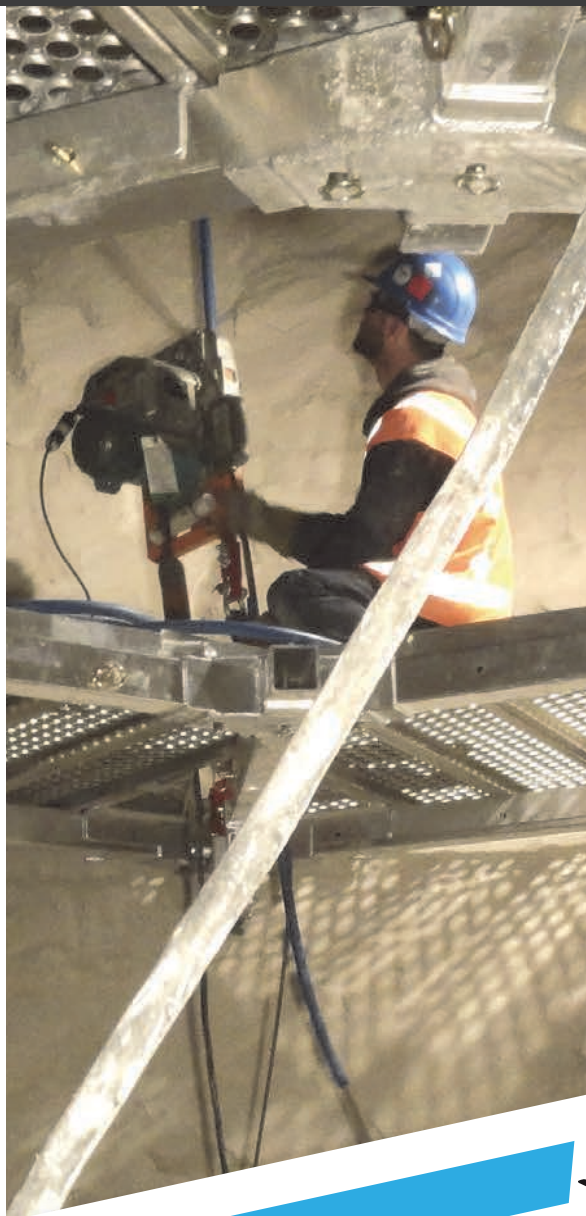


OCTOBER 2019

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**GAME CHANGER FOR
WASHING PLANT WITH
DUO, NRS & TEREX**

**CUSTOM SOLUTION FOR
ANNUAL LIME KILN
MAINTENANCE**

**TRACKED CONVEYING
SYSTEMS: GOING STRAIGHT
TO THE MATERIAL**



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*Game changer
for washing plant
with Duo, NRS and
Terex open day*





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- Washing
- Dust control
- Magnets



Game changer for washing
plant with Duo, NRS and
Terex open day

by RockRoadRecycle staff writer

On the cover:
Duo is a market leading company
that provides the aggregate, recycling
and material handling industries with
comprehensive packages of complete
processing solutions.

Photo courtesy of Terex and NRS
Woodcote

PG 3

20
Classifieds

6
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by Tim Holmberg,
DEMI Equipment



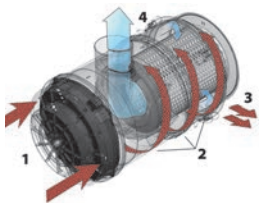
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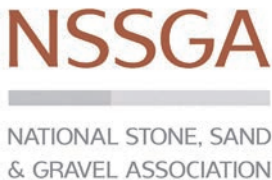
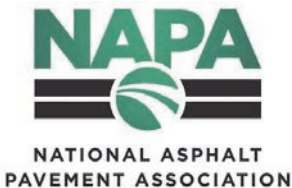
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NAPA relocates na-
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Crusher operators
get clean air, HVAC
systems breathe sigh of
relief



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Game changer for washing plant with Duo, NRS and Terex open day

RockRoadRecycle staff writer

Some of the many visitors who attended the two day event.

Photos courtesy of Terex and NRS Woodcote

Duo Group Holdings Ltd, NRS Woodcote Aggregates Ltd and Terex Washing Systems held the first in a series of planned open days to showcase Terex Washing System's new AggWash 300 washing plant. Held at the NRS Woodcote Quarry in Shifnal in the UK on July 2 and 3, the two-day event drew significant interest from quarrying, aggregates, recycling and construction businesses.

The wash plant open day was held appropriately at the site of one of the first customers of the AggWash 300 washing plant, NRS Woodcote Aggregates in Shifnal. The company has a reputation for providing its customers with a range of high quality materials including ready mixed concrete, topsoil, sands, aggregates and clays for a variety of applications. These materials are suitable for both small scale DIY projects and large scale major contract work. NRS quarries aim to produce the highest quality recycled and quarried aggregates for customers throughout the UK. All materials, including crushed rock, gravel and ballast arising from the quarries are available for collection or prompt delivery.

Aggregates and associated materials are not the only items supplied from the NRS Woodcote Quarry. Beside materials for construction, drainage, pipe bedding, highway works and piling, the quarry also has an impressive ready mixed concrete operation.

NRS is thus able to supply a broad range of ready mix concrete products which are all quality assured and compliant with European and British standards. This not only encompasses large-scale construction projects, but the facility is also able to provide materials for customers who require smaller loads. The company is able to supply what NRS terms "Midland Mix" ready mix concrete service, providing loads from 0.5m³ up to 12m³ in one mixing load. This has

proved ideal for DIY or smaller commercial projects, from laying patios to setting the foundations for a home extension.

NRS is also a licensed waste carrier and is fully equipped and authorized to provide a range of waste management services. These services range from waste removal to waste recycling and disposal, with the company offering a comprehensive service that caters for virtually every need. Its haulage operation is able to collect and dispose of soil and hardcore waste, and by using its own modern fleet and waste disposal facilities, is able to recycle everything recyclable and deal in an environmental friendly way with non-recyclable items as safely and ethically as possible.

Ideal location for launch

The services offered by NRS's Woodcote Quarry led to the company acquiring the first operational AggWash 300 washing plant from Terex Washing Systems, supplied by Terex's specialist partner, Duo Group Holdings. NRS has been so impressed with its new washing plant that the company also agreed to host the operational 'world premiere' of the AggWash 300. This can produce up to 300 tons per hour and has a space saving modular design which allows for a high output on a smaller footprint, making it a rapid install solution for a wide range of applications within the aggregate, recycling, remediation and mining sectors. The AggWash 300, first originally shown at Hillhead 2018, is capable of producing four

grades of aggregate and up to two grades of sand, making it an ideal plant for the multi-faceted NRS Woodcote operation.

At the two day event Duo Group Holdings also showcased its business divisions. These included equipment sales, contract processing, operations, manufacturing, international sales, parts, servicing and used equipment for numerous industries including, but not limited to, quarrying, aggregates, recycling, materials handling, logistics and construction. A number of other Duo products were put on show, including the Powerscreen® Trakpactor 260SR. Part of Duo's mobile impact crusher range, the crusher has been designed specifically for the recycling and demolition markets. Capable of processing



The AggWash300 washing plant at the NRS Woodcote quarry.



A side view of the Terex Washing Systems plant.

a wide range of material at a high output, these plants are versatile, easy to operate and fuel efficient due to their direct drive system.

The impact crusher offers users excellent reduction and produces a high consistency of product shape alongside key features such as hydraulic overload protection. These features make it ideal for recycling and demolition work, with the Powerscreen® Trakpactor 260SR featuring a post screen system and recirculating conveyor allowing oversize material to be passed back to the crusher for further sizing. A quick-detach single deck post screen system allows the machine to convert to a standard Trakpactor 260 in minutes.

Duo - a proud history

Founded in 1981, Duo (Europe) PLC began life as Powerscreen Washing Systems, an independent dealer for Powerscreen® aggregate washing equipment in England and Wales. After establishing itself as a successful Powerscreen® dealer, Powerscreen Washing Systems decided to expand its service and product portfolio acquiring the LJH Group in 2004. LJH Group was a family owned specialist engineering company that offered a complete manufacturing package to the bulk handling industries, from initial design and manufacture to installation and full project support. This acquisition and the addition of a manufacturing division led to Powerscreen Washing Systems being rebranded as Duo (Europe) PLC in 2005.

In 2018, Duo (Europe) PLC made a further acquisition through purchasing material handling specialist Roltech. Experts in the design, fabrication, installation and maintenance of material handling plants, the acquisition of Roltech has enabled Duo to provide turnkey solutions for the industry's crushing, shredding, screening and recycling needs. Today, Duo is a market leading company that provides the aggregate, recycling and material handling industries with comprehensive packages of complete processing solutions, as well as offering tailored, industry specific applications for the quarrying, recycling, bulk handling and transport industries.

This extensive industry experience, combined with Duo's philosophy of becoming a trusted partner to its customers rather than merely an external third party supplier, has made the company a major player within the industries it serves. Duo Group Holdings continues to thrive, constantly growing and expanding to meet the evolving needs of its customers globally.

Leading washing plant manufacturer

From sand used in Dubai's most audacious construction projects to aggregates supplied to the London Olympic preparations, Terex Washing Systems (TWS) is relied upon by contractors and building materials suppliers to provide the highest quality in-spec products. The company has more than 60 years of washing sector experience spanning the widest

range of raw material types, final product requirements and geographical variations. TWS provides a complete portfolio of products and services to suit virtually any application, and while materials and output requirements vary with each project, all aggregate sector clients have the same core needs: high quality and low cost per ton materials.

TWS is able to deliver on these fronts as it provides versatile modular systems, designed to be installed as quickly as possible and as easily as possible. TWS products offer the performance, reliability and longevity to deliver, ranging from the T150 bucket wheel de-waterer, one of the most widely distributed sand washing machines in the world, to the sector defining AggreSand™ (the world's first chassis mounted integrated system offering 5 washed products) TWS continuously strives to innovate. This means that whether a customer operates a 100 tons per hour sand and gravel pit or has a need to recover commercial grade aggregates from overburden, dredged recovery or crushed rock fines, TWS is able deliver a state of the art end to end solution.



Following registration, visitors to the Shifnal-located event were able to inspect both the quarry and become more familiar with Duo's offering.

Sand fraction being produced in Shifnal during the open day.

AggWash 300

The main purpose of the two-day event at the NRS Woodcote quarry was the world premiere of Terex Washing System's new washing plant, the AggWash 300. The manufacturer claims this is the world's first modular scrubbing station to integrate heavy attrition with sizing, lightweight contaminants removal and hydrocyclone-based fines recovery in a single highly portable chassis. The AggWash sub brand itself is a rapid installation solution for a wide range of applications within the aggregates, recycling, remediation and mining sectors. The range has been primarily designed for the processing of construction and demolition waste, although it is equally suited to virgin material applications. The AggWash system is capable of producing four grades of aggregate and up to two grades of sand, with the AggWash 60-1 being the winner of the 2010 World Demolition Awards.

The AggWash 300 is effectively a screening, scrubbing, sizing and sand recovery system for recyclable aggregates, all on one modular chassis. Duo Group Marketing Manager Louise Boston commented, "Terex Washing Systems is focused on bringing to market products that deliver value to customers and offer solutions that serve their needs. The AggWash 300 does just that. Customers at our open day were excited to see up close this innovation, as well as providing the opportunity to speak to our technical experts to discuss bespoke solutions for their specific needs."

The AggWash 300 has been designed to address higher production requirements for recycling customers and quarry owners, particularly in the construction, demolition and excavation waste recycling market. The high performance solution brings together rinsing, screening, scrubbing and sand washing capabilities on a single plant. While the plant's readily portable format makes it particularly suitable for green field applications, contractor use and temporary planning permission sites, TWS say operators more used to static installations will still appreciate the small footprint and minimal site preparations required.

Commenting on the design, Alex Moss, Duo Group CEO, stated, "In all cases, installation time is significantly less than conventional builds thanks to the high level of factory pre fitting and connections. The 'no compromise' design ethos ensures maximum serviceability and performance despite numerous innovative features, including easily removed pumps, ready access to screening media and intuitive controls."

Exciting features

The AggWash 300 incorporates two 4.9m x 1.5m (16ft x 5ft) triple deck Terex Cedarapids LJ-TS series horizontal screens, with a triple shaft vibrator mechanism that provides high G force along with efficient oval motion. The compact installation height of horizontal screens, when compared with conventional inclined circular motion screens, is con-



ducive to the condensed working envelope of the AggWash 300, whilst the "rolling chutes" feature provides easy access for screen maintenance.

The machine boasts a high capacity log washer with twin shaft angle adjustment to scrub the gravel fraction and float out organics and adhered contaminants. A 2.5m x 1.2m (8ft x 4ft) trash screen carries out dewatering of lightweight contaminants from the log washer, and the plant has an integrated sand plant incorporating rubber lined pumps and hydrocyclones, available in various configurations and capacities. Critical for ease of servicing and maintenance, the AggWash 300 also features class leading walk-around access for maintenance.

Among the features of the AggWash 300 are:

Pre-screen

- Large capacity wash box
- TSV5163 full rinser screen box - PU or wire mesh decks
- Elliptical throw for precise fine aperture screening
- 14 isolated spray bars
- Rubber lined roll out discharge chute complete with integrated oversize conveyor

Logwasher 200

- Water flush rear shaft seal complete with inline water filters
- Drive end thrust bearing to protect main radial bearing
- Dual direct drive system for even torque distribution
- Shaft timing maintained through large diameter gears
- Wear sleeve on idle stub shaft

Post-Screen

- Elliptical throw for precise fine aperture screening
- Variable stroke angle
- 6 isolated spray bars
- Rubber lined catch boxes
- Rubber lined discharge chutes

As well as the aforementioned, the AggWash also comes with optional extras, including a trash screen with a high frequency, high G force screen and rubber lined discharge chute; a sand plant with Linatex lined pump and cyclones; a large variety of cyclone configurations and a high frequency, high G force 14ft x 6ft screen, amongst other innovations.

Great event

Commenting on the two day open day, Louise Boston concluded: "The reaction to, and interest in, the AggWash 300 and the Duo Group offering, was simply overwhelming. We had the opportunity to meet with existing satisfied customers, prospective new customers, as well as many of our distributors from around the world. We were delighted to receive a great deal of interest in what was shown in Shifnal, which is testament to our commitment to providing enhanced and unique washing solutions to meet customers' needs and demands." ■





Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

Hey Prairie Dawg, “Let’s talk magnets in mining.”

Why in the world would I need a magnet in my mining or aggregate producing operation? Is this a spoof or something serious I need to look further into? What kind of magnet(s) would I be looking at to install? Where would I use such a thing and for what?

