on strong local partnerships to achieve a shared goal of zero traffic-related deaths. A civil engineer by training, Berman spent 13 years at Caltrans, including as director from 2018 until her June retirement. She managed a \$15 billion budget, nearly 20,000 employees and the largest state transportation system in the nation. She also led the implementation of California's landmark Senate Bill 1, the \$54 billion, 10-year Road Repair and Accountability Act.

Berman oversaw the creation of State Road 125 in San Diego, the first public-private partnership of its kind. Her role as a female leader has included mentoring young women in the transportation industry and as a United Way of San Diego volunteer. She has been an active

board member of the Intelligent Transportation Society (ITS) of America and the Mineta Transportation Institute. The San Diego chapter of the WTS named her “Woman of the Year” in 2011 and 2018.

The Glass Hammer Award

This award honors companies in the transportation construction industry that have innovative programs and activities directed at successfully promoting women leaders within their organization.

• WSP USA, New York City

In its mission to advance and promote women within the workplace, WSP USA is making significant strides, increasing female representation across all business segments and improving gender diversity balance in recruitment. Promotion of women has increased from 37% of all promotions in 2018 to 41% in the first half of 2019. The company requires at least one gender diverse candidate for every management opening. It is also committed to achieving a goal of women holding 30% of management positions by 2021, sponsoring leadership development programs to nurture the next generation. It reinvigorated a formal, national Diversity and Inclusion Council this year, consisting of 21 leaders – including 15 women – focused on creating a work environment that promotes continuous improvement of the firm's diversity at every level.

A WSP International Women's Day celebration implemented a “Better for Balance” toolkit, honoring women in the workplace and a national social media campaign asked its talented women to share what they would tell their younger selves about motivation and lessons learned. More than 400 employees attended a “50 Ways to Fight Bias” workshop and provided examples of workplace gender bias and ways to overcome those challenges. The firm regularly supports and nominates female employees for national recognition through awards and scholarship programs including the Conference of Minority Transportation Officials, WTS and ARTBA.

Future Industry Leader Spotlight Award

This award recognizes students enrolled in undergraduate or graduate studies at a U.S. college or university who have achieved an outstanding academic record and demonstrated extraordinary leadership skills within and outside of the academic environment.

• Aikaterini Deliali, University of Massachusetts-Amherst

Deliali is pursuing a Ph.D. in civil and environmental engineering at UMass Amherst, where she received a master's in the same course of study in 2018. She has a civil engineering degree with a specialization in transportation engineering from the National Technical University of Athens in her native Greece. Deliali's research has focused on public health assessments for transportation projects, zero emission bus research, designing and testing a smartphone app that incentivizes users to choose energy efficient transportation options for urban trips and assessing intersection design configurations for bicycle safety. Her work has been funded by the Massachusetts Department of Transportation, the U.S. Depart-

ment of Energy and the Safety Research Using Simulation (SAFER-SIM) University Transportation Center.

Deliali is the recipient of the WTS Ann Hershfang Scholarship, awarded to graduate students enrolled in a transportation-related program with a GPA of 3.0 or higher. She plans to pursue a transportation-related career. She has served as president and vice president of the WTS UMass student chapter and as the Institute of Transportation Engineers (ITE) UMass student social chair.

• Sheida Khademi, University of Texas at Arlington

Khademi is pursuing a Ph.D. in civil engineering at the University of Texas at Arlington, where she received a master's in the same course of study in 2017. Her research projects include assessing driver “sensitivity to dynamic pricing of managed lanes,” creating sustainable, inclusive communities in affordable housing, evaluating improved transit connections as ladders of opportunity, state-level transportation policy decisions and leveraging emerging technologies to respond to transportation infrastructure needs. Funding for her research has come from the North Central Texas Council of Government, the U.S. Department of Housing and Urban Development and the U.S. Department of Transportation's National Institute of Transportation and Communities and Transportation Research Center for Livable Communities.

Khademi has served as ITE student chapter president and treasurer, and as a scholar or member of the Chi Epsilon Honor Society, the Conference of Minority Transportation Officials, American Public Transportation Foundation, WTS, American Public Works Association, the American Society of Civil Engineers, the Persian Academic and Cultural Society, National Society of Professional Engineers and Women in Leadership. She is a former ambassador for the Center for Transportation Equity, Decision and Dollars student council. ■

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Diesel engine manufacturing powers state economies and American jobs



WASHINGTON, D.C. – In 2018, more than one million heavy-duty diesel engines were manufactured in facilities across the United States – a growth of 13% over the previous year, or nearly

120,000 engines, according to new data from the Diesel Technology Forum. Thirteen states are home to heavy-duty diesel engine manufacturing, with North Carolina producing more than one out of every three U.S.-made heavy-duty diesel engines. Other key states include Indiana, Ohio, Michigan and New York.

“American-made heavy-duty diesel engines are the workhorse of the economy, fueling half the key U.S. economic sectors with proven economical, efficient and now near-zero emissions technology,” said Allen Schaeffer, executive director of the Diesel Technology Forum. “From agricultural, mining and construction equipment to commercial vehicles, trucks, buses, locomotives, tugboats and other goods-movement equipment, diesel remains the powertrain of choice.”

“The growth in diesel engine manufacturing is a clear indicator of the importance and future of this technology,” Schaeffer continued. “U.S.-based heavy-duty diesel engine manufacturing facilities are producing the latest new-generation diesel technologies, which not only are near-zero emissions but also lower in greenhouse gas emissions and consume less fuel.”

Diesel engine manufacturing boosts economy and provides well-paying jobs

In just the first quarter of 2019, heavy-duty clean diesel engines directly supported more than \$4 trillion in U.S. economic activity. Diesel-related jobs totaled almost 265,000, with wages and salaries above the national average and a job-growth outlook of 5% each year, according to the U.S. Bureau of Labor Statistics.

The agricultural, mining, construction and transportation and logistics industries are directly dependent on heavy-duty diesel engines. According to the U.S. Bureau of Economic Analysis, these diesel-dependent industrial sectors have grown by 6% over last year. These sectors represent more than 12% of all private-sector industrial activity.

New analysis from the Diesel Technology Forum provides insights into the broad impact of diesel engine manufacturing on state economies. A look through the forum’s searchable,

state-by-state database further shows how diesel is the workhorse of each state’s economy and transportation systems. This resource identifies each state’s diesel-related manufacturing and jobs; number of renewable fuel producers and stations; diesel fuel consumption; and population of diesel-powered commercial trucks, marine vessels, transit and school buses and passenger vehicles.

Beyond manufacturing, each state’s economy benefits from large workforce and training sectors dedicated to servicing and maintaining diesel engines, vehicles, equipment and fueling operations, along with the public and private services they provide that can be found in every community. ■

State	Heavy-Duty Diesel Engine Production (2018)
NC	347,150
IN	161,825
OH	130,000
MI	105,900
NY	92,500
MD	51,300
TX	38,465
MS	37,500
IA	22,300
GA	14,400
AL	8,500
UT	1,300
SC	1,075
Total	1,012,215

SOURCE:

SAE Off Highway, March 2019

Diesel-Dependent Economy Sector	2019 Q1 (\$ Billions)
Agriculture	\$445.3
Mining	\$612.1
Construction	\$1,717.3
Transportation & Logistics	\$1,250.5
Share of Private Sector Industrial Activity	12.1%

SOURCE: Bureau of Economic Analysis, GDP by Industry



U.S. Department
of Transportation

Federal Highway Administration

WASHINGTON, D.C. – The Sept. 26 Federal Highway Administration (FHWA) repeal of a 103-year-old federal procurement rule is a major victory for motorists that should spur deployment of new technologies to help save lives, minimize congestion and improve the performance of the nation’s highways, the American Road & Transportation Builders Association (ARTBA) said upon the announcement.

The FHWA formally rescinded 23 CFR 635.411 (commonly known as the “proprietary products rule”), a federal regulation that prohibits state and local governments from using patented or proprietary products on highway and bridge projects that receive federal funding – unless those products qualify for limited exceptions. The rule was adopted in 1916 by the USDA, which then managed the emerging federal aid highway program.

ARTBA formally petitioned the U.S. DOT in March 2018 seeking repeal. In response, the agency issued a “Notice

Repeal of Proprietary Products Rule heralds era of product innovation and safer highways and bridges

of Proposed Rulemaking” in November 2018.

“This archaic regulation was a roadblock to innovation,” ARTBA President & CEO Dave Bauer said. “The status quo is the only thing that should be off the table as we seek to deliver and fund transportation solutions.”

In its decision, FHWA characterized the rule as a “barrier to innovation in highway technology” and noted that its repeal “best provides State DOTs greater flexibility to use innovative technologies in highway transportation.”

“We would like to thank Secretary of Transportation Elaine Chao and Federal Highway Administrator Nicole Nason for their nonstop pursuit of President Trump’s directive to cut bureaucratic obstacles to infrastructure improvements,” Bauer added.

The FHWA action will free up states to use federal highway funds on a host of patented or proprietary road and bridge technologies that can help deliver a safer and more efficient roadway system for American motorists and

businesses. These include reflective road lane dividers that deter tired motorists from drifting into oncoming traffic, traffic signs that minimize injury by collapsing at the slightest impact and road barriers on wheels that provide physical but movable walls between traffic and construction workers.

“This is only the first step in an important process,” Bauer noted. “We must continue to explore how best to integrate new technologies into the transportation marketplace and ensure that new, beneficial ideas are not prevented from reaching the driving public. At the same time, we have confidence transportation agencies will work to protect the integrity of procurement processes in their respective states,” Bauer said.