Okay, let’s get serious about magnets and how they can truly save thousands of dollars of valuable equipment from being damaged and, most importantly, valuable production downtime and contractual deadline penalties. Wow, I guess these “little” guys are somewhat valuable to an organization. But wait a minute – how do little magnets

like those on my refrigerator also save my mining production equipment? Are the magnets we are referencing today really the little flat rectangular guys holding up the pictures or advertising the local pizza parlor? Although the magnetism concept is similar, that’s about it. The magnets we will be writing about are not ones you could even think about lifting by hand, let alone with a small-scale forklift.

Believe it or not, these bare, permanent magnets can weigh in at 1 to 5 tons and have to be suspended and anchored to keep them from swinging when they make contact with a piece of metal. Usually the magnet is suspended over a transition point, like the end of a conveyor, where the material is actually leaving

contact of the head pulley zone. As the material free-falls, it’s easier and there are better odds the magnet will actually grab the metal that may otherwise get into delicate operating equipment, such as a cone crusher. Having what is referred to as an “uncrushable” going through a cone crusher will cause extreme damage each time it passes through.

Did I just say “uncrushable”? What exactly is an uncrushable piece of metal or tramp iron? An uncrushable item may be a loader tooth that has fallen off and was later realized to be missing. Imagine trying to figure out where the loader has been or how many different piles and places it scooped from during the day.

Oops, there it is – did you just hear that clank? There it is again. I guess we now know where the loader tooth is – circulating through the crusher, making its seventh pass since it went missing off of the loader.

But back to the magnet. Now you can see that having a magnet grab and keep this dangerous object from wrecking your high dollar machine’s main bearings (or whatever other weakest part it hits first) is valuable.

Often there are many pieces of rogue metal, which is why having just one permanent magnet won’t ever be enough. The metal they collect eventually plugs up the magnet’s surface. Now, whatever makes its way by can no longer be grabbed if the static magnet is full. This is where the automation part of the magnet comes in – when you have more metal coming through the system than can logically be handled safely.

Having an added feature or upgrade is one in which you never need to worry about keeping the one clear of excessive metal plugging up the surface. It features a rotating conveyor belt with stainless steel paddles or cleats that carry the metal beyond the magnetic zone and then slings it away, off to the side of the conveyor belt.

These magnets are referred to as self-cleaning permanent magnets and are an absolute necessity if an operation is recycling concrete material with rebar imbedded within the concrete. I have watched these self-cleaning permanent magnets fill up a 20-foot scrap metal dumpster in under a day’s time. This is often a tangled mess of scrap metal that can otherwise create many customers a nightmare without this unique invention.

With all this automation and added magnetic strength being closely introduced to surrounding conveyor components, these areas could become problematic. But now knowing what we know, equipment manufacturers have

learned how to evolve these zones by using stainless steel components so as not to compete with the magnet and what it needs to remain being good at – attracting fugitive metal from the product.

There is one more upgrade option to magnets: turning the permanent-style magnet into an energized magnet or self-cleaning electromagnet. These top-of-the-line magnets can be designed based on the burden depths of the material traveling over the conveyor system and still be strong enough to grab that nasty uncrushable item, bringing it up from deep within the material it was hidden in – once more saving a machine from major destruction or breakdown. So yes, these “little” magnets (in comparison to the size of the equipment they operate near) are extremely valuable in the duties they perform day in and day out. I hope by now, every time you see a little magnet holding up a picture or directing you to the local corner hangout, you’ll get a little chuckle thinking about how this concept is helping build and maintain our infrastructure around us.

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

Questions or comments? Email Tim Holmberg at prairiedawg@pdpractical.com or visit demiequipment.com.

Write me a letter and we will send you a T-shirt or ball cap:

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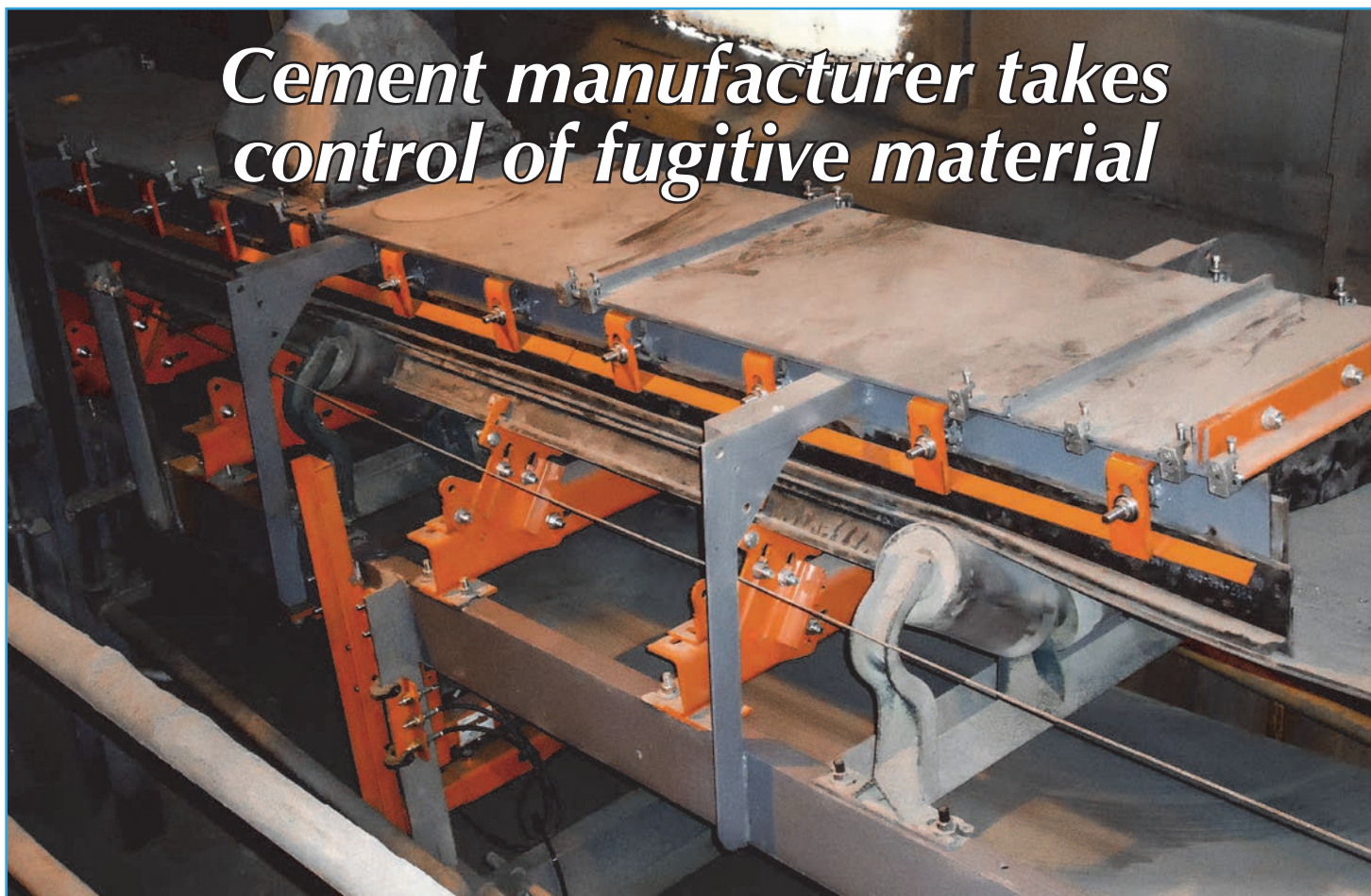
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MONROE TRACTOR
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Cement manufacturer takes control of fugitive material



To deliver positive dust containment, each transfer point was outfitted with Martin® ApronSeal™ Skirting, a dual design with two sealing surfaces.

Photos courtesy of Martin Engineering

A global producer of cement, ready-mixed concrete, aggregates and related products has completed a significant upgrade to its bulk material handling conveyors, helping the company eliminate waste and reduce maintenance while minimizing potential risks from airborne dust and fugitive material build-up. By avoiding accumulations that required cleanup, the company is also reducing the need for maintenance personnel to work in close proximity to fast-moving conveyors, helping further diminish the chance of accident or injury.

Grupo Cementos de Chihuahua (GCC) began manufacturing operations in 1943, with a capacity of just 60,000 metric tons. Expanding gradually according to a clear strategic vision, the firm has developed innovative processes and technologies that contribute to dynamic growth while fostering an environmentally-responsible, community-oriented culture.

Like most cement manufacturing sites, GCC Dakota employs an extensive conveyor system to handle raw materials and move finished product. In keeping with its long-range plans to employ industry best practices for bulk handling and fugitive material control in its plants, company officials conducted an extensive assessment of the conveyors. It was determined that significant upgrades could be made on conveyor transfer points to reduce spillage and dust emissions, and they contacted Martin Engineering for a proposal.

"Virtually any time bulk material is moved, especially in large quantities or at high speeds, the potential exists to create and release dust," explained Martin Engineering Product Engineer Dan Marshall. "Dust accumulation affects both safety and productivity, so it's really more than just a housekeeping issue. Complicating the situation is the fact that bulk handling systems frequently must accommodate changing weather and material conditions, making

dust management an even bigger challenge."

Scope

The upgrade involved a significant overhaul of six transfer points on four conveyors which were originally constructed in the late 1970s. All belts are 24 in (61 cm) wide, and range in length from 40 ft (12.2 m) to 110 ft (33.5 m). During normal operation, they move 200 - 250 tons/hour of clinker

from the storage building and carry it to the bins feeding the finish mills.

"Most of the material handling system at this plant was fairly standard issue for its time, but some of the components were nearing the end of their useful life," commented GCC Maintenance Manager Ralph Denoski. "We were also aware that significant advancements had been made in some areas of bulk handling and we wanted to take advantage of the newest technologies."

With a detailed proposal from Martin Engineering in hand, GCC planned the upgrade process for a scheduled shutdown. In addition to supplying the components, Martin Engineering was responsible for planning and supervision of the project, while a mechanical contracting group assisted with the installation.

Components

Work began on all four conveyors by disconnecting the material inlet chutes from the existing skirtboard system and removing the worn rubber skirt seals, clamps, supports, skirtboard chute walls and tail boxes. Existing idlers were also removed to allow mounting of new belt support systems and troughing roll assemblies.

On each conveyor, three Martin Trac-Mount™ Idlers were installed, spaced to deliver optimum belt support. The unique idler design delivers proper belt carriage while stabilizing the belt line to improve sealing. Its



Each conveyor was fitted with a Martin® Tracker™ for the return side, to help reduce edge damage, prevent spillage and extend belt life.



The Martin Engineering primary cleaner features a special polyurethane blend to deliver long service life.

slim profile requires only 8 in (203 mm) of space for 6-in (152-mm) idlers, and the slide-in/slide-out frames allow service without the need to raise the belt or remove adjacent idlers.

With new idlers and troughing roll assemblies in place, each transfer point received one new impact cradle and two belt support cradles. Installed under the loading zone, Martin Impact Cradles absorb the force of falling material in a transfer point and stabilize the belt line to help prevent the escape of dust and fines. Rugged impact bars are composed of a top layer of low-friction, ultra-high molecular weight (UHMW) polymer and a lower layer of energy-absorbing styrene butadiene rubber (SBR).

Working in conjunction with the impact cradles are a pair of Martin Slider Cradles on each conveyor. Installed under the skirtboard of the transfer point, these cradles support the edges of the belt specifically to eliminate sagging. With the proper support in place, pinch points that can trap material and gouge the belts are eliminated, improving both

sealing efficiency and belt life. When the top eventually wears out, the bars can simply be flipped over to provide a second wear surface.

Sixteen-foot sections of skirt board were installed on each transfer point, with new side/center supports and covers. The new skirt board is 7 in (17.8 cm) high on two of the conveyors, and 12 in (30.5 cm) high on the other two. Each system also included internal skirt board wear liners and a new tail box assembly with sealing components.

To deliver positive containment of fugitive dust, each transfer point was outfitted with Martin ApronSeal™ Skirting, a dual design with two sealing surfaces. A primary seal is clamped to the steel skirt board to keep lumps on the belt and a secondary seal or “out-rigger” strip captures any fines or dust particles that may pass beneath the primary seal. The secondary seal lies gently on the belt and self-adjusts to maintain consistent strip-to-belt pressure, despite high-speed material movement and fluctuations in the belt’s line of travel.

Each conveyor was then fitted with a Martin Tracker™ for the return side, installed approximately 10 ft (3 m) ahead of the tail pulley. By providing immediate and continuous precision adjustment of the belts, the Tracker helps reduce edge damage, prevent spillage and extend belt life.

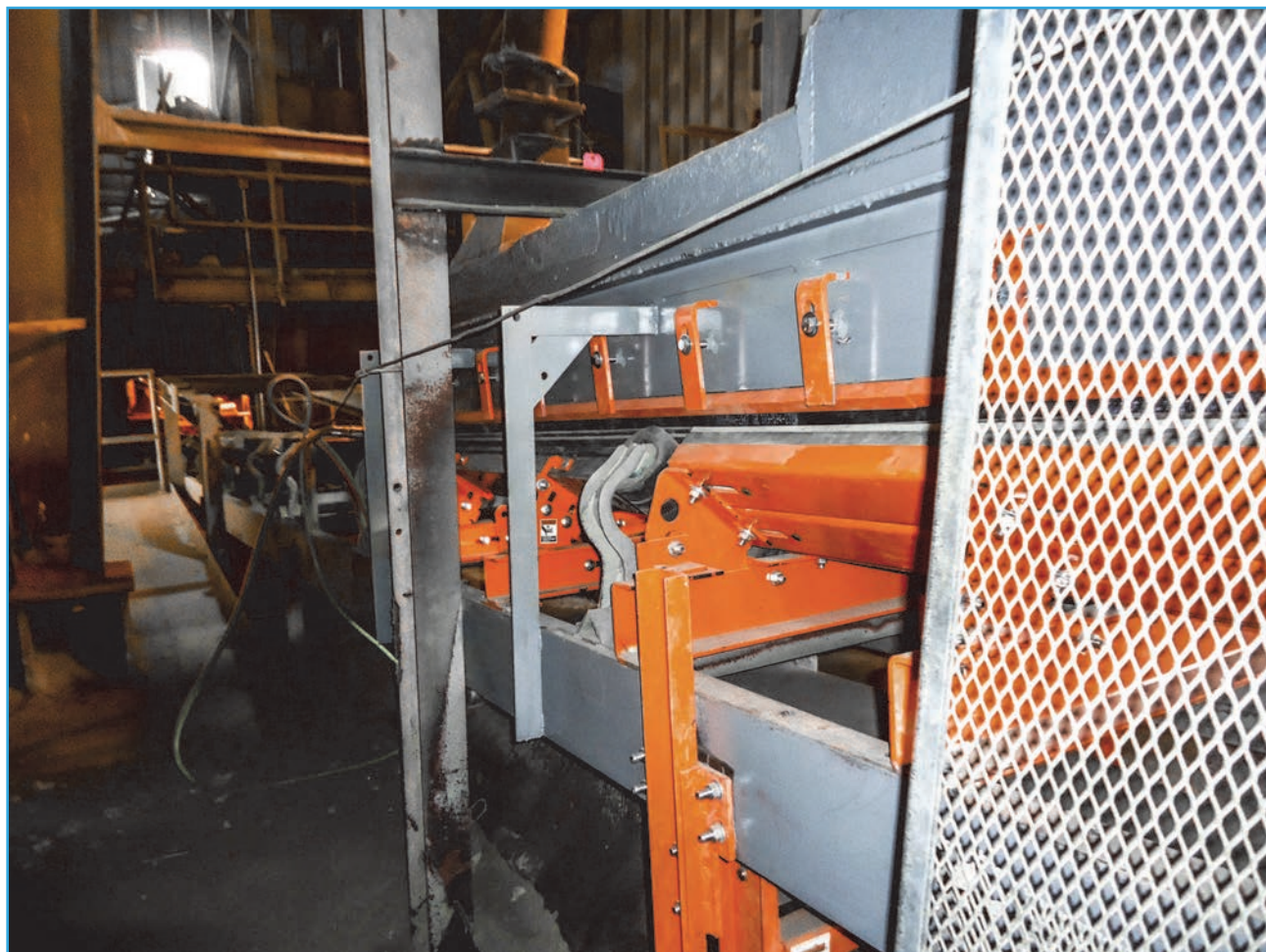
Finally, each belt received one Martin QC1™ Cleaner HD as a primary cleaner and one Martin SQC2S™ Cleaner. The QC #1 features a special polyurethane blend and tungsten carbide tip to deliver service life two to three times longer than conventional urethane blades. Designed to provide excellent cleaning performance immediately, avoiding any break-in period, the assembly maintains consistent tension without frequent adjustment.