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

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Industry news

ARTBA Foundation announces four Transportation Development Hall of Fame inductees

WASHINGTON, D.C. – Fred Fehsenfeld Sr., Dr. T. Peter Ruane, Ethel A. Birchland and William “Bill” Boyd Burgett are the 2019 inductees into the American Road & Transportation Builders Association (ARTBA) Foundation’s Transportation Development Hall of Fame. The announcement was made Sept. 23 at the association’s National Convention in Savannah, GA.

Launched in 2010, the Hall “honors individuals or families from the public and private sectors who have made extraordinary contributions to U.S. transportation development during their careers.” Nominees are considered in two categories:

Transportation Design & Construction Industry Innovators: Honors those who discovered or created a “game changing” product or process that significantly advanced transportation design, construction and/or safety. It seeks to honor the original innovator.

Transportation Design & Construction Industry Leaders (Individuals or Families): Recognizes men, women and families who have made significant contributions beyond just having successful businesses or careers and that have notably helped advance the interests and image of the transportation design, construction and safety industry.

Innovator: Fred Fehsenfeld Sr. (1924-2018)

Fred Fehsenfeld Sr., used his mechanical engineering degree from Purdue University to begin his career at Rock Island Refining as a process engineer. Ever the problem solver and innovator, Fehsenfeld went to the library and taught himself how to manufacture asphalt, building an asphalt facility in 1960 that still operates today. With his entrepreneurial spirit, he led the transformation of the original company, Crystal Flash Petroleum, from 100 employees operating gas stations and home heating oil sales in Indiana and Michigan into what has evolved into The Heritage Group, a 6,500-employee company with operations across North America, Europe and China.

Throughout his entire life, Fehsenfeld

had a passion for brainstorming ways to improve the U.S. economy. His “Critical Commerce Corridors” initiative is aimed at adding new capacity to America’s transportation network to help significantly improve the safe and efficient movement of goods. It’s a concept that was brought to life as the National Highway Freight Network in the 2012 and 2015 federal surface transportation laws.

A member of the “Greatest Generation,” Fehsenfeld enlisted in the U.S. Army Air Corps on his 18th birthday during World War II. He was assigned to the 354th Pioneer Mustang Fighter Group in France. He flew 89 missions in Europe and was awarded the Air Medal with three silver clusters and a silver star. He also led his 353rd fighter squadron on the last official flight in the European Theater of Operations.

His many contributions to Purdue University included establishing the Fehsenfeld Family Head of Environmental & Ecological Engineering and Purdue Energy Fund.

Leader: Dr. T. Peter Ruane

Called the “dean of transportation lobbyists” by a leading Capitol Hill publication, Dr. T. Peter Ruane led ARTBA for 30 years, until his November 2018 retirement. He was the longest-tenured chief executive in the association’s 117-year history.

Ruane was a fixture in federal transportation investment policy and politics in the nation’s capital, regularly testifying at congressional hearings and providing counsel to administrations from both political parties. When Ruane joined ARTBA in 1988, the total annual federal investment in the U.S. highway and transit programs was \$16 billion. At the time of his retirement, it was about \$60 billion annually.

Under Ruane’s stewardship, ARTBA developed and launched nationally-acclaimed economic research, safety and education programs, including the Transportation Investment Advocacy Center™; the National Work Zone Safety Information Clearinghouse™; and the American National Standards Institute-accredited Safety Certification for Transportation Proj-



American Road & Transportation Builders Association

ect Professionals™ program. He was pivotal in the 1996 creation of the 31-member Transportation Construction Coalition (TCC), the 105-member Alliance for Truth in Transportation Budgeting, and the U.S. Chamber of Commerce-led Americans for Transportation Mobility (ATM).

Another key Ruane leadership initiative included the 1990 creation of the association’s eighth permanent membership division – Public-Private Partnerships in Transportation – to help develop and move federal legislation that would foster private investment in transportation projects to supplement public funding. ARTBA played a key role in opening this door in the 1995 highway bill which allowed, for the first time, states to be reimbursed with federal funds for bond principal, interest costs and insurance on Title 23 projects.

Leader: Ethel A. Birchland (1888-1974)

In the mid-1920s, Ethel A. Birchland was the only woman highway official in the world, as commissioner of public works in Westport, CT, becoming a pioneer in the road building community.

She was elected American Road Builders Association secretary in 1923, a position she held until 1929. Birchland helped lead the industry during the growth of a national road-building program following several Federal-Aid Road Acts in the 1920s.

During her tenure, ARBA (as the association was then known) created seven divisions and experienced significant growth in the annual “Road Show” equipment exposition, the forerunner to today’s CON-EXPO-CON/AGG. She also played a key role in the relocation of the association from New York City to Washington, D.C., a move aimed at strengthening its policy voice before Congress, the White House

and federal agencies.

Leader: William “Bill” Boyd Burgett (1930-2015)

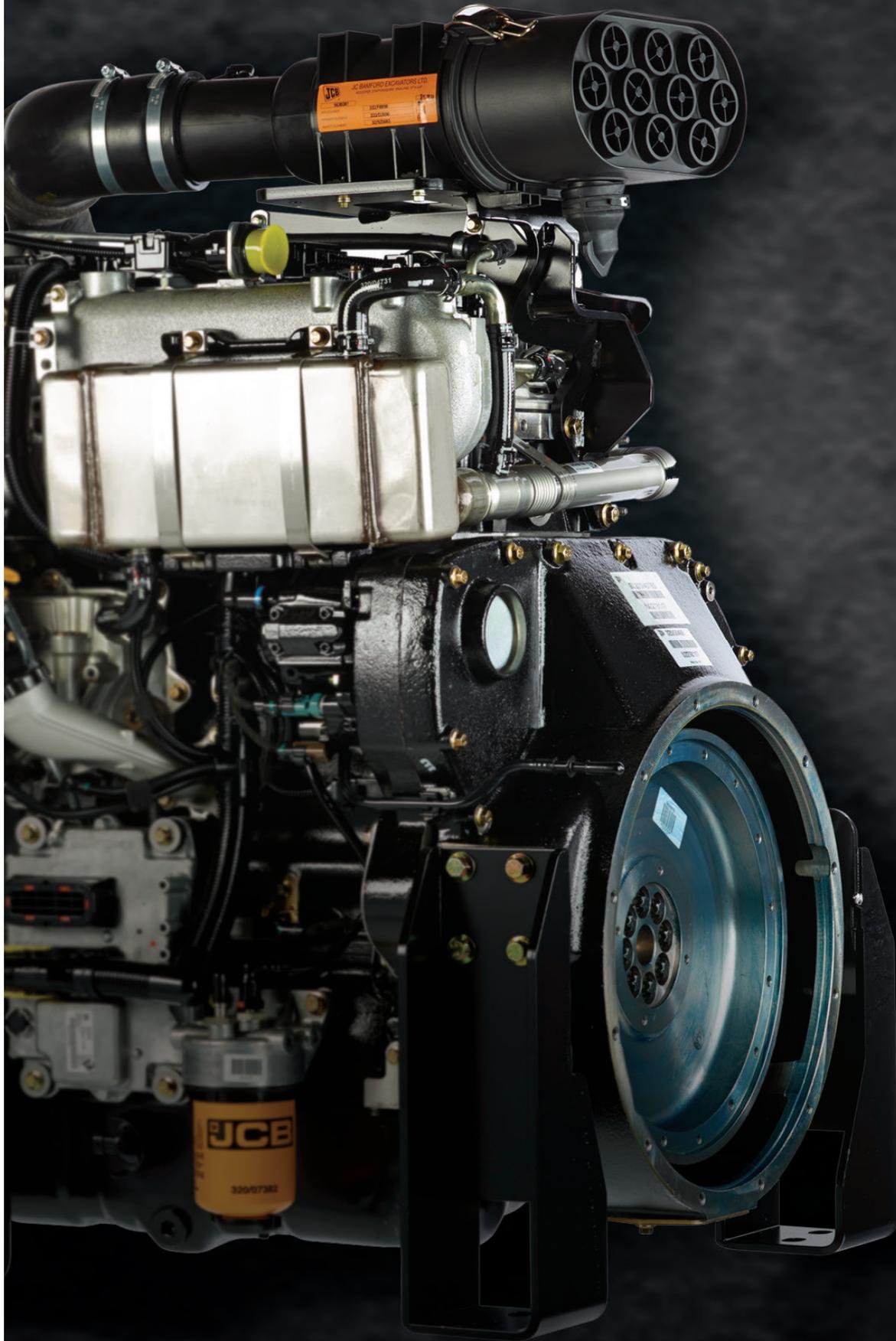
A visionary leader, Bill Burgett, a farm boy with humble beginnings, founded Kokosing Construction Co. in Fredericktown, Ohio, in 1951. Odd jobs, including building and remodeling houses, barns, churches and schools, turned to small commercial projects and the company grew exponentially. He served Kokosing in a variety of roles, including as president and chair, for more than 55 years. Today, the Kokosing companies, one of the nation’s largest heavy highway contractors, include Olen, Kokosing Materials, Kokosing Industrial, McGraw/Kokosing, Corman-Kokosing and Integrity Kokosing. The combined entities have 3,000 employees and \$1 billion in annual revenue.

Burgett was an outstanding volunteer leader in construction groups. He was a president of the Ohio Contractors Association (OCA) and the National Utility Contractors Association, and a past director of the Ohio Operating Engineers Apprenticeship Fund and ARTBA. As chair of Flexible Pavements of Ohio, he established a fund that has awarded more than 400 scholarships to students studying civil engineering. As a transportation investment champion, he was a well-recognized and thoughtful voice before lawmakers in Columbus and Washington, D.C.

The second and third generations of Burgett’s family inherited his tenacity for perfection and integrity – values that remain company bedrocks. Throughout his life, Burgett gave back to the community, as evidenced by many state and local community church, school and library projects.

Read more about all of the Hall of Fame classes on the ARTBA Foundation website.