Results

The entire upgrade operation was completed in just 11 days during the scheduled outage, with crews working 12-hour days to accommodate the planned shutdown. While specific cost savings are difficult to quantify, Denoski said the difference is easily observed. “The production team responsible for that area has had nothing but positive feedback about the upgrades,” he commented. “We’re not losing product to spillage and dust, so that material can be sold instead of cleaned up off the floor. The manpower formerly spent on cleanup can now be directed to core business activities.

“Our experience with Martin Engineering has been very positive,” Denoski concluded. “The company’s greatest strengths are its knowledge of bulk material handling problems and the best solutions for addressing them. And the no-excuses guarantee gives us the confidence of knowing that it will stand behind its products.” ■

Each transfer point received one new impact cradle and two belt support cradles.



NAPA relocates national headquarters

GREENBELT, MD – The National Asphalt Pavement Association (NAPA) has moved to new offices in Greenbelt, MD. The move became effective Sept. 13, 2019.

NAPA's new home is a modern, dynamic space that will allow the association to better serve its national membership. With expanded meeting spaces and advanced teleconferencing capabilities, the new headquarters were designed to support greater collaboration between NAPA staff and member committees and task groups as well as enhance the quality of NAPA webinars and educational activities.

"This move is part of NAPA's efforts to increase its operational efficiencies and strengthen its effectiveness," said NAPA President/CEO Audrey Copeland, Ph.D., P.E. "We are making significant improvements in information technology for the association, and this new space supports those efforts. The asphalt pavement industry is always evolving to meet America's needs for high-per-

forming pavements and we too, as an association, must innovate to meet the industry's challenges and needs."

"This state-of-the-art facility is built with the industry in mind," said NAPA Chair John Harper, senior vice president of Construction Partners Inc. in Dothan, AL. "The improved technological infrastructure, as well as the convenient location, will boost how NAPA staff connects with the association's members nationwide."

"From Greenbelt, NAPA is just minutes away from Capitol Hill and federal agencies as well as our partner associations in D.C., Maryland and Virginia," said NAPA Second Vice Chair Jim Mitchell, president of Superior Paving Corp. in Gainesville, VA, and leader of the task group overseeing the NAPA headquarters project. "The space itself was designed to reflect the industry. The project architects incorporated materials and elements that reflect the materials used by the industry as well as asphalt pavement production through to the placement

of asphalt roads."

The new offices are located at 6406 Ivy Lane, Suite 350, Greenbelt, MD 20770, with convenient access to the Capital Beltway/I-495, Baltimore-Washington Parkway and the Washington Metrorail system. Telephone (301.731.4748 or 888.468.6499) and fax (301.731.4621) numbers for the association remain unchanged.

Founded in 1955, NAPA is the only national trade association focused exclusively on the needs and interests of asphalt pavement mixture producers and paving contractors. NAPA has been based just outside Washington, D.C., in Prince George's County, MD, since 1963.

Serving more than 1,100 member companies, NAPA engages with federal lawmakers and regulators, leads research into pavement performance and technological innovations, develops and promotes best practices for safety and quality and fosters opportunities for peer exchange, leadership development and education for the industry and its customers. ■



NAPA's new home is a modern, dynamic space that will allow the association to better serve its national membership.

Photos courtesy of NAPA



The new headquarters were designed to support greater collaboration between NAPA staff and member committees and task groups.



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Haver & Boecker Portable and Washing Equipment Q&A

Answers by Duncan High, processing equipment division manager, Haver & Boecker and Michael Honea, process engineer, Haver & Boecker

Q: What's taking place in the market that's driving some of the current innovation in the arena of portable plants?

DH: We've seen increased interest in portable equipment, with more of our customers asking about it over the past couple of years. The most interest comes from western Canada and the western U.S. since those areas include many quick-turnaround quarries and remote sites where portable equipment speeds up and simplifies transportation and setup. Our Tyler F-Class portable plant, for example, can be set up in about half a day — including conveyors and other peripheral equipment. The same task can take around two weeks for fixed equipment. This can save operations hundreds of thousands of dollars in valuable production time.

Many quarries throughout western Canada and the western U.S. also rely on others for screening materials. Rather than purchase processing equipment — especially for a quarry that may only stay active for a few years — operations hire contractors for a year or two to process material. Portable equipment allows those contractors to quickly move in, do their

work, then move on to the next quarry. The mobility of portable equipment also allows producers operating on quarries too small to make static equipment economical to quickly move on after they're finished with the site.

Producers also save on fuel costs with portable equipment. The distance from the plant to the mine or quarry face tends to constantly increase, causing fuel and maintenance costs to go up as haul trucks travel farther to reach fixed equipment. The structure, buildings, pads and other features of static equipment often make them too expensive to move. Portable machines, on the other hand, can stay nearby, keeping hauling distances to a minimum. Large projects in remote areas, such as interstate work, can also benefit from the fuel savings. If the site is far from an established quarry, the contractor can save on fuel and material hauling costs by setting up at an old quarry nearby or creating a new one to provide material for the project. This can also lower the contractor's bid for the project, making it more likely they will win it.

The mobility also allows operations to "plug and play" — that is, move the equipment to a different part of the quarry if crews encounter undesirable conditions, such as water, or the wrong material, such as clay. In addition, operations can choose from many different con-



More producers are turning to portable equipment since it's easier to transport and sets up faster in remote areas than static equipment.

figurations with portable equipment, such as choosing a crusher to include a vibrating screen on the chassis or connecting conveyors and feed hoppers.

MH: There are many reasons operations are using portable equipment more today than ever before. A producer may have a crushing and screening contract with an ex-

piration date, so they need equipment that they can quickly move in and out.

Some operations have several deposits in a geographic region and don't want to invest in stationary plants for each location. Mobile equipment allows them to crush and screen enough material in a couple of months to satisfy their customer in that area for a season before moving on to the next site, leaving only a loader and scale operator behind.

Demand can be another reason. A producer may need to increase production temporarily to satisfy a nearby project but use the portable equipment elsewhere following project completion.

Q: Tell us about the challenge producers face with water management. What are some of the dilemmas they face?

DH: Everywhere we go in North America, we are always thinking about environmental impact and the impact of droughts and regulations on our customers. Water use restrictions and permitting challenges continue to increase, meaning operations need to find ways to stay profitable while using less energy and water.

Q: How do the emerging washing equipment technologies solve or minimize producers' water management challenges?

MH: Regulatory restrictions on wastewater contamination are compelling some producers to implement wastewater treatment solutions. Settling ponds require large areas and can be costly to

maintain. Solutions such as filter presses and thickener tanks offer an alternative but require a capital investment.

Advanced washing systems, such as our Hydro-Clean, reduce water consumption by as much as 75 percent over traditional washing systems, such as log washers and other aggregates washing systems. This allows operations to significantly cut their water use and limit their water treatment requirements, reducing the size of water treatment equipment and, ultimately, the capital investment. Some advanced washing systems have a small footprint and can save producers as much as 15 percent in energy costs.

Q: What are some of the next production management "challenges" manufacturers like Haver & Boecker will have to address for the aggregate industry?

DH: Manufacturers will need to continue to look for ways to reduce downtime, improve component life, boost efficiency and create environmentally friendly solutions. This might mean offering customers programs that allow them to refurbish their equipment rather than buy new, saving the operation time and money. Manufacturers can also offer long-term maintenance programs that ensure machines run properly, reducing downtime and expenses. Continuing to find ways to cut water and energy use through innovative washing solutions also will be key to addressing evolving environmental challenges. ■



The system reduces water consumption by as much as 75 percent over traditional washing systems, such as log washers and other aggregates washing systems.

Photos courtesy of Haver & Boecker

NSSGA and PCA announce joint hire to focus on safety

NSSGA and Portland Cement Association (PCA) have joined together on hiring Director of Construction Materials Safety Policy Elizabeth "Libby" Pritchard. Pritchard, an aggregates industry veteran, has begun her work to promote and defend the interests of NSSGA and PCA members on all safety related legislative and regulatory issues as well as provide technical assistance to members seeking to understand and comply with MSHA regulations.

Members of NSSGA and PCA share a common drive to advocate for sus-

tainable infrastructure investment and an unwavering commitment to ensure that every employee goes home in good health every day. During normal discussions between the two organizations, it became clear both had overlapping needs in the safety arena. Jointly addressing aggregate and cement safety issues enhances the natural synergies between the two organizations while serving each of their members' interests effectively and efficiently.

"Libby will represent the best interests of both memberships, specifically

related to safety training, compliance assistance and any other assistance required by both of our memberships," said Michele Stanley, NSSGA vice president of government and regulatory affairs. "As our organizations continue to work closely together to address over-regulation, Libby will help to build relationships and engage with policymakers while playing an important role to shape the construction materials industry's government and regulatory affairs agenda."

She comes to the associations with a background in environmental health

and safety at Wildish Sand & Gravel in Eugene, OR, and policy analysis with the National Science Foundation. Pritchard was also an active member of the Oregon Concrete & Aggregate Producers Association and chaired their Environmental, Health & Safety (EHS) committee in 2017.

"For the construction materials industry

NSSGA 14



Elizabeth "Libby" Pritchard.

Doosan adds three new authorized equipment dealers serving customers in Kansas, Missouri and Oklahoma

SUWANEE, GA – Doosan Infracore North America LLC has expanded its dealer network with three additional locations of Central Power Systems and Services LLC as an authorized sales, service, parts and rental provider of Doosan equipment.

Central Power Systems and Services now offers its customers in greater Oklahoma City, Liberty, MO, and Wichita, KS, with a range of Doosan equipment, including crawler excavators, wheel excavators, log loaders, material handlers, articulated dump trucks and wheel loaders.

Established in 1954, Central Power Systems and Services began exclusively as a service provider for national and regional trucking fleets. Today, they provide a wide range of services throughout the Midwest while representing the Doosan Portable Power line as well as the Doosan Engine division.

"Our customers across greater Oklahoma City, Liberty and Wichita will benefit tremendously from the addition of Doosan equipment to these locations," said Ryan Chrisler, vice president of sales. "It ties in with our preexisting construction lineup and is a quality line of heavy equipment."

"We are excited to announce a new partnership with Central Power Systems and Services to better serve our customers and prospective customers in areas of Kansas, Missouri and Oklahoma," said Ron Hadaway, regional director, Doosan Infracore North America LLC. "The dealer's existing facilities are ideally suited for Doosan construction equipment, and we look forward to working with the organization." ■



Central Power Systems and Services now offers its customers a full range of Doosan equipment.

Photo courtesy of Doosan

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U.S. DoL awards \$400,000 in Brookwood-Sago Grants for mine safety education and training

ARLINGTON, VA – The U.S. Department of Labor's Mine Safety and Health Administration (MSHA) has announced the award of \$400,000 in funding through its Brookwood-Sago Grant Program to support education and training to help identify, avoid and prevent unsafe working conditions in and around the nation's mines.

The fiscal year 2019 grants focus on powered haulage safety (such as reducing vehicle-on-vehicle collisions, increasing seat belt use and improving belt conveyor safety), emergency preven-

tion and preparedness, examinations of working places at metal and nonmetal mines or other programs to prevent unsafe conditions in and around mines. Funding will enable grant recipients to develop training materials, provide mine safety training or educational programs, recruit mine operators and miners for the training and conduct and evaluate the training.

Established by the Mine Improvement and New Emergency Response (MINER) Act of 2006, the program promotes mine safety in honor of 25 miners who died in 2001 in Brookwood, AL, at the Jim Walter Resources #5 Mine, and in 2006 in Buckhannon, WV, at the Sago Mine.

The grant recipients are as follows:

- Hutchinson Community College in Hutchinson, KS, received \$50,000 to develop a powered haulage training module, including virtual reality simulation, that will focus on powered haulage-blind spot safety and workplace examinations
- Penn State University in University Park, PA, received \$158,181 to plan, design and develop a three-module, web-based mobile equipment safety education and training program on the potential hazards associated with mobile equipment visibility; designing and maintaining berms; and performing proper, thorough pre-shift examinations per the equipment manufacturer's specifications
- The United Mine Workers of America Career Centers Inc. in Prosperity, PA, received \$50,000 to develop



a video and companion training documents emphasizing mine rescue team exploration and recovery procedures

- University of Arizona in Tucson, AZ, received \$85,974 to develop modular training programs for workplace examinations, conveyor and mobile equipment interactions and mine emergency preparedness, with a focus on small- and medium-sized metal and nonmetal mines. The training program will include an evidence-based, train-the-trainer and evaluations program
- West Virginia University Research Corporation in Morgantown, WV, received \$55,845 to provide emergency prevention and preparedness training to coal miners and operators in the areas of self-contained self-rescuer expectations and mine rescue. ■

NSSGA from 13

– particularly PCA and NSSGA members – worker health and safety is a core business principle, and our members are committed to meeting and exceeding federal health and safety requirements. PCA and NSSGA help ensure that our members have the information, tools and regulatory clarity needed to provide a safe workplace and I am thrilled that Libby will be able to lead the efforts of our two organizations," said Charles Franklin, PCA vice president and counsel for government affairs.

Pritchard earned two master's degrees from Oregon State University in geography and water resources policy & management where she focused on reclamation and has a bachelor's degree in environmental science from Juniata College in Huntingdon, PA.