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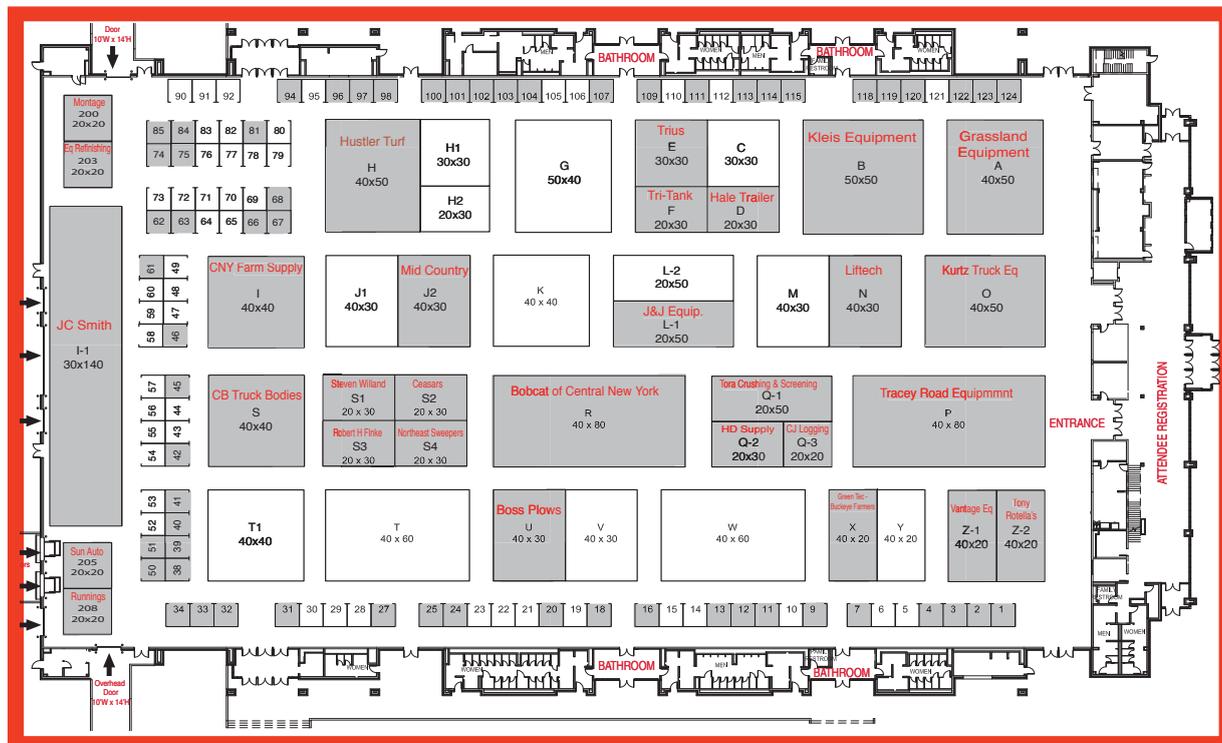
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SAUK CENTRE, MN – Felling Trailers Inc.'s self-loading turret reel trailer is a valuable tool for any fleet. With a 360° hydraulically operated rotating turret assembly, the FT-14-2 R Turret can lock into any position when the directional control valve is released. Keeping in mind equipment, time and operator safety, the turret's self-loading feature eliminates the need to have extra equipment and operators on-site to lift and load the reel as on a fixed reel trailer.

The hydraulic payout/take-up assembly is a sealed gear driven unit. Keeping repair work to a minimum, there are no chains or sprockets to break or wear out. The drive unit is exceptionally smooth and quiet to operate and easily engages and disengages from the reel bar. Not only does it payout and retrieve, but it also has optional hydraulic braking capabilities. Hydraulic brake tensioning eliminates the heat generated by traditional caliper and rotor. This reduces line gallop and allows for a longer

tensioning duration. The generated heat is absorbed in the hydraulic oil and dissipated by the oil cooler.

The hydraulic tensioning feature can be used in overhead conductor installation and replacement. For those in the oil and gas industries, this feature can be used for servicing existing wells, new deployment of ESP cable and retrieval and redeployment of ESP cable for the replacement or repair of the submersible pumps as well as deployment and retrieval for capillary tube operations.

This unit comes standard with an on-board hydraulic power supply. Felling uses a Honda GX 390 gas engine with electric start and recoil backup. The power pack is equipped with a 25-gallon hydraulic reservoir with a hydraulic oil return filter and a lockable theft-resistant enclosure. The FT-14-2 R Turret is rated for 2,250-psi continuous and 2,900-psi max and provides 8 GPM. ■



The FT-14-2 R Turret is rated for 2,250-psi continuous and 2,900-psi max and provides 8 GPM.

Photo courtesy of Felling Trailers

Epiroc introduces the Pit Viper 270 XC series blasthole drilling rig

Epiroc recently introduced the Pit Viper 270 XC series that delivers application flexibility, fuel efficient performance and enhanced safety with outstanding operator comfort and ease of maintenance.

The Pit Viper 270 series, a mining industry staple, can now be configured with the XC package (where XC stands for eXtra Capacity) to provide 85,000 lbs (42.5 tons) bit load capacity. The PV-270 XC can be configured for your specific application. The PV-270 XC takes the industry-leading Pit Viper 270 series to another level of productivity and reliability, ultimately contributing to the lowest total cost of ownership in the blasthole drilling industry in its class.

Epiroc's PV-270 XC series delivers a hole diameter range up to 12¼ in (311 mm). This is available in both the multi pass and single pass offering which provides a clean hole of 55 ft (16.8 m) and 59 ft (18 m). The PV-270 XC builds on the high industry standard of performance and innovation of the Pit Viper 270 series. Epiroc has worked toward understanding the customer needs to deliver "more venom" for your operation.

With the Epiroc Rig Control System, the PV-270 XC can be run with an operator on board using options such as AutoDrill and AutoLevel, or it can be run with the operator off the drill with the optional BenchREMOTE package, enabling one operator to run one or multiple units. It provides a foundation to add new functionality and options later without a major rebuild of the machine. Autonomous drilling can be implemented with almost no human interaction with the drill.

"Since the first introduction of the Pit Viper 270 rig, Epiroc has successfully deployed over 500 Pit Viper 270 rigs in the mining environment," said Heino Hammann, product line manager, blasthole at Epiroc Drilling Solutions. "We will continue to inspire while leading in innovation – the Pit Viper 270, a true proven partner for your mining needs." ■



The PV-270 XC can be configured for your specific application.

Photo courtesy of Epiroc


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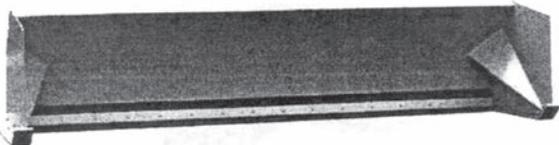
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Meet the 14-year-old business owner and excavator operator committed to building tomorrow

A three-part video series from Volvo CE shows how a teenage entrepreneur and demolition business owner is paving the way for construction's next generation.

Fourteen-year-old Lance Matheson isn't your typical teenager. He runs his own demolition company, Sage Demolition and Land Clearing, near Salt Lake City, UT, with help from his family. As Baby Boomers retire and skilled trades struggle to come back from the recession of the late 2000s, Matheson is setting an example for his peers of how rewarding it can be to get into the construction industry. And to Volvo, he symbolizes the visionary, get-it-done attitude it takes when you're building tomorrow.

"A lot of people my age use their free time to play video games or stuff like that. I use that time to develop a skill that I can use for the rest of my life," Matheson said.

When it comes to building tomorrow, any one at any age can take part – sometimes we just need to see it to believe it. To that end, Volvo is showcasing Matheson and his passion for the construction business in a new three-part video series.

Building the Business

Matheson's dad is in the construction/recycling industry, so Matheson grew up around – and inside – equipment since before he could walk. He demolished his first house at age 12 and carries a state-issued engineering/demolition license (E-100) and general contractor's license (B-100). His ambition, along with advice and guidance from key mentors along the way, led him to incorporate his own company. With an ongoing focus on new technologies and an understanding of the value of innovative equipment – plus YouTube videos that help him hone his operating skills – Matheson has successfully completed multiple jobs and is building lasting relationships with his customers.

"Working with Lance really isn't any different than working with any other contractor," said Tracy Gale, sales representative at Volvo dealer Arnold Machinery. "In fact, when I talk to him on the phone, it's kind of hard to discern that he actually is 14 years old. He talks like an adult. He speaks to me like we've known each other for 20 years – we're kind of tight like that."

"Lance is a great example of the imagination and hard work it takes to start and grow a successful company at any age. His story resonates with us at Volvo because he's living



Fourteen-year-old Lance Matheson runs his own demolition company, Sage Demolition and Land Clearing, near Salt Lake City, UT, with help from his family.

our Building Tomorrow message," said Dave Foster, vice president, marketing & communications. "Everyone is right – he may only be 14, but you'd never know it to hear him talk about his business and future aspirations."

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New developments in quick/auto-connect for attachments

by RockRoadRecycle staff writer

On the Cover: Excavator operators are able to benefit from advances in equipment technology in fully automatic quick coupling hydraulic systems.

PG 3

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

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

Andy Haman
ext. 160 ahaman@leepub.com

Fred Mang
ext. 161 fmang@leepub.com

Jessica Waite
ext. 116 jwaite@leepub.com

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

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

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New developments in quick/auto-connect for attachments

by RockRoadRecycle staff writer

Arden Equipment's AIO 50 fits excavators from 20t to 26t and allows all the fluids (hydraulic oil, water, grease) as well as electric wires to run through the quick hitch automatically.

Professional excavator operators' have been able to benefit from recent advances in equipment technology that has led to fully automatic, quick coupling hydraulic systems. This has been developed due to pressures to make operations more efficient, with modern operators aiming to get in and out of their excavators as little as possible to change tools. When there is an absolute requirement to do so, any break in the work flow needs to be as short as possible, with little oil spill and with as small a risk as possible of injury to anyone. This needs to be accomplished with as much efficiency and flexibility as possible – hence the development of automatic attachment systems.

The advent and development of quick auto-connect excavator-attachment systems have enabled construction businesses, in all areas of the industry, from quarrying to demolition, to move easily and efficiently between various attachments, making quick coupling systems a powerful and competitive asset for any business. Factors such as increasing industry demands for improved safety, efficiency and increased material separation in the workplace, and correspondingly, the need to change tools more often, has also increased. Below we look at how the market for quick auto-connect coupling systems came about, and how some of the leading manufacturers in the U.S. and abroad cater to this rapidly developing market.

Four well known systems and a new entrant from the U.S.

Four automatic quick coupling systems have dominated the market: Likufix, VarioLock, OilQuick and EC-Oil. The Likufix system is owned by Liebherr and is very strong in German-speaking countries, with a corresponding linkage to owners and operators of Liebherr excavators. Lehnhoff is truly global and is currently owned by Komatsu and manufactures VarioLock, while OilQuick is a particularly well known system in many parts of Europe and further afield, being used as a quick coupler system by demolition contractors. Engcon, as with OilQuick, is a Swedish manufacturer, and has developed EC-Oil. Bobcat has recently entered the market with the Bob-Tach and Bob-Dock attachment mounting system, allowing attachments to be combined quickly and safely with a very wide choice of

Bobcat attachments. As with all the other mentioned systems, this delivers versatility and time-saving efficiency across a range of different applications.



OilQuick quick couplers have been developed to enable the quick and safe switching of hydraulic attachments directly from the cab.

What generally differentiates the fully automatic quick couplings is the design which effectively divides the manufacturers into two groups. This is most clearly apparent in the locking mechanism where the quick coupling closes and the connections are thus protected. Likufix and VarioLock's female sides of the connection are exposed horizontally, while the OilQuick and EC-Oil's female sides in the coupling are vertically exposed. The vertical locking function has proven preferable to many as it more efficiently prevents dust and harmful particles getting into the sensitive parts of the system.

Changing the task in an instant

In what could be said to be one of the most recent developments in quick auto-connect solutions, Engcon has recently upgraded its EC-Oil system for the hydraulic and electrical connection of hydraulic tools and attachments. The EC-Oil system is designed for maximum operational safety in demanding environments, being what is said to be the market's only fully hydraulic hitch that can tackle

connecting pressurized tools and attachments at full system pressure. The system's proprietary oil and electrical connectors are designed to be even more resistant to the often tough working conditions for excavators. The connectors are claimed to be the most durable on the market, which has been proven through "destructive" testing at 400 bar operating pressure and innumerable tests in contaminated environments.

Arden Equipment expands its quick coupling offering

More developments have seen French manufacturer Arden Equipment now offering the Quick Arden (QA) quick-coupler for excavators from 0.8 - 32t and the Uni



The QA Series 3 is compatible with the older generation Arden Equipment buckets as well as the new buckets.



OQLS guides the operator through the entire attachment switching process.

Arden (UA) quick coupler for 8 - 11t excavators. The new AIO 50 is the latest all-hydraulic quick hitch from Arden Equipment and this attachment is designed for the quick coupling of excavators with various hydraulic attachments. These include such items as tilt ditching buckets, Arden Tiltrotors, sorting and demolition grabs or even hydraulic concrete crushers as well as concrete and metal shears. It allows instant and direct hydraulic connection from the cab, with the hydraulic hoses connecting simultaneously within 10 seconds.

The AIO 50 fits excavators from 20 - 26t and allows all the fluids (hydraulic oil, water, grease) as well as electric wires to run through the quick hitch automatically. The AIO 50 includes a high flow double acting line (for example, jaw opening and closure), a low flow double effect line (for example, tool rotation) and two single auxiliary lines as well as a centralized lubrication line. This all means the operator can now change tools without having to move out of the cab, which saves valuable time as well as reduces accidents on sites.

An interesting feature of Arden's QA Series 3, which was launched at bauma this year, means that the quick couplers are equipped with presence sensors that tell the operator by an audible and visual signal that the QA is set up and that the locking mechanism has been properly engaged. The connected QA Series 3 is compatible with the older generation Arden Equipment buckets and, of course, the new buckets.

Quick coupler systems from Liebherr

Liebherr's innovative attachments and quick coupler systems can be used for both hydraulic excavators and material handlers from Liebherr as well as with machines from other manufacturers. The Liebherr product portfolio means that its quick coupler systems are designed for all applications, from digging tools for the earthmoving sector to grabs for diverse applications in material handling. The choice of the appropriate tool having a significant impact on the success of a project led Liebherr to develop a wide range of attachments, with each being optimally adapted in terms of shape, properties and technical equipment to meet the specific application and machine size. Practice and continuous product development helps ensure that new developments are customer-focused and compatible with the existing product range, so that retrofitting or replacement of individual modules is possible.

For increased productivity, efficiency and safety on the construction site, Liebherr provides different levels of configuration for its quick coupler systems to suit specific applications. This way the machine's quick coupler system and attachment form a high performance unit for maximum efficiency and economy. With the Liebherr quick coupler system, a simple and safe change of mechanical tool attachments is possible from the cab. The company states that if the patented hydraulic coupling system Likufix® is added, then the quick and safe changeover of hydraulic tool attachments can happen at the touch of a button. With Likufix, the hydraulic excavator's range of uses and machine productivity can be increased by up to 30%. All current official standards, as well as the forthcoming ISO 13031 standard, are met thanks to the hydraulic quick-coupler's specially developed safety features.

OilQuick announces developments at bauma

OilQuick quick couplers have been developed to enable the quick and safe switching of hydraulic attachments directly from the cab. The company has been operating for more than 25 years and has sold more than 26,000 systems worldwide. It recently used the bauma show in Munich, Germany, to present its latest developments. One of the new products is OilQuick's front pin guide (FPG), a control system for safe attachment connection (patent pending). This enables centered and safe guiding of the coupler in the attachment frame, thus ensuring stress free connection of the electrical and oil connections.

New and innovative safety solutions have also been launched with an electronic monitoring system, OQ-LockSupport (OQLS), which is an advanced safety system for excavators. OQLS guides the operator through the entire attachment switching process, standardizes operation of the locking function and provides the operator with information via a cab control panel. A new "fall" protection system has also been launched: the OQSH and a mechanical lock indicator, MRL. OQSH lessens the hazard of attachments dropping around the machine in the event of careless or incorrect coupling by the operator with OQSH's safety hooks catching the attachment in all positions. OQSH can be compared to a safety belt in a car, which automatically deploys tension in the event of an incident or risk of personal injury.

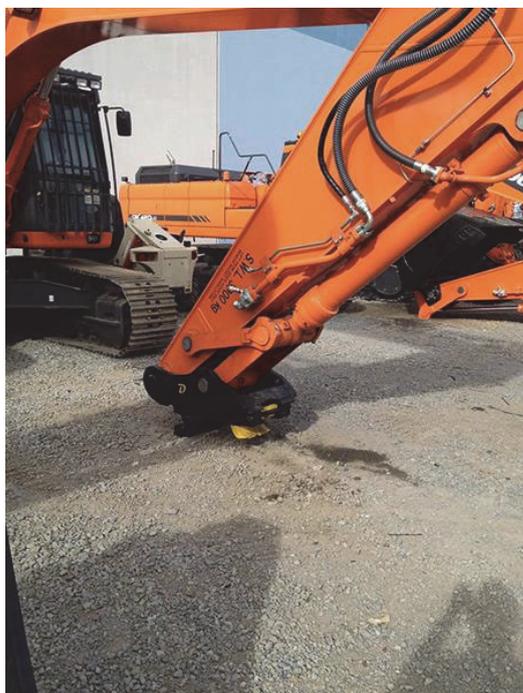
MRL is a mechanical lock indicator that clearly informs the operator whether the coupler's locking plungers are in the locked or unlocked position. MRL indicates that the attachment is correctly connected and locked only when the locking plungers are in the correct position under the frame pin. OQLS, OQSH and MRL are independent safety solutions that can be used independently or in different combinations with each other. Further product innovations recently introduced include a newly developed 17-pin vertically-mounted V90 electrical connector, which allows simultaneous operation of two separate "can bus" systems and control electronics on the same connector. OilQuick also launched a special coupler this year, OQRail, for rail excavators and an improved coupler system OQC for pendulum mounted attachments.

Lehnhoff's VarioLock Quick coupler system

The Komatsu-owned German company's VarioLock auto-connect system is based around the concept of "one system concept, two components," which was developed over 25



Likufix system is owned by Liebherr and is strong in German-speaking markets, with a corresponding linkage to operators of Liebherr excavators.



The Snaplock+ coupler is dual locking, meaning attachments remain securely engaged on both pins in the event of loss of engagement force.



Bobcat is the latest entrant into the auto quick change attachment market through its new Bobcat® Bob-Dock™ system.

years ago and has now been installed in over 140,000 excavators worldwide. With the quick-coupler on excavators and the adapter on the attachments, Lehnhoff has created a universal interface which allows the use of all attachments on different excavator makes.

The Lehmatic quick coupler system turns any hydraulic excavator – from a mini excavator to large hydraulic excavators – into a multifunctional tool carrier for buckets, grabs and demolition tools in its size and weight category. The fully hydraulic VarioLock energy circuit coupling system makes changing all attachments easy, safe and quick. The driver can comfortably change all tools including the hydraulic connection at the press of a button from the cab. The hydraulic unit, and the tried and tested original Lehnhoff quick coupler, form a compact unit, with the locking operation being carried out via a lockable push button or optional Lehmatic Control (control panel).