"I have always enjoyed working in the aggregates industry. It's interesting, exciting and we produce essential resources that are the literal building blocks of society – it's an industry I'm proud to be part of. And safety is the backbone of all our operations. I'm looking forward to addressing safety issues, building relationships and supporting our NSSGA and PCA members every day. I'm very happy to be here," said Pritchard. ■



Rock Weekly Recap

Sent out every Tuesday
to subscribers in the
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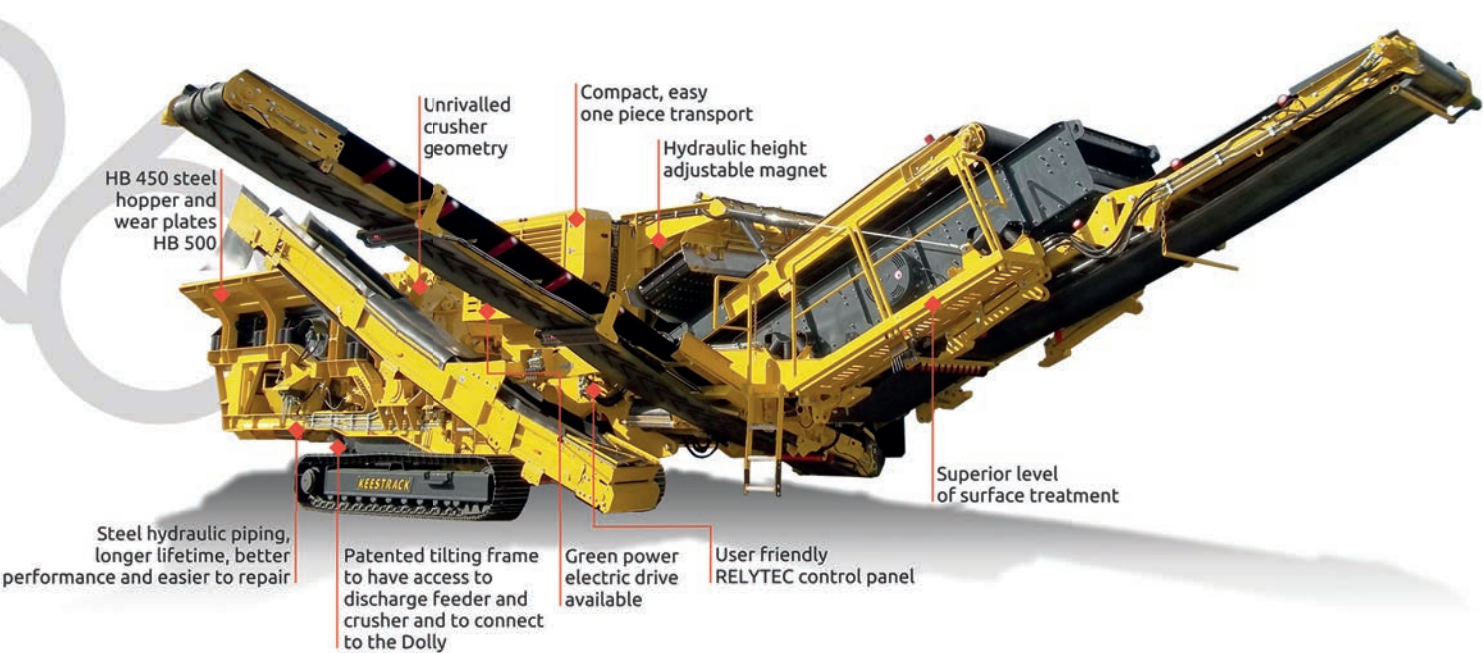
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Crusher operators get clean air, HVAC systems breathe sigh of relief

Canadian company installs cab air quality systems that make a difference for people and machines

Photos and graphics courtesy of Climatrans Inc. and Sy-Klone International

The rock mining industry, whether for aggregate, gravel or sand, above or below ground, presents hazards which can be brutal. Most hazards are easily identifiable, and employers can protect their workers by implementing the appropriate safety practices and providing PPE when needed.

What is less obvious is the danger posed by a pervasive, unseen hazard present in the air that equipment operators breathe. Rock dust may contain various forms of crystalline silica and/or asbestos which can become airborne with machine operations. When the dust particles are in the invisible 0.3 - 10 micrometer size range they are considered "respirable." Equipment operators who inhale these particles are at increased risk for developing respiratory health conditions including COPD, silicosis and mesothelioma, which can become disabling or even fatal.

Up until recently, many companies were not aware there is affordable, easy-to-upfit technology that provides excellent air quality for operator enclosures.

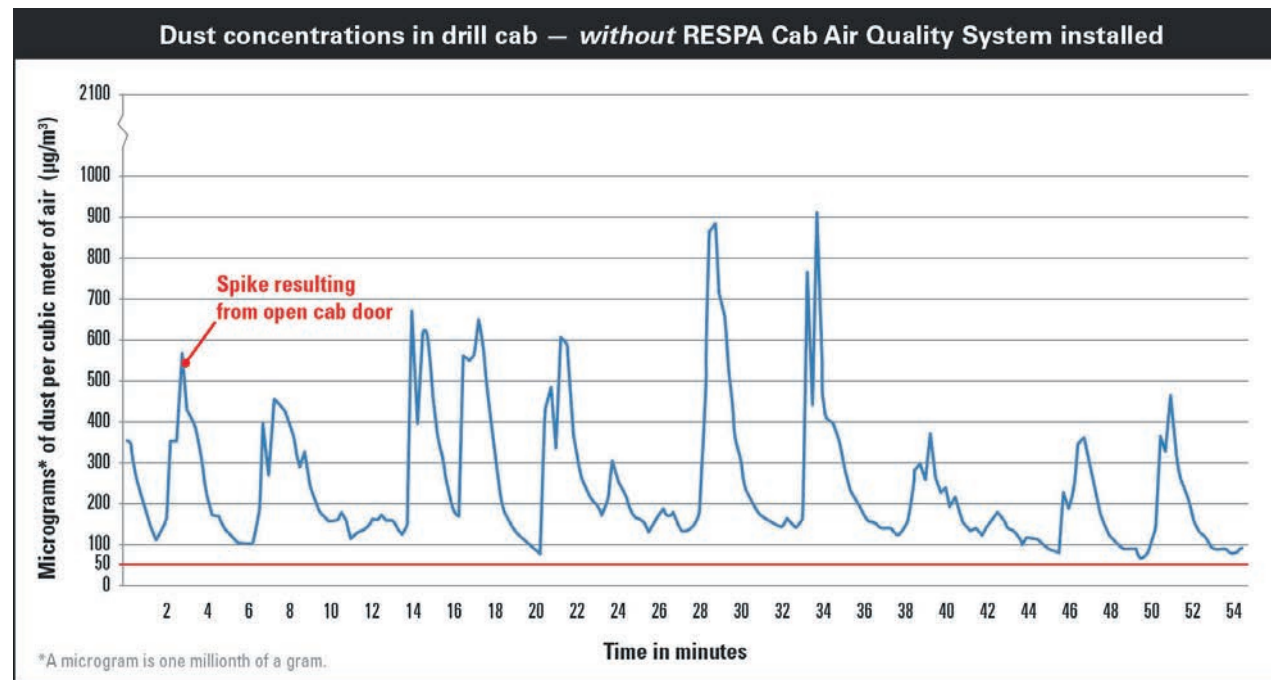
Since 2011, Roberto Draganic, president of Climatrans Inc., has focused his business on providing clean air to equipment operators and machines. Draganic has also been educating his customers in eastern Canada on the health concerns associated with breathing respirable dust particles and the solution he provides – the RESPA® Cab Air Quality System

high-efficiency filter and cabin pressurizer. The recirculating-air unit also uses a high-efficiency filter, which is often overlooked, but important since most of the airflow within the operator enclosure is provided by recirculated air. Additionally, the RESPA system includes an electronic cab pressure monitor.

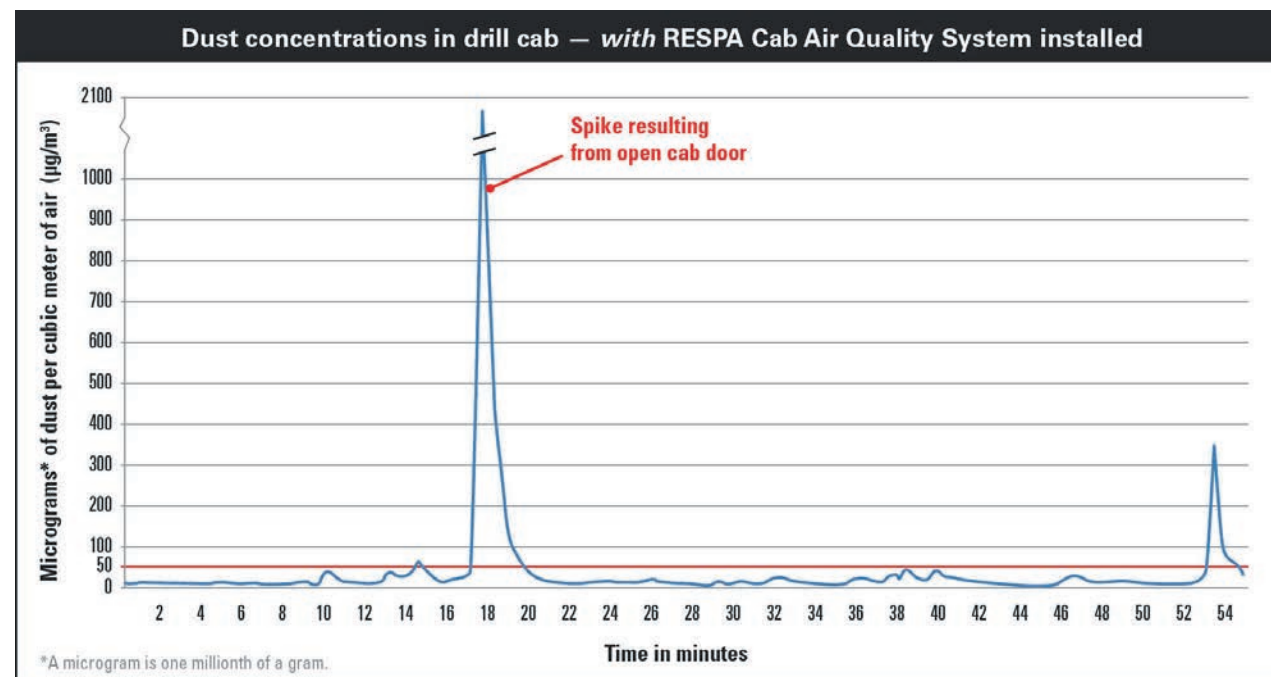
The second reason that Sy-Klone's RESPA system is Draganic's product of choice is because of the training that Sy-Klone provides to its dealers. "Sy-Klone has trained us to solve our customers' cab air quality problems by first educating our customers about the problem, installing the solution, then providing real-time data that demonstrate the effectiveness of the RESPA Cab Air Quality System in reduc-

ing operator exposure to airborne respirable dust particles," said Draganic.

Beside providing cleaner and safer air for machine operators, the RESPA system also aids employers in achieving compliance with governmental regulations. The U.S.'s OSHA has established the permissible exposure limit (PEL) for respirable crystalline silica at 0.05 mg/m³ (milligrams per cubic meter of air) averaged over an eight-hour shift. The Canadian Centre for Occupational Health and Safety (CCOHS) has set occupational exposure limits (OELs) for respirable crystalline silica for each of its provinces. For example, in Quebec, the OEL for cristobalite and tridymite (forms of crystalline silica) is 0.05 mg/m³ averaged over an



Cab dust concentration does not fall below OSHA's permissible exposure limit (PEL) of 50 micrograms per cubic meter of air (50 µg/m³) for respirable crystalline silica.



Even after the operator opened the door 35 times, the dust concentration in the cab only spiked two times and rapidly returned to below 50 µg/m³.



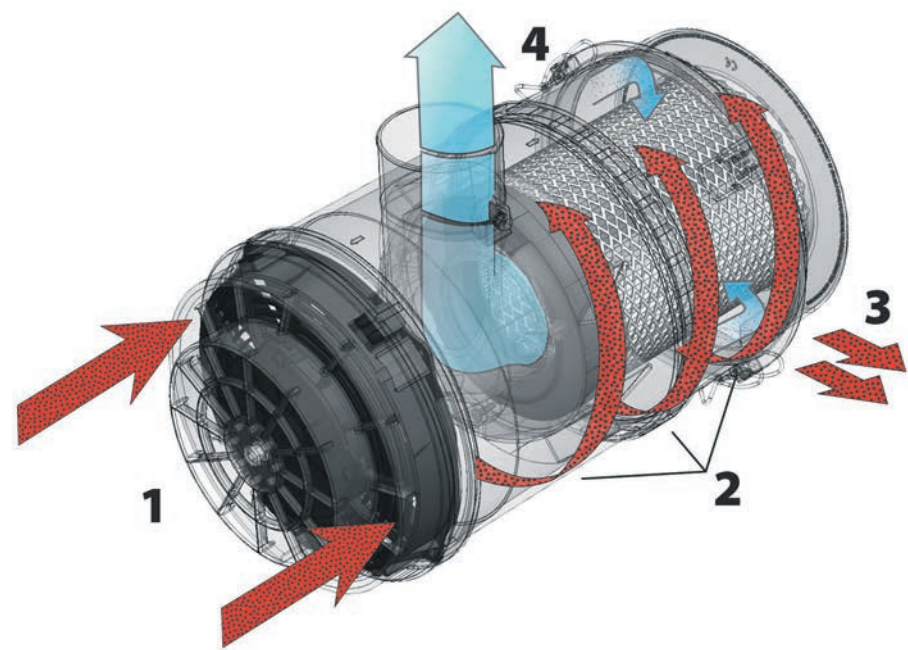
Complete cab air quality systems, such as the RESPA system, are available as retrofits or OEM first-fit installations.

System designed and manufactured by Sy-Klone International.

"We chose to distribute Sy-Klone products for two reasons," said Draganic. "The first reason is that the RESPA system is truly a complete cab air quality system. It includes a fresh-air unit, a recirculating-air unit and a cabin-pressure monitor." The fresh-air unit integrates a powered precleaner,

eight-hour shift, and the OEL for quartz and tripoli (forms of crystalline silica) is 0.1 mg/m³ averaged over an eight-hour shift.

“In addition,” said Draganic, “not only does the operator get cleaner, safer air to breathe, but the HVAC system does too, and the electronics in the cab also benefit.” For example, a quarry operation in Quebec reached out to Climatrans as the company was having to clean their crusher cab’s evaporator core weekly, and they were forced to replace the entire HVAC system every season. After installing the RESPA system in 2015, the crusher cab is still operating with the same HVAC system. Now, most of the company’s fleet is equipped with the RESPA system. Draganic commented, “Not only is the company protecting their employees, but they are also protecting their investment in very expensive equipment.”



Even in challenging environments, powered precleaning technology available from Sy-Klone enables the effective use of high-efficiency fresh and recirculation filters in a cab air quality system and the positive pressurization of the operator enclosure.

The powered precleaning technology includes the following steps illustrated in the above diagram:

- 1 Air enters precleaner inlet
- 2 Fan whips the air though louvers, which directs the air into a vortex
- 3 Particles are spun against the outside wall and ejected
- 4 Precleaned air is pushed through the high-efficiency filter, pressurizing cab

Recirculating-air unit

A recirculating-air unit with high-efficiency filtration (MERV 16 or HEPA) continuously filters the air as it recirculates through the cab, which is particularly important because dust-laden air flows into the cabin as the operator enters or leaves the cab. Approximately 70% of the airflow in the cab passes through the high-efficiency recirculation filter, allowing the cabin air to be stripped of dust particles quickly, restoring and maintaining good air quality in the operator enclosure and reducing the accumulation of settled dust.

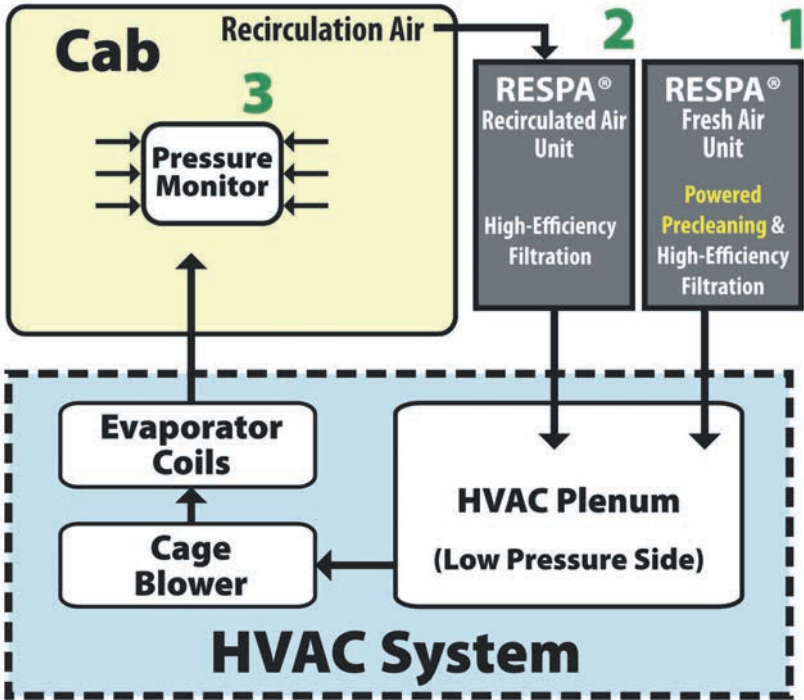
Cabin-pressure monitor

A cab air quality system that positively pressurizes an operator enclosure and includes a cabin-pressure monitor is highly recommended for three reasons:

- Positive pressure inside a cabin prevents dust particles from entering the cab through small openings in the enclosure and cracks in door and window seals and helps maintain a cleaner breathing environment for the operator.
- A cabin-pressure monitor provides continuous air pressure readings and alerts the operator when pressure inside the cab drops below a preset level, ensuring that the cause of the low pressure is addressed and positive cabin pressure is restored.
- The cabin-pressure monitor also enables employers to proactively comply with OSHA’s recommendation to maintain continuous cab pressure.

Conclusion

In addition to the inherent and observable hazards associated with mining there is another danger that is literally not visible to employers and employees. This invisible danger is toxic respirable dust particles like crystalline silica and asbestos. To provide cleaner and safer air and reduce worker exposure to harmful dust particles in operator enclosures, machine owners can now have their fleet retrofitted with a complete cab air quality system. A complete cab air quality system is also available from many heavy machinery original equipment manufacturers as a first-fit installation. ■



The RESPA Cab Air Quality System provides cleaner and safer air for machine operators and extends the life of HVAC systems.

How does the RESPA Cab Air Quality System work?

A complete cab air quality system involves three steps: 1) let only “cleaned” and filtered fresh air into the cab’s HVAC; 2) continue to filter the air as it recycles through the cab; and 3) monitor cab pressure to ensure the cab is positively pressurized. The RESPA cab air quality system from Sy-Klone International includes a fresh-air unit, a recirculating-air unit and a cabin-pressure monitor.

Fresh-air unit

The fresh-air unit integrates powered precleaning and high-efficiency filtration (MERV 16 or HEPA) to preclean and filter the fresh air entering a machine’s HVAC system and to deliver continuous airflow to positively pressurize the cab.

The powered precleaner initially removes more than 90% of all dust particles from the incoming fresh air before it reaches the integrated high-efficiency filter. This delivery of “low-particulate” air to the filter is critical for two purposes – one, achieving long filter life, because high-efficiency filters, by design, are more restrictive and prone to clogging, and two, providing a continuous flow of filtered air into the operator enclosure to positively pressurize the cab.

As precleaned fresh air passes through the high-efficiency filter, the filter captures 95% or more of the toxic respirable particles in the range of 0.3 - 10 micrometers to achieve the OSHA and CCOHS recommended dust exposure limits.



An enclosed operator cab that is positively pressurized is critical to preventing dust particles from entering a cab through cracks in door and window seals.



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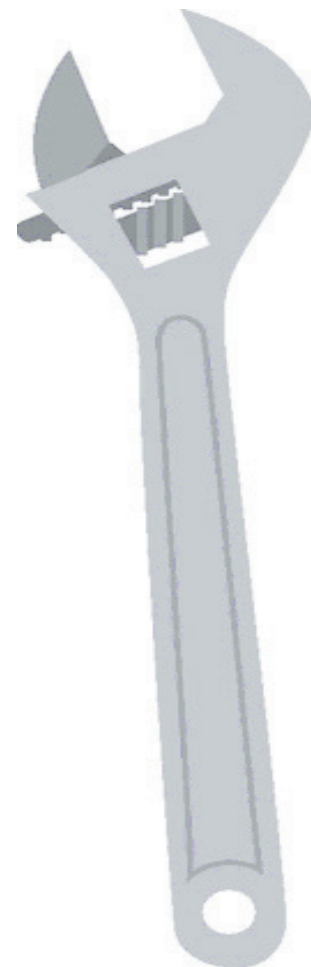
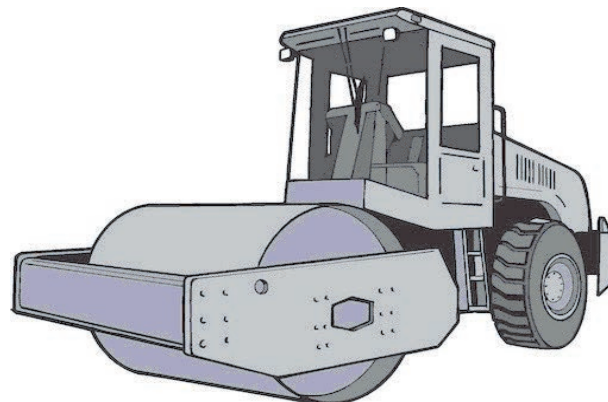


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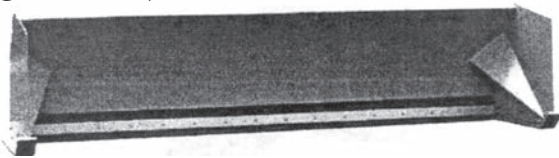
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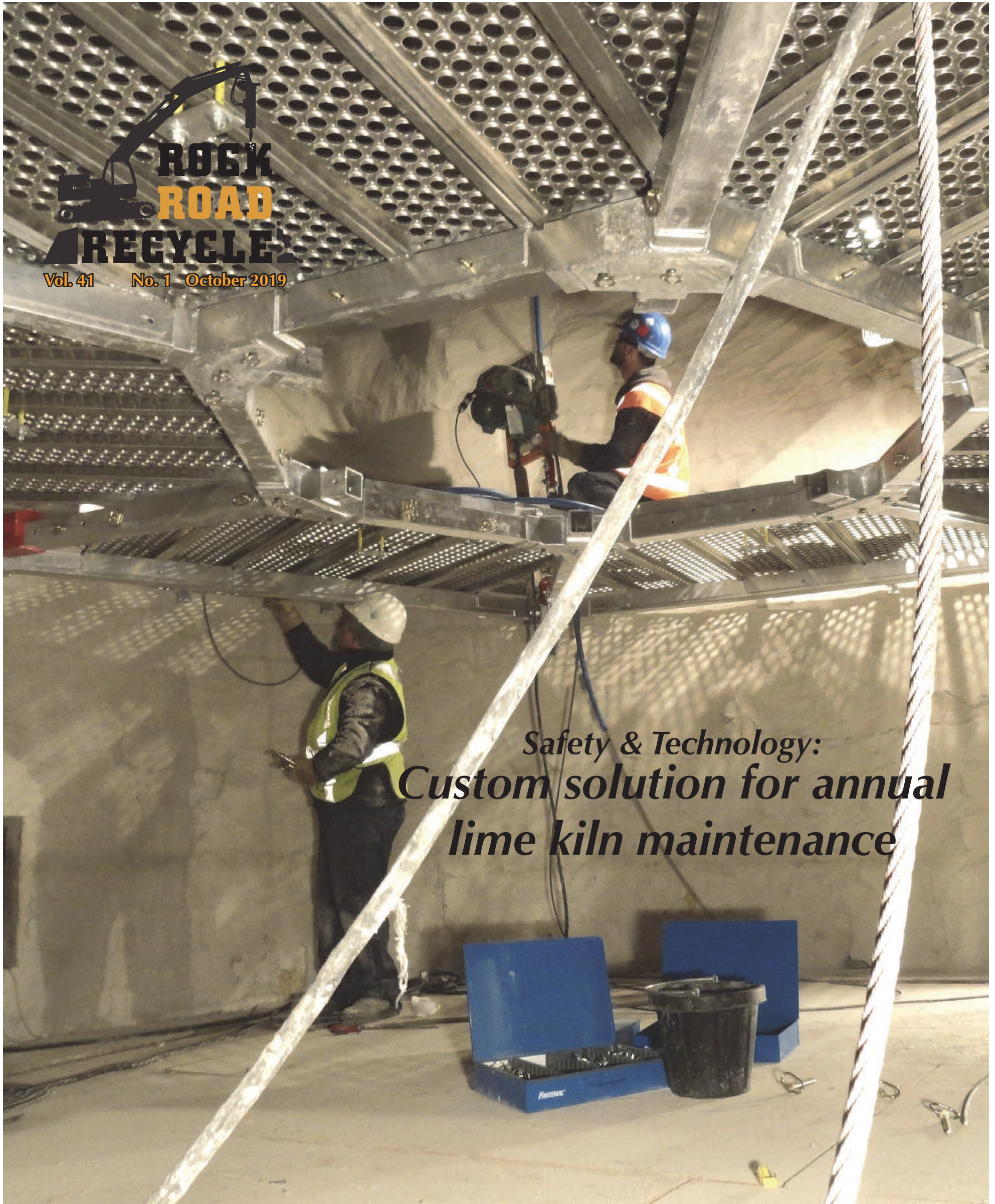
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Custom solution for annual lime kiln maintenance

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On the Front Lines with Fisher Phillips

by Travis Vance and Pamela Williams



Pamela Williams

A cautionary tale: Individuals can be held liable for OSHA fines

What happens if an employer refuses to pay a fine assessed by OSHA? The short answer is that the obligation to pay the penalty doesn't simply evaporate if a company refuses to comply.

In fact, the company isn't the only one that should be concerned about potential repercussions for refusing to pay fines. After a New Jersey-based construction company failed for four years to pay \$412,000 in penalties OSHA assessed against it, the 3rd Circuit Court of Appeals recently found the company's president – and only board member – in contempt and therefore liable to pay the company's penalty.

The Department of Labor pursued the company for years, seeking to enforce its penalty with multiple hearings before the Occupational Safety and Health Review Commission (OSHRC) and, eventually, the Federal Court of Appeals. Its efforts concluded recently when the court found the company's president liable and ordered him to pay the entire penalty amount within 30 days. His liability will decrease by whatever his company pays and any amount he demonstrates that he is unable to pay.

Granted, this is an extreme situation where an employer that was held liable for a large penalty relating to numerous alleged safety violations failed to attempt to negotiate a decreased amount or payment plan and ignored the court of appeals' orders to pay. But the import of the decision is clear.

OSHA has sent a message and will no doubt use this case to warn employers that it will do everything in its power to hold them accountable for their safety and penalty obligations under the Occupational Safety and Health Act. Flaunt OSHA penalties at your own risk, because contempt of court can be costly. And the possibility of being held individually liable adds an additional layer of concern.

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Safety & Technology:

Custom solution for annual lime kiln maintenance

No matter the industry, annual maintenance of lime kilns and other vertical vessels is a time-consuming task. Despite advancements in other areas of production, more efficient maintenance solutions seem to be slow in evolving to fit the needs of modern plants. Many factories still rely on scaffolding or bosun chairs – tedious and inefficient methods that have significant drawbacks when it comes to thorough inspection and worker safety.

When a processing operation in Paul, Idaho, upgraded to a new 800-ton vertical lime kiln, it decided to look for an upgraded maintenance solution that would increase efficiency and decrease downtime. It found the answer with a custom designed EZ Lift suspended platform from Bricking Solutions Inc.

New kiln, new solutions

In 2012, the company completed work on its new Eberhardt lime shaft kiln KR8.0. The 260-ft vertical lime kiln replaced two older kilns, a Union Carbide and a Belgian, with a combined capacity of 500 tons. The two kilns had four compartments each and were operated individually. The system did not have a consistent control scheme for tandem operation, promoting excessive complexity and troubleshooting. The Union Carbide gas kiln was fueled by natural gas and had the tendency to lose flame and create an explosive environment if not appropriately managed. Employees had to manually open flanged air ports to insert propane burner lances in order to ignite the gas pockets and re-light the gas feed for kiln operation. The Belgian kiln was a mix-feed kiln fueled with coal stone. If the mix-feed blend was not managed appropriately, the operation would form clinkers that would promote channeling of unburned rock, decreasing system performance and increasing the risk of employee injury or equipment damage. The ash and soot deposits would also carry through the gas system, leaving behind a film that coated the gaseous systems and promoted equipment malfunctions that increased maintenance spending.

“The new kiln has increased our product output by 160%,” said Dayna Anderson, Idaho Processing Facility lead lime kiln mechanic. “It allows us to move more product and has also required less maintenance than the old system.”

Like all kilns, the one at the Idaho facility requires annual inspection and service to ensure safety and efficiency. With the previous setup, it took every minute of the factory’s three-month downtime to inspect and service the kilns. The company was forced to rely on a complex scaffolding system that took several days to erect. Because of time constraints and the amount of time it took to complete service, crews were never able to service all of the old kilns’ chambers in one maintenance cycle.