A new and radical solution from Sweden

A new development was seen in 2017, which shocked the market, when a new Swedish manufacturer appeared. Steelwrist has developed a new automatic quick coupling system, which also possesses a vertical locking function to better protect the sensitive connection area. The new quick-coupling system is called the SQ and offers quick and safe tool replacements in just a few seconds directly from the cab. Initially the products were launched solely into the Swedish market, but success has seen the range now available internationally.

Today, Steelwrist's fully automated quick couplers include SQ auto connect systems in two models: SQ60-5 for 12 - 20t excavators, and SQ70 for excavators from 18 - 33t. The company is also developing (and is set to

launch) the next size up – the SQ80 for excavators from 25 - 43t. Steelwrist has developed its line in response to users in the field whose investment in a fully automated quick coupling system results in a significant increase in both efficiency and safety in the workplace. It is also considerably more environmentally friendly, as any oil spill is radically decreased due to the fitting. The end result is that the amount of material sorting at the worksite can be increased through the easier use of several types of attachments.

New system for quickly changing hydraulic attachments

Bobcat is the latest entrant into the auto quick-change attachment market through its new Bobcat® Bob-Dock™ system. The Bob-Dock mounting system is designed for strong, easy and repeatable hydraulic connections, without operators having to leave the Bobcat compact loader cab. The system will be available for its M2-Series T630, T650, T740 and T770 compact track loaders; S630, S650, S740 and S770 skid steer loaders; and the A770 all wheel steer loader.

The system works by allowing an operator to line up the loader with the attachment's Bob-Dock adapter plate when connecting an attachment to a compact loader equipped with the Bob-Dock system. The operator then presses the Power Bob-Tach® switch inside the cab. The Bob-Tach system secures the attachment, while the Bob-Dock system automatically connects the hydraulics. The attachment is then ready to use. When the use of the attachment is finished, the operator simply retracts the Bob-Tach wedges and pulls away, with the hydraulics instantly being released, providing simple, hands-free removal.

If a loader has a Bob-Dock attachment mounting system installed and the operator wishes to use an attachment that lacks a Bob-Dock adapter plate, it's not a problem. While the Bob-Dock attachment mounting system's floating coupler block equips the loader with a hands-free connection point, the standard couplers located on the lift arm remain ready to use. This means that it is possible to utilize the full lineup of approved Bobcat attachments, with or without the Bob-Dock adapter plate attached.

Doherty and Kinshofer combined

A very recent development which may have global implications for the auto-connect market is the acquisition of the innovative New Zealand company Doherty by the Kinshofer Group, with Doherty Couplers & Attachments being manufacturers of the fully compliant Snaplock+ range. Parent company Kinshofer provides a wide range of tools for a variety of industries, with the recent acquisition of Doherty providing what is said to be an excellent fit.

The simple design of the Snaplock+Hydraulic combined with highly innovative safety features makes the Snaplock+Hydraulic, according to Doherty, "the safest coupler on the market today." The Snaplock+ coupler is dual locking, meaning attachments remain securely engaged on both pins in the event of loss of engagement force. Compliant with Australian standard AS4772-2008, European standard EN474 and all major contractor policies, the system possesses a compact design with only two hoses, minimal moving parts, no greasing and no complicated operating sequence. ■





Travis Vance

On the front lines with Fisher Phillips

by Travis Vance and Patrick Dennison



Patrick Dennison

Can the government blacklist contractors for safety violations?

Dr. David Michaels, former Assistant Secretary of Labor for OSHA, recently tweeted a suggestion that the government ban a construction contractor from work on public lands after the company pleaded guilty on charges related to the death of a worker. This is somewhat reminiscent of the "blacklists" imposed by the Obama Administration. Now, you ask, can the government even do that?

Unfortunately, the answer is potentially yes, at least to some extent. In July 2014, then-president Barack Obama issued Executive Order 13673, titled "Fair Pay and Safe Workplaces," which many referred to as the "blacklisting" executive order. The so-called blacklisting order required companies bidding or submitting offers for federal contract work over a certain amount to disclose any administrative merits determinations, arbitral awards or decisions and civil judgments against them in the preceding three years related to potential violations of the Fair Labor Standards Act, Occupational Safety and Health Act, National Labor Relations Act and Family Medical Leave Act, among others. Before making an award, the federal contracting officer would then consider safety violations when awarding government contracts, putting companies with records of numerous serious, repeated or willful OSHA violations at risk of being denied work.

Shortly after the order was issued, the Department of Labor and the Federal Acquisition Regulatory Council proposed regulations and guidance to administer the law, which the

Obama Administration finalized in August 2016. After that, industry trade associations challenged the rule's validity in federal court, securing a preliminary injunction to bar the enforcement of the rule's "blacklisting" provisions. In March 2017, President Trump used the 1996 Congressional Review Act to effectively invalidate the "blacklisting" rule.

Where does that leave us? It is still possible the government could "blacklist" a company and hinder its ability to secure public contracts because of habitual OSHA violations. However, despite former Assistant Secretary Michaels' continued public endorsement of the practice, the federal "blacklisting" of companies remains prohibited, at least for now.

For Dr. Michaels' suggestion to move forward, the federal government would need to once again set up a formal apparatus for levying and enforcing a blacklisting order, and that order would need to withstand the inevitable court challenges that would follow. There seems to be no appetite under the current administration to enact such a process, but employers should at least be aware of the fact that blacklisting remains a possible legal maneuver a future administration could choose to unleash.

Travis Vance is a partner in the firm's Charlotte office. He can be reached at tvance@fisherphillips.com or 704.778.4164. Patrick Dennison is a partner in the firm's Pittsburgh office. He may be reached at 412.822.6627. Visit their website at fisherphillips.com .

ALLU Group was Gold Sponsor at Dozer Days KC event

On Oct. 5 and 6, ALLU Group Inc. joined dozens of construction companies, equipment dealers, equipment manufacturers and construction associations as a sponsor of the Dozer Days KC event at the Kansas Speedway in Kansas City, MO. The

event's presenting partner was KC NUCA (the greater Kansas City area chapter of the National Utility Contractors Association). Along with ALLU's local equipment dealer, Murphy Tractor, ALLU Group became a part of this event as a Gold Sponsor to help

educate thousands of Kansas City kids about the value of building sustainable communities and also build awareness of careers in construction. The event also benefited local children's charities.

Dozer Days KC created a fun yet educational event

that emulated a fair-like atmosphere, where the "rides" were actual heavy construction machines. Kids of all ages were able to climb into the operator cabs – with certified operators at their sides – and actually drive the machines, including bulldozers, wheel loaders, excavators and other heavy equipment. As a Gold Sponsor, ALLU had its own booth with an ALLU Transformer™ DL attachment on a skid steer.

The DL screening unit is designed specifically for use with compact base machines, such as mini excavators, small wheel loaders, skid steers and backhoes. It is ideal for screening, mixing, aerating and loading topsoil, peat and compost all in one stage. The unit is designed to process wet or dry materials quickly and efficiently, reducing cycle times and resulting in increased production and substantial savings on operating costs. ■



ALLU Group's Midwest U.S. Regional Sales Manager Darrin Harn poses with two young equipment "operators" at Dozer Days KC in Kansas City, MO, on Saturday, Oct. 5, 2019. Photo courtesy of ALLU



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Allu system enables reuse of dredged materials from canal

The historic Delaware and Raritan Canal periodically undergoes dredging in order to keep the waterway active. As part of this ongoing process, a soil stabilization system and processor system from Allu is being used to mix the dredged material with Portland cement, which enables the dredged material to be reused.

Dredging has resumed on the 59-mile (96-km) long Delaware and Raritan Canal, with work expected to run through until the end of October. The canal functions as a means

of transporting water and acts as a reservoir, being part of the Raritan basin water supply system, providing water to millions of central New Jersey residents. The canal itself is fed by the Delaware River and smaller streams, channels and other runoff sources. Sediment from road and land runoff is deposited in the canal, decreasing its water storage capacity, which

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The screening performance assessment should include an evaluation of the process and any direct screen media issues, but also the screen setup, the machine condition and how it affects performance.

Photos courtesy of MAJOR

All mining and aggregates operations have the same ultimate goal for their processing equipment: to improve the cost per ton. This is often accomplished by fixing or preventing equipment issues and by optimizing performance. The screening process in particular is one of the most significant parts a producer should pay attention to.

Understanding what screening problems to look for and how to fix them can mean a positive ripple effect throughout the material separation process. A combination of a proactive maintenance plan and the addition of high performance screen media makes remedying issues and improving efficiency even easier.

At first look

Operations continuously look to improve their bottom line by decreasing the cost per ton. Plant managers must address how much can be produced with a given set of screens and by reducing cost factors tied to poor performance, such as machine downtime or screen media change-outs.

First, producers should work with an expert to conduct a screening performance assessment to see the complete picture of the operation. This should include an evaluation of the process and any direct screen media issues, but also the screen setup, the machine condition and how it affects performance. Use a vibration analysis tool to look for abnormalities that may need to be addressed and can't be easily seen with the human eye. Also, listen to the deck while it is running to reveal things like loose media, clamp bars or broken wires. Listen for abnormalities or metallic sounds.

Next, producers should examine the crusher feed belt coming off of the screen box to identify issues that could lead to a bottleneck. Improving screening efficiency directly in front of this point has effects throughout the entire operation in both directions.

A visual check or a belt cut of the crusher feed belt is often enough to see if there is saleable rock that is being sent to the crusher as carryover because the deck capacity is exceeded. This is caused by blinding, pegging, poor open area, non-ideal vibration setup or the wrong screen media setup.

Lastly, look at the scrap pile (aka the boneyard) of used screen media. Inspecting the underside of the spent screens is an effective way to diagnose installation challenges. Look for black markings on the underside of the screen media that show the panels have moved and rubbed against machine supports, meaning they weren't fixed in place like they should have been. This primarily causes wear but can also lead to blinding, pegging and inefficiency. Signs of blinding, pegging or breakage in the used screen media pile is also a good way to quickly identify which machines and decks need attention.