“Even though our crews worked in the kilns for two to three months, they were only able to tackle one chamber with major repairs each year,” Anderson said. “Then we’d ro-



When a processing facility in Paul, Idaho, upgraded to a new 800-ton vertical lime kiln, it partnered with Bricking Solutions on a custom-designed EZ Lift Suspended Platform.

tate the next year. The new kiln is four times the size of our old kilns, so we knew we needed to find a safer, more efficient way to perform maintenance.”

The new kiln came with its own maintenance challenges. The only access point was a 54"-by-36"-wide door 80 ft above grade that required a crane to reach with materials and tools. Crews also had a larger continuous area to inspect and service.

“The cooking section is about 60 feet tall, but we work with higher margins around the area,” Anderson said. “The crew focuses on an 80-foot section that equates to 6,600 square feet of working brick surface area. We look for any broken brick, uneven wear and clinker, any rock or metal that can melt and stick to the kiln. The bricks are nine inches deep, and if a section measures less than five inches deep due to wear, it’s replaced.”

Even with the new system, the kiln has to cool completely before crews can get in to work on maintenance and the cooling process takes at least a month. Still, management knew there had to be a solution that would safely increase efficiency and minimize downtime for annual maintenance.

The EZ Lift suspended platform

It found the answer to the maintenance conundrum with a custom-made EZ Lift suspended platform from Bricking Solutions, a full solutions provider of kiln refractory installation equipment. Bricking Solutions worked closely with the company to engineer and manufacture a lightweight suspended work platform that would allow the processing facility to inspect and service its kiln safely and efficiently.

The 22-ft diameter platform, constructed of high-strength 6061-T6 aluminum, offers a net load capacity of 6,000 lbs (2,722 kg). The platform, suspended by six 1,500-lb-capacity hoists, carries a four-person team, tools and materials up and down the 80-ft work area.

“We carry buckets, bricks, hand tools, brick insulation (wool) and all the other materials we need for hours of uninterrupted work,” Anderson said. “Before the platform, we



The 22-ft diameter EZ Lift Suspended Platform, constructed of high-strength 6061-T6 aluminum, offers a net load capacity of 6,000 lbs (2,722 kg).

had to make multiple trips for these items. The platform provides a safe, sturdy work environment where multiple people can tackle a lot more surface area per hour than in the past. The EZ Lift Suspended Platform has allowed for improved maintenance activities in a shorter timeframe with its security and convenience."

The EZ Lift Suspended Platform offers a modular design with easy assembly. Each piece weighs less than 45 lbs and effortlessly fits through the kiln's small door. Initial assembly took a day and included some one-time welding, but now the crew can assemble the entire rig in just a few hours.

"Between the EZ Lift Suspended Platform and our old system, there's no comparison," Anderson said. "The suspended platform gives us the safety and maneuverability we need to get annual maintenance done quickly. We can now get all the maintenance work completed in eight weeks. That's a huge improvement over what we used to do."

A successful solution

The 360° accessibility provided by the suspended platform means crews can quickly complete more thorough inspections, diminishing downtime. Time saved erecting complex scaffolding systems can be applied to maintenance. The open design also means workers have easy access to the entire work surface. In the past, scaffolding frequently obscured small flaws, causing them to be overlooked. The suspended platform incorporates mechanically extendable outriggers for positioning and stabilizing while still leaving room for crews to inspect every inch of work surface.

In addition to the increased safety provided by a thorough inspection, the suspended platform makes routine maintenance safer for the work crew. The platform boasts one of the highest safety ratings in the industry and meets OSHA, ANSI, CSA and EN safety standards. Maintenance repairs are also much safer and more efficient because the necessary materials and equipment are stored right on the platform, eliminating the danger associated with manually moving materials up and down scaffolding systems.

With annual maintenance completed thoroughly and efficiently, the platform quickly breaks down for easy storage in the Mini-Cassia factory break area where it will stay until next year. This company has been using the suspended platform for five years.

"In that time, we've only found one small dent," Anderson said. "For the work we put it through every year, that's impressive durability."

It's so impressive that the company has partnered with Bricking Solutions for a second suspended platform. Like the original platform for the Eberhardt lime shaft kiln, the new

suspended platform was custom designed for cleaning and maintenance on the interior of a new vertical storage silo. The new platform is rectangular in shape but curved along one side, allowing it to move along the interior of the 60-ft diameter silo. It is 20 ft wide by 24 ft deep with a capacity of 2,000 lbs and uses four air hoists rated for use in the silo's combustible environment. All components had to fit through a 3'-by-3' door and be light enough to be carried by hand. Similar to the original platform, the new suspended platform features a modular design with pin-together, repeatable components that do not require tools after the initial assembly to maximize efficiency. It is also equipped with sturdy fall guards and toe boards around the perimeter for increased safety.

Conclusion

After decades of ladders and scaffolding, the Idaho processing facility's officials are excited to have found a safe, durable solution that increases the efficiency of annual kiln maintenance. The custom-designed platform improves ROI by diminishing downtime while providing a comfortable work area for the whole crew – taking routine maintenance to new heights of productivity. ■



Above:
The 360° accessibility provided by the EZ Lift means crews can quickly complete more thorough inspections, decreasing downtime.



Left:
Each section of the EZ Lift suspended platform weighs less than 45 lbs and effortlessly fits through the kiln's 54"-high by 36"-wide door.

Putting a skills-building program in place with simulators

In Toledo, Ohio, the Department of Public Service and the Department of Public Utilities together employ more than 75 heavy equipment operators to run the municipality's equipment fleet. From motor graders and backhoes to utility trucks and cranes, the fleet is used to dig, trench, lift and move materials all over the city.

Although the two departments manage a large number of operators, Toledo had no formal equipment training program until 2018. Tim Plath, a 30-plus-year employee of the City of Toledo and manager of health and safety for the Department of Public Service, said that in the past, heavy equipment operation wasn't considered a skilled trade.

"When I first came to the city, snow and ice control workers were considered heavy equipment operators," he said. Although these workers may be skilled at operating snow plows, they were not formally trained to be heavy equipment operators. The city recognized there was a need to elevate their operator training.

Putting a skills-building program in place

Heavy equipment are powerful tools, but untrained hands can cause major property damage, equipment deterioration or workplace injuries.

To mitigate the chance of these incidents, Jeremy Mikolajczyk, Toledo's commissioner for streets, bridges and harbor, spearheaded the development of a formal heavy equipment operator training program. While at an industry event looking for ways to produce better skilled operators and improve safety in city departments, Mikolajczyk came across CM Labs and its Vortex simulators.

Although the city shopped around for different simulators, it quickly settled on the Vortex simulator because of its versatility and the variety of machines that operators could be trained on. While many operators run the same equipment all year, different seasons may call for different machines. By using one simulator to train on multiple machines, which CM Labs' system of swappable controls makes possible, the city's heavy equipment operators gain familiarity with most machines in the fleet.

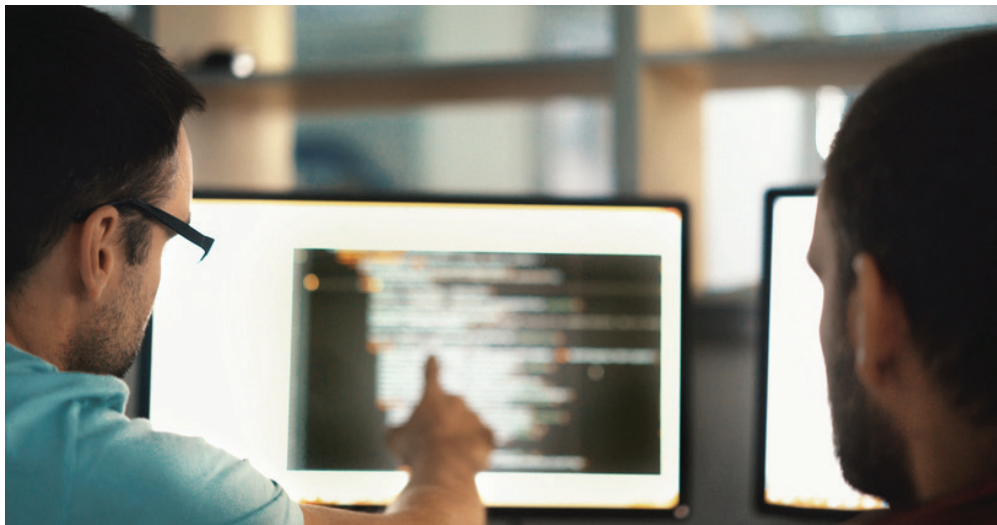
Assessing new hires – and experienced operators

The City of Toledo received its Vortex simulator in January 2018. Initially, the objective of the simulator program was to determine a baseline of each operator's skillset and where they needed improvement.

In addition, CM Labs provided its SimGuide Service to help the City of Toledo understand how to maximize the use and return on investment for their Vortex simulator. Plath, who went through the International Union of Operating Engineers' apprenticeship program, has a number of years in the seat. As a training tool, he said the CM Labs Vortex simulator has been excellent.

"One thing I like about the basic controls test is the new guys are doing tasks that some of our experienced operators have never learned," he said.

CM Labs' SimGuide Service is designed to support companies at any stage of simulator adoption, whether they are developing a simulation-based training program for the first time or extending the use of their existing Vortex simulator.



CM Labs' SimGuide Service was used to help the City of Toledo determine how to maximize the use of their Vortex Simulator.

Immediate cost reduction for operator training

For example, many operators who need to reposition the backhoe while digging will turn the seat and leave the tripod position instead of using the arm to position the tractor. "This basic controls exercise taught them to use the backhoe to move themselves around, which makes them so much more efficient," he said.

For trainers, the simulator helps them become much more engaged with the students.

"I spend more time just watching the trainees, because the simulator reports the metrics, like time, after the training," Plath said. "I can see things that I wouldn't be able to see in the field – like when an operator is going downhill in a front-end loader, I can see if they are using the wrong brake pedal." When an operator uses the clutch disconnect rather than going into a low gear, it creates more wear on the machine. With simulator training, he can catch and correct bad habits. "All I would be able to see in a field exercise is if they got down the hill without having an incident," he added.

Trainees are also finding success in their operation after training on the Vortex simulator. "We had a younger operator on the simulator, and he picked up backhoe operation really fast," he said. "Human resources was setting up interviews and skills tests for heavy equipment operator jobs. He practiced for four hours and as soon as he left, he took the tests and did great on the backhoe."

In the future, the human resources department is planning to also use the Vortex simulator to screen potential operators and new hires as well as promoting current operators to new positions.

Measuring success

Plath sees the biggest return on investment for the simulator is the reduction in incidents. "We want our operators thinking smarter, which is why I like that there are obstacles to get around in the simulator exercises," he said. "It shows that it's not okay to bump something while you are working."

Conscientiousness and operating without faults are two areas that Plath sees as indicators of successful equipment operation. "I see success as being able to compete a task without messing up, being productive and having it look good when you're done," he said. "I'm big on keeping the work site tidy. Not only do you have to do good work, but you have to make it look good too." ■



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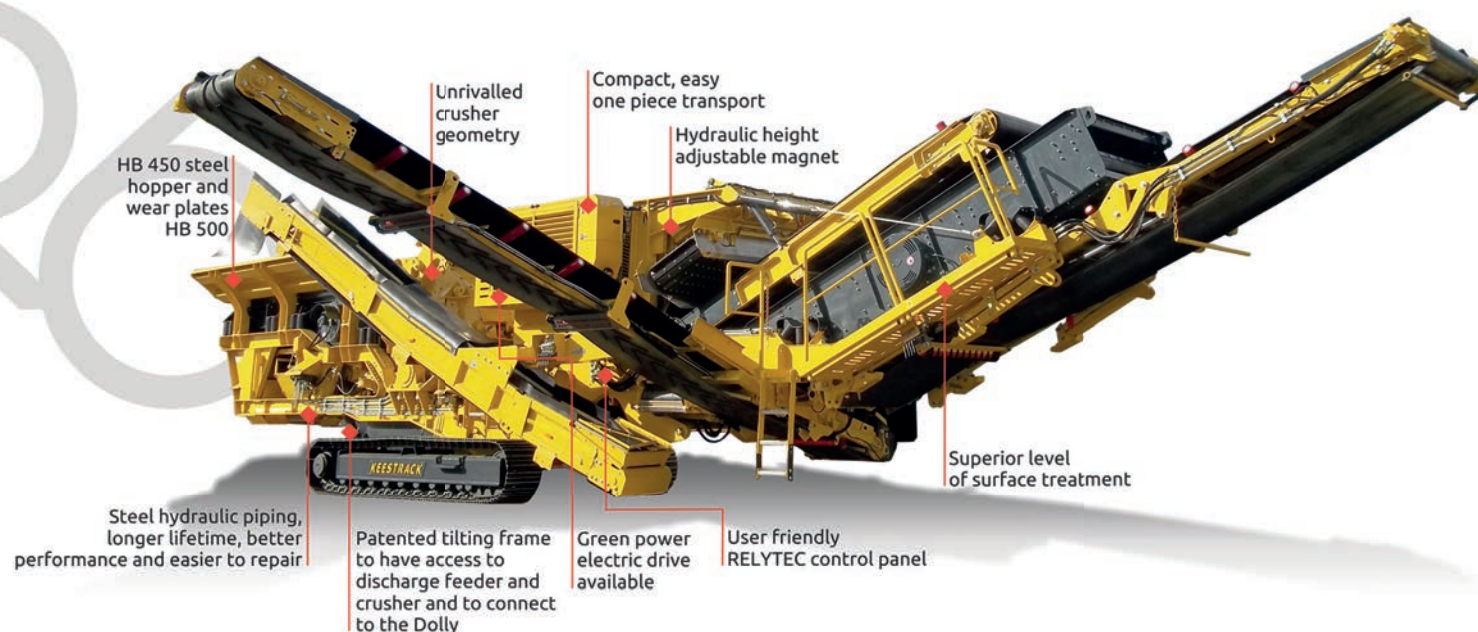
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What does new leadership at DOL mean for OSHA and MSHA?



Source: [Safety Law Matters](#)

With the departure of Alexander Acosta as Secretary of Labor, the department immediately got an acting chief who is expected to more closely align with the White House. Meanwhile, the nominee to replace him, Eugene Scalia, is well known for his DOL and workplace safety-related law practice. What do these new leaders mean for OSHA and MSHA?

Patrick Pizzella steps in as Acting Secretary of Labor

Acting Labor Secretary Patrick Pizzella will manage the helm of DOL until Eugene Scalia is confirmed by the Senate. No date for a hearing on Scalia's nomination has been scheduled on the calendar of the U.S. Senate Committee for Health, Education, Labor and Pensions (HELP) as of this writing. It could be some time. Secretary of Defense Esper's confirmation took seven months.