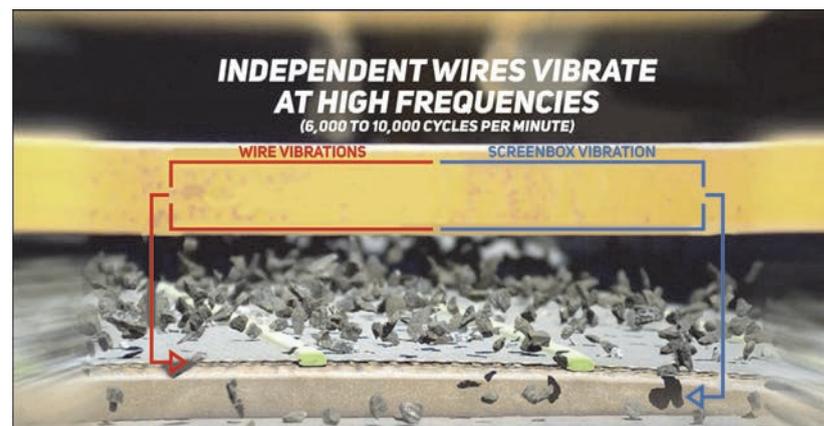
Addressing issues

"Better screening is free crushing" is a statement sometimes heard in the industry. There are many ways to interpret the saying, but it boils down to how an efficient screen box lessens the load on a crusher by sizing material correctly.

Many screening issues can be addressed with a change in screen media. From traditional woven wire to polyurethane to high performance screen media, there is no shortage of different styles of screens. The choices can seem daunting; oftentimes one type works for specific situations or works best through a combination of different types. The exception

Better screening is free crushing

Diagnosing and addressing screen media issues
by Lars Bräunling, MAJOR Director of Product Technology



are some styles that use advanced engineering to address screening issues with just variations of a single type of media.

High vibration screen media is one such option. This advanced screen media is made up of independent wires bonded with polyurethane strips. The wires vibrate independently to add to a screen box's existing vibration, speeding up material separation and passing.

Screen media options that incorporate this design permit an increased screening action which helps to spread material over the entire screen's surface area on all decks, but most importantly accelerates the stratification process. This effect causes rocks of different sizes to separate with fine material sinking down toward the screen surface and bigger rocks to rise to the top of the material bed. Faster stratification increases the capacity of the deck and allows for a cleaner cut.

The movement of wires helps to virtually eliminate near-size pegging on the top decks and fine material blinding and clogging on the bottom decks, resulting in higher-quality end product.

In addition to considering a change of screen media, ensure tensioned screens are installed properly and that surrounding equipment is operating correctly. Once the process is running productively and smoothly, operations should do what they can to maintain that performance. Develop a preventative maintenance plan that includes vibration analysis tests at regular intervals to identify changes that may point to problems.

Smooth screening

Remember that screen media will wear out over time, but it should not have to be replaced because it is broken, pegged or blinded. Work with a dealer or screen media manufacturer to determine the best screen media options for your application, and create a proactive maintenance plan to maintain optimum results. ■



The movement of high vibration wire screens helps to virtually eliminate near-size pegging on the top decks and fine material blinding and clogging on the bottom decks, resulting in higher-quality end product.

Allu from 8

periodically requires the sediment to be removed in order to restore the canal's original capacity.

Over 11 million gallons of water each day is diverted from the Delaware River to the canal, with dredging being used to improve water quality and restore the canal's original carrying capacity by removing accumulated sediment, aquatic vegetation growth and debris. The canal itself, and many structures along its banks, are considered to be of an "historic nature." The dredging project is designed to protect structures from any adverse impact. For example, to protect sections of the embankment still lined with historic stone armouring, dredging is not allowed within five feet of the embankment walls.

Beginning the process

Site preparation began in March 2018, with tree clearing and trimming at the staging area and five access areas, where dredges are placed into the canal with a crane. "In-water" work, which includes the removal of submerged aquatic vegetation, debris and dredging, began in July 2018, and three years of seasonal dredging activities are expected to be undertaken with full completion of the project by the beginning of 2021.

The logistics of the undertaking require year round work and a great deal of oversight. Following the 2018 dredging season, which ended in November, 76,000 tons of sediment was produced. The dredged material was allowed to dewater for a period of time, with the material needing to be mixed with cement to reduce the moisture content and improve handling for the end user before it could be hauled. Hauling began in December 2018, and continued through the end of March, followed by preparation for the next dredging season.

The most time consuming part of the work involves hydraulic dredging. It is a slow process, with only approximately 32 yds (30 m) of canal per day per dredge accomplished. As part of the work, sediment is mixed with Portland cement and transported to an offsite facility for reuse, with the drained water returned to the canal following treatment. The dredging projects call for approximately 326,987 yd³ (250,000 m³) of material to be dredged from the canal. Cranes are used to place the dredges and floating barges with excavators into the canal, with the large excavators being used ahead of the dredging operation to remove subaqueous vegetation and debris. Dredges are then used to remove the sediment from the canal.

Dewatering and material stabilization

In order to construct the necessary staging and sediment dewatering area, approximately 39,000 yd³ (30,000 m³) of soil and weathered bedrock were placed to create a shallow sloping dewatering area on the side of a hill. This included 27,000 tons of gravel for geo-bags which help convey water to the settling sumps. Geotextile and HDPE liners were used to cover the entire eight acre staging area, which created

an impervious barrier to contain the water after draining from the geo-bags that contain the dredged sediment.

Slurry is conveyed via booster pumps and floating pipes to the geo-textile dewatering bags. Before entering the bags, polymer dosages are applied to expedite flocculation and coagulation



The stabilization method used on the canal is a quick, mobile and cost effective solution to making the canal dredging reusable, and consists of three parts.

Photo courtesy of ALLU

of the sediments in the geo-bags. All the drain water from the geo-bags is collected in dewatering sumps, with ferric chloride applied to the collected water, so that the rest of the sediment in the drained water can settle out in the sumps. Then the water is pumped back to the canal from the sumps via a 75 hp pump and discharge pipe.

It takes four to six weeks for the sediment to dewater, with the geotextile sediment storage bags being then cut open and cement added to the sediment. An Allu soil stabilization and processor system is then used to convey dry Portland cement from the silo to the sediment, and also mix the cement with the sediment at the same time. After mixing in the cement, the sediments are loaded with excavator-mounted clamshell buckets into tri-axle dump trucks. The winter of 2018 saw approximately 2,700 dump truck loads transport 76,000 tons of such amended sediment off site.

The Allu soil improvement system

The stabilization method used on the canal is a quick, mobile and cost effective solution to making the canal dredging reusable, and consists of three parts. The first is the Allu Processor, which is a versatile hydraulic accessory for excavators; the second is the Allu PF Pressure Feeder, which feeds the binder (in this case, Portland

cement) through the hose. The third is the Allu DAC (data acquisition system) to measure, control and report the stabilization. The latter enables the control of all the functions of the PF unit as well as saving the data during the stabilization project, thereby providing the facility to transfer data onto other

computers for quality control purposes.

The main part of the system is the Allu Processor itself; this is an attachment for a conventional excavator, powered by the excavator's hydraulic system, thereby converting the excavator into a powerful and versatile mixing tool. The mixing drums penetrate and mix a variety of material or in-situ – meaning that materials can be mixed anywhere the excavator can go, capitalizing on the excavator's mobility and articulation to reach difficult or soft areas.

In the case of the canal project, the Portland cement is delivered directly to the area of the highest mixing shear by an attached 80 mm diameter pipe, injected via a nozzle located between the mixing drums. The processor penetrates through any hard crust layers and mixes the dredged material with the Portland cement effectively, with penetration and mixing effectiveness being enhanced by the angled position of the drums which minimizes the "dead" area at the bottom frame.

The dredged material consists of varying mixtures of sands, gravels, silts and clays which are ideal for reuse in a variety of applications. The added Portland cement helps dry out the material and gives the finer material more strength when used to reclaim a brownfield site.



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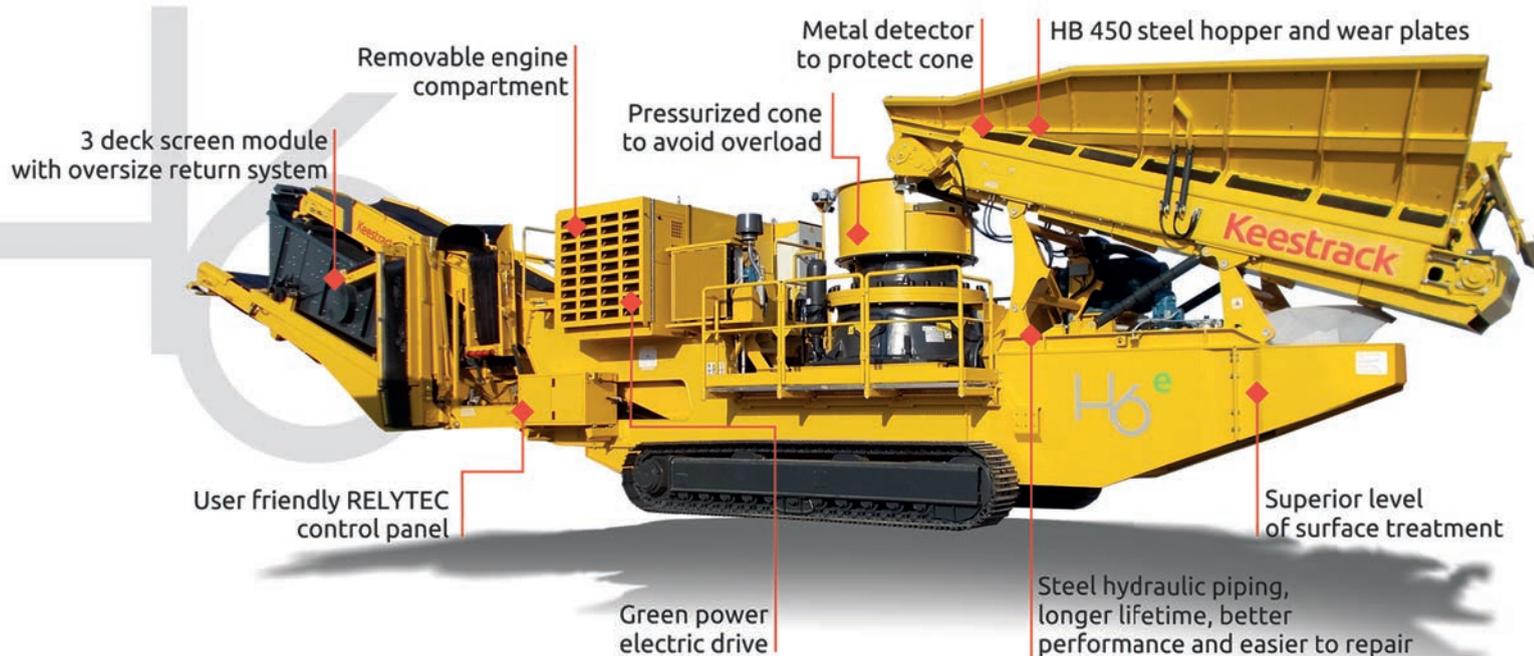
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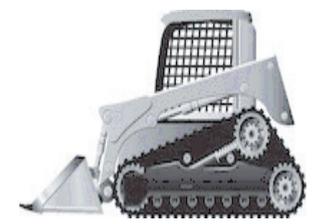
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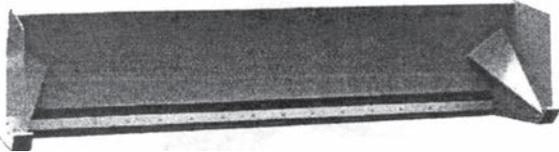
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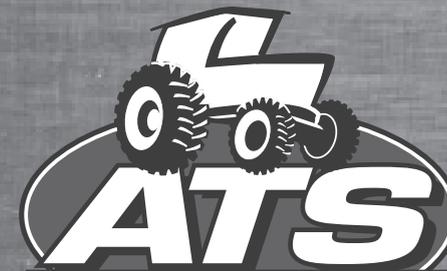
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CASE upgrades F Series compact wheel loaders with electro-hydraulic controls

CASE Construction Equipment has upgraded its F Series compact wheel loader lineup with new adjustable electro-hydraulic controls. This added functionality allows operators to adjust the responsiveness of the lift and tilt bucket functions for improved control and efficiency on the jobsite.

Lift and tilt settings can now be adjusted with two new 3-way rocker switches (high, medium, low) mounted on the side console, allowing operators to adjust the responsiveness of the loader lift arms independently of the attachment tilt functions. These new programmable settings allow operators to program the machine's response based on their personal preferences, or to better meet the demands of the job at hand.

The new electro-hydraulic controls also offer automated bucket metering functionality, providing operators more precise and consistent movement of the bucket edge while metering or sifting material into a truck or feed wagon.

A new E-inching pedal uses an electronically-controlled inching valve to provide greater response and more control in applications where the operator requires precise movements at slow

speeds. The pedal has also been ergonomically positioned for improved operator comfort.

CASE Construction Equipment's F Series compact wheel loaders provide operators with more reach, lift capacity, visibility and comfort compared to other light equipment. The F Series compact wheel loaders feature CASE's proven maintenance-free Tier 4 Final solution that requires no regeneration or related downtime. A compact frame and articulating rear axle provide stable lifting strength of over 8,300 lbs at full height.

Basic operating specs:

- 21F: Operating weight: 11,272 lbs (5,113 kg), lift capacity: 5,287 lbs (2,398 kg)
- 121F: Operating weight: 11,618 lbs (5,270 kg), lift capacity: 5,265 lbs (2,388 kg)
- 221F: Operating weight: 12,547 lbs (5,691 kg), lift capacity: 8,317 lbs (3,773 kg)
- 321F: Operating weight: 13,303 lbs (6,034 kg), lift capacity: 8,354 lbs (3,785 kg)

Available options such as a deluxe cab, air-ride seat, Bluetooth radio and LED lights provide greater operator comfort for all day operation.

For more information on CASE F Series compact wheel loaders, and the entire lineup of CASE construction equipment, visit CaseCE.com. ■



The new electro-hydraulic controls also offer automated bucket metering functionality. Photos courtesy of CASE CE



CASE CE has upgraded its F Series compact wheel loader lineup with new adjustable electro-hydraulic controls.



L - R:
Lindner Sales Manager Manfred Essmann, B+T Deuna Operations Manager Ronny Hanstein, Lindner Product Manager Stefan Scheiflinger-Ehrenwerth and B+T CTO Matthias Pitz in front of the Komet 2800 HP secondary shredder.

Photos courtesy of Lindner

SRF for an entire cement plant, 365 days a year

Two major players in recycling and waste processing, Lindner-Recyclingtech and the B+T Group, have been partners for many years, successfully working together on many important projects. Now they are delighted to announce their latest project: a brand new SRF (solid recovered fuel) production facility with the most modern technology in Germany. Developed and operated by the B+T Group, the facility is located on the premises of Deuna Zement GmbH and supplies the cement production plant with fuel from sorted and commercial waste in optimum, homogenous quality 24 hours a day, 365 days a year. One Lindner Jupiter 3200 for primary shredding and three Komet 2800 HP for secondary shredding are in operation there. The latter are part of the new Series 2 – a recently launched Lindner innovation.

The challenge: A complete processing line just in time

When installing the shredding and sorting technology, it was of paramount importance to avoid disrupting operations at the adjoining cement plant as much as possible. Since the rotary kilns have to be fed constantly, the best time for the installation was during the overhaul phase, when maintenance and repair work is carried out. It was an ambitious target that was successfully achieved thanks to systematic planning and perfectly timed implementation.

One of Europe's most modern plants

The Bohn group's eighth facility, with a total of over 20 Lindner machines in operation, covers an area of 25,000 square meters below the cement plant. The facility has a maximum throughput of 250,000 metric tons per year and a storage facility for approximately 4,000 metric tons of finished goods. Pre-sorted waste is processed at the plant, especially non-recyclable post-consumer packaging and plastic film, as well as rubber and textile

waste, which also cannot be mechanically recovered. With the full supply contract, the newly founded operating company B+T Deuna GmbH has agreed to supply the cement plant 24 hours a day, 365 days a year. For quality assurance purposes, the solid recovered fuel is constantly tested for its burning properties using near-infrared technology (NIR). PVC with chlorine has no place in fuel and is safely removed. Likewise, the calorific value and humidity are permanently monitored. The dosage is adjusted in real time and independently of external laboratories, guaranteeing continuously optimum fuel quality.

However, Deuna has not only invested in modern and high-quality engineering. A tour of the production unit, office and ancillary buildings reveals that the best system technology available has also been used for fire protection, establishing reliable safety standards.

The backbone of the facility

A striking feature enables the premium solid recovered fuels from the SRF production facility to reach their destination in the cement plant: the 420-meter-long pipe conveyor connects both facilities and feeds the rotary kilns directly with the solid recovered fuel. It's also the most remarkable architectural element outdoors.

"The pipe conveyor is visible from afar and rightly so, because it's the facility's backbone," explained Matthias Pitz, the B+T Group's CTO. Together with Henning Bruns in the team of experts, he is responsible for the design, planning, construction and monitoring of the Deuna plant.

Innovation starts with the goods' arrival

Processing at the facility starts with the weighbridge. That's where the B+T Group's expertise and innovativeness first become evident: the weighbridge and controls are fully automated. Each supplier receives a

slip with a barcode to log themselves in at the weighing terminal. Once the cargo's material and destination have been authorized, the supplier is assigned an unloading space on the premises and is given access. Bale goods account for 70% of all deliveries, while the rest is loose and is brought directly to the input unit. This is where the material is combined to obtain the perfect SRF product. The ultimate aim is to feed as homogeneous a fuel as possible into the plant, a fuel that has the optimum calorific value for the plant and allows for continuous stable operation.

Required below, delivered above

The material mixture is prepared for further processing with an environmentally friendly, electrically powered crane grabber. "This is where the primary shredder Jupiter 3200 comes into play," said Pitz, explaining the further processing steps. After shredding, the fuel particles are transported to the processing unit, which also houses an optical sorting system. Here, the material is classified using near-infrared devices and wind sifters. Metals and other recyclable materials which might still be present in the feed material are removed and sold, while the useful material for SRF production is secondary shredded with the Series 2 Komet 2800 HP.

The fuels are then transferred to the storage area, which Deuna Zement can access via a sophisticated and fully automated system continually, and from where it can request the required quantity of fuel for the rotary kilns at any time of day or night. This system offers the the cement plant the greatest possible flexibility and safety, as the necessary material is requested autonomously.

"It's the cement plant itself that controls the material flow from the storage area into our receiving container, which is installed right next to the rotary kilns," explained Operations Manager Ronny Hanstein. "As



The 420-meter-long pipe conveyor at B+T Deuna connects the SRF facility with the cement works, making it crucial to the plant's success.



The best SRF quality is essential for optimum co-incineration in the cement plant.

soon as material is removed from the storage area, it is automatically restocked by the crane.