Until Scalia arrives, DOL's leader will be Pizzella, in the past a conservative lobbyist, who has long been involved in labor and workplace-related issues. Many believe that he is fairly well aligned with the White House, including with Acting White House Chief of Staff Mick Mulvaney and White House Labor Advisor James Sherk.

Having a close White House ally leading DOL may be a change. As a result, while Pizzella could wait until Scalia is confirmed to make any major regulatory changes with the new secretary's input, he may also be positioned to move forward administration priorities in the interim. Indeed, given a possible extended confirmation process and the end of the administration's term in sight, the White House and Pizzella may not want to wait. In the case of OSHA in particular, moving forward with regulatory efforts may be even more important since that agency is still without a permanent leader. Perhaps for that reason, OSHA seems to be moving ahead with at least some regulatory work (such as lockout/tagout – see below).

Nominee Scalia has years of experience with employment and labor issues

Scalia, son of the Supreme Court's late Justice Antonin Scalia, has most recently been a litigator representing corporate clients before federal administrative agencies, including on employment and labor law matters. In addition to his private practice experience, he served as the Solicitor of Labor, the chief legal advisor at the DOL, under President George W. Bush from 2001-03 and as a spe-

cial assistant to then-Attorney General William Barr from 1992-93.

As the nominee for Solicitor of Labor in 2001, Scalia reportedly enjoyed bipartisan support from former DOL solicitors in the Clinton, George H.W. Bush, Reagan and Nixon administrations. His confirmation hearing even included an admiring note he had received from Justice Ruth Bader Ginsburg. The current Republican-controlled HELP Committee seems most likely to approve sending his nomination to the Senate floor – very possibly by a vote along party lines.

Scalia seems to have embraced the administration's de-regulatory agenda, particularly calling its policy of eliminating two rules to offset the cost of each new rule a "very significant executive order and the most important government rulemaking since Ronald Reagan's cost-benefit executive order in the 1980s."

Views on OSHA enforcement

Since labor and employment law have been Scalia's areas of expertise as a lawyer, he would bring to the post extensive regulatory and labor law experience, deep understanding of administrative law and the rulemaking process and his stated respect for the rule of law. He also understands the important roles that both OSHA and private companies play in securing safe workplaces. In a speech before the ABA in 2002, he commented that "good companies recognize that their workers are integral to their [the company's] success and should be protected and respected" and that one method of protecting workers is by "complying with occupational safety and health laws."

Scalia has urged OSHA to focus its limited enforcement resources and aggressively prosecute "those who disdain the rule of law and the legal process itself." He also advocated targeting inspections performed by OSHA on worksites with injuries that result from violations covered by OSHA regulations and that are considered serious, willful or repeat violations. He said the goal should be to use OSHA's limited resources to ferret out the most egregious offenders, to meet enforcement priorities, to increase prosecutorial success rates and to protect workers by preventing injuries that result from violations of OSHA law.

On an important role for unions

With regard to the role of organized labor and federal regulatory enforcement, Scalia described his views in a thought-provoking piece published in the Harvard Journal of Law and Public Policy in 2001. There, he proposed the adoption of an "integrated labor and employment policy" approach that would enable regulators to defer to unions more so the unions could play a more productive role in promoting workplace safety, among other areas. Essentially, he argued that unions can help regulate employee behavior. For example, he noted that OSHA can, but rarely does, defer to a labor-management griev-

ance and arbitration process to determine the result of a whistleblower matter.

On another occasion, he reiterated that he has "seen unions and their lawyers advocate passionately and effectively for safety and health protections above and beyond those provided by law," helping to contribute to workplace safety.

Recognition of MSHA's inspection challenges

Of course, in his role as Solicitor of Labor, Scalia had exposure to MSHA enforcement as well. In a 2005 article in the University of Pennsylvania Journal of Labor and Employment Law, he discussed the challenge that MSHA faces with managing enforcement resources when some might expect it to be ever-present since it must inspect every property two or four times each year.

Explaining a dynamic familiar to many in the industry, he understood the pressure on MSHA to investigate intensely: "When a dangerous condition at a mine causes serious injury or death, MSHA will have been there recently. When it was there, what did it find? If it did not find the hazard, why not? If it did find the hazard, what did it do to address it and was that enough? For MSHA to identify a violation in a post-accident investigation, is for the agency to raise the possibility that it erred. That sort of admission can be difficult, and in this sense the high 'intensity' of MSHA inspections can be among the challenges that confront that agency."

Supporting an effective whistleblower process

In the same article, Scalia also talked about the importance of the whistleblower process as an "auxiliary means of achieving compliance" that helps agencies manage limited resources. He suggested that making sure processes like that are functioning and respected is a priority. He recalled a case in which DOL was criticized by the court for taking 18 months to seek temporary reinstatement for a miner. He said that he worked with MSHA leadership at the time to establish timetables and a monitoring system to be sure complaints would be handled quickly.

He added, "When those who make good faith safety and health complaints are subject to retaliation, it erodes an important source of government information on potential violations of the law. The government, in turn, is forced to place greater reliance on less reliable sources, such as ... random inspection schemes," like OSHA's site-specific targeting.

OSHA regulatory action on the horizon?

As Pizzella takes the helm and Scalia prepares to follow him, a number of regulatory developments could be on the way, though many seem to be moving slowly until now. Here are a few areas and rules where change might be in the works:

- **Lockout/tagout:** As we reported previously, OSHA has a pending Request for Information (RFI) about possibly making changes to modernize lockout/tagout in light of advanced technology, robotics and control circuits.
- **Beryllium construction and shipyard sectors:** Revocation of the ancillary provisions of the final rule regarding occupational exposure to beryllium in construction and shipyard sectors which was previously finalized on Jan. 9, 2017. OSHA is currently reviewing comments prior to finalizing the rule.
- **Silica:** Possible modifications of rule, particularly adding new tasks and dust control measures to Table 1. ■



Acting Labor Secretary Patrick Pizzella will manage the helm of DOL until Eugene Scalia is confirmed by the Senate.



Cemen Tech CONNECT allows real-time video field support at the push of a button.

Graphic courtesy of Cemen Tech

New web-based mobile video platform provides Cemen Tech users with free real-time field support and more

Cemen Tech CONNECT allows real-time video field support at the push of a button. Users are immediately connected to a field support expert via live video calling, who can then assist with troubleshooting, part identification, field evaluations and more. Live multi-party video calling gives users the ability to share content (pictures, video, parts manuals, etc.) across multiple screens and on-screen annotation allows users to draw, point or circle right on the screen for simplified communication. Field support experts can then provide information for any necessary parts or problem resolution.

"Our support team is comprised of some of the most knowledgeable men and women in the volumetric mixing industry," said Connor Deering, CEO/president of Cemen Tech. "One of the biggest challenges in providing phone support to customers is ensuring a common

understanding of the issue. Cemen Tech CONNECT allows our technical experts to visually be in the field with our customers, to understand problems faster, outline routine maintenance procedures and provide the information and support necessary to get our customers back up and running. Cemen Tech CONNECT makes it feel like they are right there with you. When we pair Cemen Tech CONNECT with our growing dealer network and 24-hour parts program, we are doubling-down on our commitment to our customers' success."

Cemen Tech is the first manufacturer in the volumetric market to offer real-time video support services. Cemen Tech CONNECT is available exclusively – and at no cost – to Cemen Tech users as a value added service, and can be downloaded from the Apple or Android app stores on your preferred mobile device. ■



LiftEx 2019 is the free-to-attend flagship event of LEEA (the Lifting Equipment Engineers Association) taking place at the Marshall Arena (formerly Arena MK) in Milton Keynes on Nov. 13 - 14, 2019. This year, the not to be missed global gathering for the lifting industry will be part of LEEA's 75th anniversary celebrations.

The Lifting Equipment sector is involved in a broad array of end-user markets including rail, construction, renewable energy, civil engineering, entertainment, road and maritime transport, health and safety, utilities, logistics and manufacturing. LiftEx provides a dedicated event to address the many different challenges, solutions, regulations and best practice advice for these sectors under one roof – providing an ideal networking forum for over 1,000 industry peers.

In a brand new addition to LiftEx, Day

Celebrating 75 years of LEEA at LiftEx 2019

1 will see the Innovation Award Showcase, sponsored by Industrial Training International (ITI). This dedicated home to demonstrations and presentations from the Innovation Award finalists pitching their solutions for votes from visitors will be the place to see cutting edge innovations for the industry. Visitors can cast their votes on the day, which will be added to those of the judges. The winner will be announced that evening at the prestigious LEEA Awards 2019.

Hosted by TV presenter Rachel Riley, the LEEA Awards 2019 will be announced and bestowed at the LiftEx 2019 Awards Dinner on Nov. 13 at the DoubleTree by Hilton Hotel, which is within the Marshall Arena complex in Milton Keynes.

In another new development for 2019, Day 2 of LiftEx will feature a sharp focus on training and knowledge in the Open Learning Zone. Here, LEEA Learning & Development and Technical teams will be offering

visitors free training sessions and clinics. This will be an open learning environment for visitors supported by TEAM card assessment sessions, mini presentations on specific subjects and technical updates, with the opportunity to gain a certificate of CPD

attendance.

Also on Day 2 will be a program of speakers delivering Business Support Sessions. These will offer free industry-specific advice to visitors on IT, GDPR, legislation, HR issues and more. ■



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This year, the not to be missed global gathering for the lifting industry will be part of LEEA's 75th anniversary celebrations.

Photo courtesy of LEEA

New state-of-the-art facility for J & J Equipment in Central New York



Coverage and photos by Colleen Suo

Situated on over 10 acres of property in the Cicero, NY, area, J & J Equipment's new state-of-the-art facility is more than ready to meet the maintenance equipment needs of all Upstate New York municipalities.

Situated on over 10 acres of property in the Cicero, NY, area, J & J Equipment's new state-of-the-art facility is more than ready to meet the maintenance equipment needs of all Upstate New York municipalities.

Founded in 2001 by George Lonergan — with the support of his wife, Carol — J & J Equipment began humbly, with Lonergan's first year of operation taking place from their home selling street sweepers to local municipalities. Prior to venturing out on his own, Lonergan worked many years at his family's Syracuse Equipment, located in North Syracuse, serving the heavy construction equipment sector in central New York.

By 2002, he had enough clients to move to their previous location on Route 11 in Brewerton.

Lonergan said J & J experienced a natural progression of growth during the first eight years. "We figured we were out calling on the municipalities, so we might as well have other products to sell to them beside just the one. We

wanted to expand and grow the business — I wanted a sales team of more than just myself. I now have two salesmen on the road full time."

J & J has expanded its product line to include the Tymo line of air sweepers, Superior Broom road sweepers, Aries video pipeline inspection systems, Loadmaster refuse equipment, Dyna-vac sewer jetting systems, Fair brand commercial snowblowers as well as asphalt repair and pothole patching equipment.

The sales team services many municipalities in New York State, covering every county in the Upstate trading area. Lonergan explained, "We cover all of New York state except New York City and Long Island."



Factory-trained technicians (L-R) Josh Tucker and Rick Buckley perform an extensive inspection to prepare a Tymo model 600 for delivery to the next rental client.

Rick Zerrillo handles the central-western area and Scott Leavery covers the central-eastern territory. Both men are factory trained for selling and operating of J & J's product lines.

J & J specializes in sales, rentals, parts and services for all the brands it carries. They have one of the largest fleets of rental street sweepers in the central New York area. Service Manager Todd Lipke handles the maintenance scheduling of the fleet of rental inventory and oversees the factory-trained technicians, Josh Tucker and Rick Buckley.

The previous maintenance area, according to Lonergan was "basically, just one big garage. It didn't have any drive thru bays, everything was pushed against the walls and we would pull one truck in at a time and work on it."

The new facility has three large drive thru bays, which really amounts to six individual service bays. The new parts



Above:

J & J's new maintenance shop has six full size service bays.

Inset:

This Dyna-Vac sewer jetter was recently purchased by the Village of Sodus (NY) DPW and is ready to be delivered.



Todd Lipke handles the maintenance scheduling of the fleet of rental inventory and oversees the factory-trained technicians.

inventory department is accessible directly off the service area via a standard door or overhead door to move larger parts with a fork lift as needed. The parts delivery / inventory bay houses parts for their maintenance use or for shipping out to customers maintaining their own equipment.

Discussing some of the equipment they offer, Lonergan said the refuse trucks are customizable to the municipalities' individual needs. "Whichever chassis the customer prefers is shipped directly to the body company in Michigan where they mount the body on the truck and paint to the customer's specs. Then it's delivered here as a complete unit for the municipality to pick up.

"One of our most recent sales is this Dyna-Vac sewer jetter sitting outside. It was just purchased by the town of Sodus DPW. It's a tandem-axle sewer jetter, it carries 500 foot of high pressure hose for cleaning out the sewer lines. It's got its own engine, which is a Kohler diesel and it's got two 350-gallon water tanks, so there's a 700 gallon capacity. Dyna-Vac is a family owned business — like ours — located right outside of Rome, New York in Stittville."

As with many family-owned businesses, children grow up within the workforce. Jared, 20, works as a sales apprentice and is also active U.S. Army and 17-year old son, Jack,



This 2019 CPMG Durapatcher is currently on rent to the Onondaga County Highway Dept.

is right at home in the service area running parts and other assorted tasks. Lonergan's youngest son, George, has not yet entered the workforce.

Lyn Young, office manager and administrator has been with Lonergan from the very beginning and keeps the internal operations running smoothly. Both she and Lonergan were very involved in designing the layout of the new facility — learning from what didn't work the best in the previous facility.

The new building is 10,500 square feet — increasing J & J's usable floor space by about 3.5 times and the outdoor inventory storage area has increased nine-fold. The expansive reception area is laid out with ease of work flow and customers in mind, with plenty of room for paperwork and easy transition through the building into the service area for vehicle pick-up. The large front entry area will also allow for possible training sessions in the future or display of new equipment, with easy access through a large overhead door on the east side.

When asked about the future, Lonergan remarked he'd like to expand to other East Coast locations. But for now, the team he has in place is poised to take J & J Equipment into the next decade and beyond offering sales, rentals, parts and service of municipal maintenance equipment all in one central New York location. ■



Left:

J & J's outdoor rental inventory storage area has increased nine-fold.



Below:

This Loadmaster refuse truck was recently delivered to the Village of Solvay, NY.



A Tymco 600 air sweeper is being prepped for rental delivery in one of the new spacious service bays in the state-of-the-art facility.



New web tools make 3D lift plan features available on-the-go

A1A Software LLC has introduced five new web tools for task specific lift planning activities in 3D Lift Plan.

"These tools enable users to input or gather important lift planning information without creating a full lift plan," explained Tawnia Weiss, president. For on-the-go, in-the-field decision making, these web tools provide quick, accurate information accessible from a tablet or other mobile device that can later be integrated into a full lift plan.