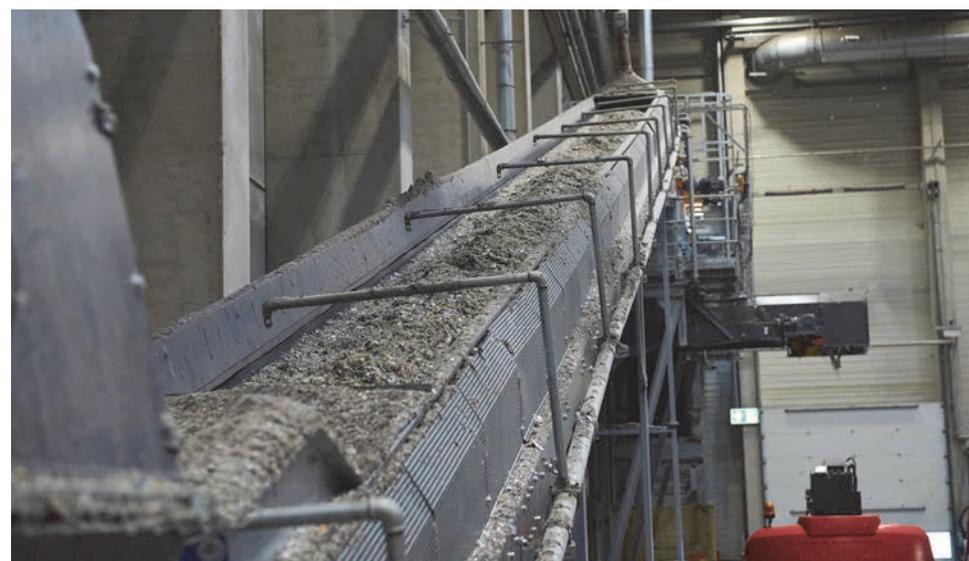
“It has to overcome a difference in height of approximately 35 meters, so when material is needed down here, we deliver it up there.” With this system, up to 30 metric tons of solid recovered fuels can be transported per hour.

Jointly developed: The new Komet Series 2

The Lindner facility components play a vital role in the Bohn group’s consistently high SRF quality. Pitz explained the advantages of the Lindner machines. “In our experience, the Komet secondary shredders are machines that operate reliably 24/7 and always produce the perfect output material – the desired quality in the required quantity,” he said.

At the new plant in Deuna, the B+T Group is now using the optimized Komet Series 2 for the first time. Many improvements to this new machine series are the result of feedback from Lindner’s long-standing client. “The input and practical experience of the B+T Group, which is known in the industry as a fine-tuner, an out-of-the-box thinker and a pioneer, are highly appreciated and have had a considerable impact on the further development of our shredders,” confirmed Stefan Scheifflinger-Ehrenwerth, product manager at Lindner.

According to Scheifflinger-Ehrenwerth, the crucial secondary shredder improvements implemented by the Austrian shredder specialist after a joint innovation workshop are exchangeable wear plates, simplified access to machine components



After shredding, the fuel particles are transported to the processing unit.

for maintenance and repairs, a new generation electrical cables and optional versions for special applications. ■



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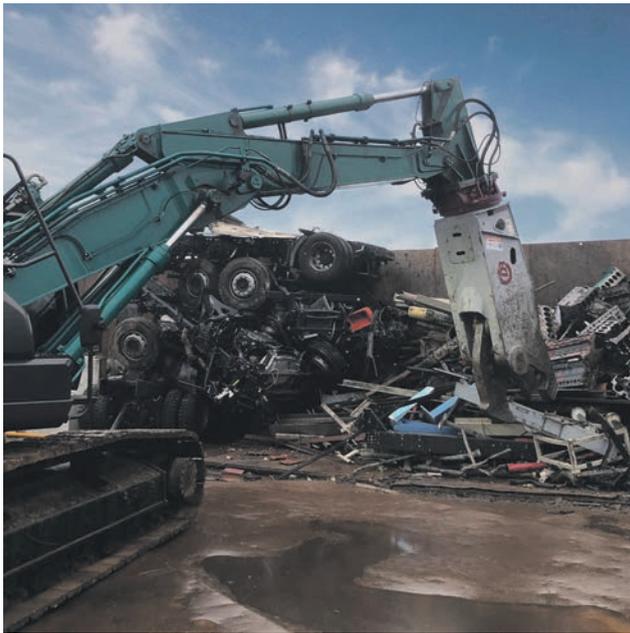
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KINSHOFER offers new series of hydraulic mobile shears

KINSHOFER recently introduced the DXS Series of hydraulic mobile excavator shears. The line features industry-leading power-to-weight ratios, jaw opening sizes, cycle times and hydraulic efficiency. The attachment series, which features the DXS-40 and DXS-50 models, is ideal for scrap processing, tire recycling and demolition. Both models are also available with integrated FQC-system (Fuchs Quick Connect System).

"We designed the DXS Series to enhance contractors'



The line features industry-leading power-to-weight ratios, jaw opening sizes, cycle times and hydraulic efficiency.

Photo courtesy of KINSHOFER

productivity and ROI," said Francois Martin, KINSHOFER North America general manager. "Traditionally, more power means a larger cylinder, which results in a bigger, heavier shear and often a larger machine. The DXS-50 has the same-sized cylinder as shears in the same weight class, but with 25% more power, allowing our customers to achieve higher performance without investing in larger carriers. This saves them money up front while improving their ROI with the attachment's production-boosting qualities."

KINSHOFER's DemaPower 2.0™ cylinder technology gives the DXS-50 the same power as shears two sizes larger. The cylinder uses four chambers instead of the two found in other shears, resulting in 20% more surface area within the cylinder. That allows the DXS Series to exert up to 25% more power from a smaller attachment, resulting in the best power-to-weight ratio in its size class. The 9,920-lb (4,500-kg) DXS-50 features a closing force of 1,203 tons (10,700 kilonewtons), compared to 922 tons (8,210 kilonewtons) from its 9,020-lb (4,100-kg predecessor, the DRS-45.

Compared to the models from the established DRS Series, the DXS-40 is marginally heavier than the DRS-30 and has the cutting performance, jaw opening and depth of the DRS-45. Like the DRS-45, the DXS-50 is suited for 25- to 35-ton carriers when boom-mounted, and 32- to 50-ton carriers when stick-mounted. This means contractors can achieve a closing force equivalent to shears two sizes up, requiring a minimum 32-ton carrier, on an excavator weighing 7 tons less. In addition, the cylinder technology allowed KINSHOFER to design the DXS-50 with a jaw opening 29.2 in (74 cm) wide and 30.7 in (78 cm) deep – larger than any other shear in its weight class, as well as some larger models.

The DXS-50 reduces carrier fuel consumption by up to 20% compared to competitive shear models. The attachment's efficient design allows it to function normally when the carrier is set in economy mode, achieving the same performance as a competitive shear on an excavator running at full throttle.

The DXS-50's high power-to-weight ratio makes the attachment ideal for top-down demolition, both because contractors can use smaller carriers and because the attachment's light weight and superior cylinder technology improve fuel efficiency while the excavator arm is fully extended. In addition, KINSHOFER designed the attachment with a narrow frame to allow operators to better see their work.

KINSHOFER's double-acting speed valves and innovative cylinder technology also give the DXS-50 superior jaw closing and opening speeds. The cycle time is as fast as 5.5 seconds, 50% faster than any model in the attachment's weight class. Competitive models use a single-acting speed valve that allows only for a fast opening speed or closing speed, not both. The DXS-50's fast cycle times, coupled with its high power and low fuel consumption, allow contractors to complete jobs faster at a lower cost, improving ROI.

Rotation-equipped models feature 360° continuous rotation on an oversized slewing ring to bear high forces, shock loads and bending. The rotation model also includes heavy-duty motors for maximum rotation torque.

KINSHOFER designs the attachment to minimize downtime, with no protruding components that could become damaged. Convenient service openings give contractors fast access to shear hoses and hydraulics. The DXS-50 also features a piercing tip that can be welded again and replaced. ■

Brokk Inc. relocates Stanhope facility for increased inventory and services

MONROE, WA – Brokk recently opened the doors to their relocated Stanhope, NJ, distribution and service facility. The new building is in the same industrial complex as the original location but offers the company 33% more space for increased inventory. Additionally, the added room allows the Stanhope team to offer Brokk demonstrations onsite.

"As Brokk's presence in the United States has grown, so has interest in seeing the power and precision of our machines first-hand. It's an exciting position to be in," said Lars Lindgren, president of Brokk Inc. "Part of the decision to move our Stanhope facility was the need to increase inventory to better meet our customers' needs, but in addition, it gave us the opportunity to add an onsite demonstration area. The move allows us to better support our customers across the U.S. and Canada and provides a perfect setting to experience the intelligent demolition power Brokk offers."

The 9,600-square-foot facility has allowed the Brokk team to increase their inventory by 50%. The facility stocks nearly every Brokk model, including multiple 110, 170 and 200 units – popular in urban demolition where minimizing floor load is a high priority. The new Stanhope facility also stocks a range of Brokk attachments, including buckets, crushers, grapples and breakers. The additional space offers the Brokk specialists better maneuverability for loading and unloading equipment,

pre-delivery equipment inspections and maintenance, allowing them to optimize productivity and address customer needs more efficiently.

For contractors on the East Coast, the addition of an onsite demonstration area increases access to a first-hand Brokk experience. Now, visitors can easily see the benefits of remote-controlled demolition in common applications, including concrete crushing, breaking and drilling.

The Stanhope facility currently offers select equipment servicing by appointment. In conjunction with the St. Joseph, MO, Demonstration and Service Center and Monroe, WA, Headquarters, the new Stanhope facility allows Brokk specialists to apply a more locally focused approach when addressing customer needs – increasing productivity and shortening lead times. ■



The 9,600-square-foot facility has allowed the Brokk team to increase their inventory by 50%.

Photo courtesy of Brokk

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