Sketch Pad allows estimators, project managers or others involved in initial job bidding or lift planning to draw on screen using their finger. After entering an address, a Google Map displays as background. On this aerial view, it is possible to note the lift location, crane setup location and other site-specific information.

"This is a great tool for gathering initial information for a job estimate,"

said Weiss. The sketch can be saved to 3D Lift Plan and will auto-create a lift plan for the user, which reduces steps and streamlines documentation.

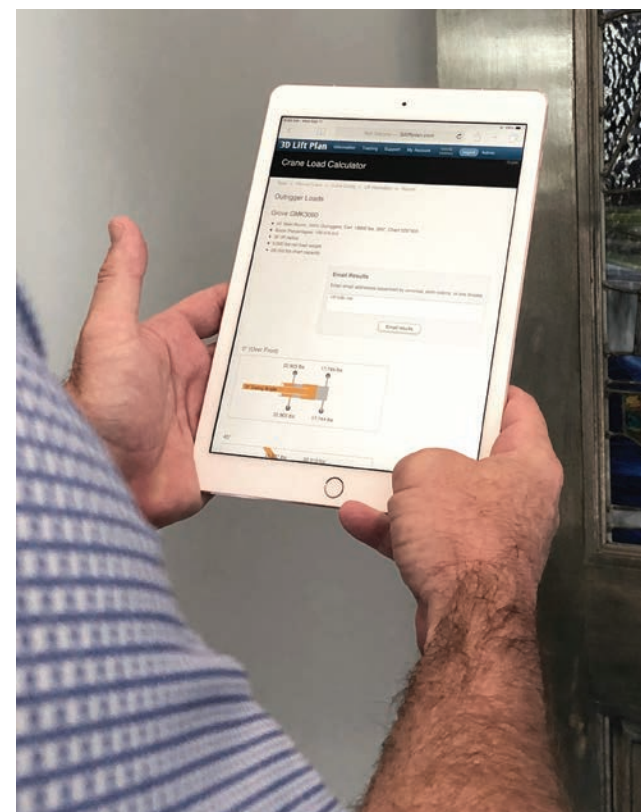
Crane Comparison allows users to compare up to 10 crane load charts at a time. "Information displays graphically, for an easy visual reference of the capacities at various working ranges," explained Weiss. The tool is ideal for salespeople who are working with customers to identify the most cost-effective option that can get the job done.

Load Chart Viewer takes information in traditional load charts and presents them in a visual infographic presentation. This graphical representation overlays load chart data, such as capacity at various lift radii, into a range diagram with capacities. "If you've heard the phrase 'a picture is worth a thousand words,' the load chart viewer is exactly that – a visual represen-

tation of load chart data," said Weiss.

Crane Loads Calculator allows users to determine maximum outrigger loads for the specific crane configuration without creating a full 3D Lift Plan. Simply choose the crane, the load chart, boom length, load weight and radius, and the Crane Loads Calculator will present you with critical setup information.

Mat Calculator, which will likely be used in conjunction with the Crane Loads Calculator, allows users to select the appropriate outrigger pads or crane pads for the allowable ground bearing pressure. This is a mobile variation on the feature integrated into 3D Lift Plan in 2017, which provides data for engineered outrigger pad products, such as DICA's Fiber-Max or SafetyTech pads, steel mats or timber mats, into 3D Lift Plan. ■



For on-the-go, in-the-field decision making, these web tools provide quick, accurate information accessible from a tablet or other mobile device.

Cemen Tech expands ACCU-POUR™ compatibility

Cemen Tech recently announced that ACCU-POUR, the company's advanced suite of cloud-based productivity solutions for volumetric concrete mixer users, is now compatible with all volumetric mixers available on the market today. Originally developed to integrate with Cemen Tech C60 mixers, ACCU-POUR is now compatible with Cemen Tech M Series mixers as well as other volumetric mixers developed by competitive OEMs.

In addition to the expanded compatibility, ACCU-POUR now offers even more advanced custom reporting. The reporting module now has the ability to filter data based on mixer, operator, city or ZIP code. This allows business owners to generate custom reports for more accurate job bidding, improved forecasting, productivity monitoring and more.

"The continued development and expansion of our ACCU-POUR suite illustrates our leadership and commitment towards developing the most innovative and advanced volumetric concrete production software solutions for the industry," said Connor Deering, CEO/president of Cemen Tech. "Now, ACCU-POUR is no longer confined to Cemen Tech equipment – it can be utilized by any business owner with a volumetric mixer." ■



The company's advanced suite of cloud-based productivity solutions for volumetric concrete mixer users is now compatible with all volumetric mixers available on the market today.



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PEORIA, IL – One of the nation's most experienced global innovators of dust and odor control technology has developed a new, autonomous mobile system that uses no water to reduce site odors from soil remediation, landfills, food processing, composting facilities, wastewater operations and other large-scale applications. Unlike conventional water-based odor control equipment, the OdorBoss® Fusion from BossTek takes a different approach, with a patent-pending delivery system that eliminates the need for water dilution. The unique nozzle technology and powerful ducted fan distribute the company's highly-effective odor control chemicals over a wide area and the fully-contained, self-powered unit can run for more than a week without operator intervention.

The new design is a fully customizable chemical flow and dispersion method. Operators are able to adjust chemical output by determining run time intervals and duty cycles to suit specific application needs. Powered by an industrial generator in a deluxe enclosure, the OdorBoss Fusion provides a continuous run time of up to 10 straight days without refueling and as much as 2 months of operation from a standard 275 gallon tote. The fully biodegradable family of chemicals is effective on a wide range of odor sources, including VOCs, sulfides, mercaptans, amines and even ammonia. The unit features a heated enclosure and nozzle with heat tracing to allow operation in virtually any weather.

Mounted on a rugged agricultural trailer with foam-filled tires, the entire system is engineered with industrial-strength components to withstand difficult operating environments. It can also be ordered on a street-legal roadworthy trailer for customers who may want to transport the equipment between facilities.

With a fuel capacity of 200 gallons, the generator employs an EPA Tier IV compliant engine, which also meets EU Stage IIIB emissions standards. The control panel is housed in a protective NEMA 3R cabinet and the touchscreen controls allow adjustment of duty cycle and output time. Electrical components are NFPA 110 compliant.

"This design incorporates the features and benefits that have been identified as most important by our customers and others in a wide range of odor-producing industries," commented BossTek Project Engineer Jason Lesch. "It's highly mobile and operates for extended periods without operator intervention, with the ability to adjust chemical usage rates to suit the needs of specific applications. And the unique nozzle technology delivers unmatched versatility, allowing operators to customize operation to best suit their individual conditions."

The nozzle produces chemical droplets in a specific size range and the powerful 7.5 hp fan delivers an air flow of 9,200 CFM (260.50 CMM) to further atomize the liquid for wide area dispersion. Precise aiming is provided by user-defined oscillation of 0° - 359° and with a vertical adjustment of -18° - 51°. The odor control chemicals can be specified as unscented or with a variety of natural tracer scents to help confirm the unit's efficacy, including cinnamon and fresh-cut grass.

"We've evolved over the years from a well-respected equipment supplier to a custom solutions provider," Lesch continued. "Our new and emerging technologies are developed to meet stated industry needs, with input from a broad spectrum of odor-producing operations."

"After a number of years in the odor control industry, we've received valuable customer feedback from a wide range of different applications," he added. "That input has helped us to continue the evolution of the OdorBoss into the latest generation, with features such as onboard power and eliminating the need for water dilution."

Like all of the company's equipment designs, the OdorBoss Fusion is backed by an industry-leading 3 year/3,000 hour warranty, with a 2 year/2,000 hour warranty on gensets.

Following a successful business plan implemented with its dust control equipment, BossTek maintains a rental fleet to allow rapid response to customer requirements for odor control. Initial trials and early sales have demonstrated the effectiveness of the design, and the company will continue to offer its "try before you buy" option, as well as a discount to customers who rent prior to making a purchase. The sales team has already planned to demonstrate the new design across the country this summer, making site visits to prospective buyers so they can see the equipment in action under their own specific operating conditions.

For more information, visit bosstek.com.



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The patent-pending technology of the OdorBoss® Fusion eliminates the need for water dilution.

Photos courtesy of BossTek



Tidewater Equipment will sell and service CASE equipment out of its Tifton, Smithville and Pinehurst locations, serving the landscaping, general construction, forestry and agricultural markets.



People in the industry

Dealer to represent full line of CASE equipment in 42 counties in western and southern Georgia

Tidewater Equipment has joined the CASE Construction Equipment dealer network and will represent the manufactur-

er in 42 counties spanning western and southern Georgia. The dealer will sell and service CASE equipment out of its Tifton, Smithville and Pinehurst locations, serving the landscaping, general construction, forestry and agricultural markets.

"The southeast is growing. It's critical to the construction market now and for years to come, and Tidewater provides us a strong and established partner to support CASE equipment owners in the region," said Brian Weisbaum, director of dealer development - North America, CASE Construction Equipment. "They've fully embraced our work by supporting causes we believe in such as Team Rubicon, and the leadership, sales and service staff give CASE a new and reliable partner in the region."

"CASE is an iconic American brand with a strong history that builds upon proven equipment lines and continuously finds new and innovative ways to provide value and efficiency," said Jackie Fleetwood, general manager, Tidewater Equipment. "This is a great new expansion for us, and will allow us to better serve forestry, construction and agricultural operations throughout our territory with a more complete line of equipment to spur their business growth." ■

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People in the industry

Telematics connects contractor, dealer

Tasman Geosciences relies on the connection with its dealer service department made possible through CASE SiteWatch to keep ahead of planned maintenance activities and to keep their equipment up and running.

Specifically, the new earthmoving division within Tasman's construction group is working to deliver environmentally conscious remediation services through excavation, oftentimes on delicate sites with existing infrastructure.

Derek Palmer, the construction operations manager who leads the Tasman excavation unit, said the team is typically operating on sites where visibility, attention to detail and precision run paramount to speed and productivity.

On a recent job near Denver, CO, Tasman used a pair of CASE CX350D excavators and one each of the 621G and 721G wheel loaders to execute remediation projects. Each project is generally proprietary and/or confidential with the client, but the equipment flow/material handling stays pretty consistent.

"We're using these machines to mix material in the ground and clean it up," Palmer said. "The CX350D is typically throwing to one of the CASE wheel loaders and we're stockpiling and working back towards all clean walls. When we're done, we push the site shut and pack it tight."

The 350D excavators feature 268 hp and 56,157-foot pounds of bucket digging force. With cycle times that are up to 12% faster than previous CASE excavators and the increased breakout force, they're "truly workhorses" for Tasman's operation, Palmer said.

"[The 350D] is very smooth for as powerful as it is," he said. "It has great power. We haven't come across anything that we can't break out of the ground with minimal effort."

Combining that power with smooth hydraulic operation is critical, as much of the group's final grading work is done with the excavator, and the 350D is accurate enough

that they don't require a precision system. That speed, accuracy and responsiveness is achieved in part through a new electronically controlled pump, a larger control valve and multiple sensors – all which combine with the CASE Intelligent Hydraulic System (CIHS) to make the best use of the machine's power and momentum.

"Having a boom that carries or a stick that bounces would make our job very difficult," Palmer said. "With the two 350s we have, that's not the case. They're very smooth. You can load very delicately, and you can dig delicately [even] with such a large machine."

Another major factor for Palmer is the visibility and job-site awareness afforded by the cab's visibility and the rear- and side-view cameras mounted on the machine.

"One of my favorite things about the CX350D is it has a blind side camera," he said. "That boom camera helps me run next to fences and things that I would never see on the side of my boom."

Big performance in tight spaces

Tasman's job sites can be relatively tight with existing infrastructure in place. The CASE wheel loaders are nimble enough (even with a full size machine) to get around sites without damaging those structures but big enough to keep up with production rates.

The 621G and 721G are similar in size at 27,282 lbs and 33,810 lbs, respectively. They both have maximum bucket capacities of 4.5 cubic yards with the 721G possessing higher horsepower output at 195 versus 172 for the 621G.

A primary feature for Tasman on the CASE wheel loaders is the machines' visibility. With an operator environment inspired by automotive design, the CASE 621G and 721G feature electro-hydraulic controls, ergonomic design and operator interfaces that make operating simple and more efficient.

But for Tasman, the biggest factor is being able to see everything clearly at all times.

"[Safely navigating the site] is a big deal and it's a nice wide-open cab – not any obstructions," Palmer said. "The cab is extremely comfortable. It's like being in a Cadillac compared to older stuff. It also has a lot of creature comforts you can set and adjust yourself to how you perform in the machine, and it gives you versatility to a less experienced guy or a more experienced guy, and what you're comfortable with."

Strategically partnering with the dealer

Tasman and CASE dealer Titan Machinery have built a reliable partnership that helps the company's earthmoving division stay on top of their equipment's operating status, service and maintenance. One way they achieve this is through joint telematics monitoring to ensure all equipment is maintained properly while maximizing uptime. The company has granted Titan visibility into its CASE SiteWatch telematics program to help the dealer proactively address service issues, scheduled or otherwise.

SiteWatch telematics is offered at no cost to Tasman as part of CASE ProCare, which includes a three-year, 3,000-hour full-machine factory warranty; three-year, 3,000-hour planned maintenance contract; and a three-year Advanced CASE SiteWatch™ telematics subscription.

"Titan has always responded really quick with any needs we have. We have a lot of things that aren't planned for in our scope of work, it's constantly changing, and Titan has always kept us at the front end of everything to where they do everything in their power to keep us on schedule and keep us running."

"The telematics services is one of the biggest things we deal with every day," Palmer said. "It could factor in massive losses or it can help with huge gains. The more we

run the equipment is the more money we make, so Titan's remote link to keep an eye on the machines works great for us."



A primary feature for Tasman on the CASE wheel loaders is the machines' visibility.

Photo courtesy of CASE CE



Industry news



SEAA makes craft training and testing available to college students

SEAA is expanding its relationship with technical and community colleges in order to bring NCCER-accredited testing for craft professions, including the SEAA/NCCER ironworker program, to students in local communities.

The partnership allows colleges to become members of SEAA, giving them access to the SEAA/NCCER Ironworker Craft Training program and other NCCER craft curriculum and assessments.

"As demand for skills training grows, SEAA seeks to provide communities with the resources and students with the pathways necessary to get the training, qualifications and certifications necessary for careers in construction," said Tim Eldridge, president of Education Services Unlimited and SEAA's Craft Training and Assessment Administrator.

Wake Technical Community College in North Carolina is the newest post-secondary institution to be sponsored by SEAA as an authorized assessment site. They join a previously established relationship with Trident Technical College, with locations in South Carolina.

"Post-secondary institutions can join SEAA for a nominal fee of \$700, which gives them access to become accredited training units and/or authorized assessment sites. In addition, it affords students of those schools the opportunity to receive SEAA's Connector magazine, monthly newsletters and invaluable networking opportunities with steel erectors, fabricators and other member companies," said Tom Underhill, executive director. ■



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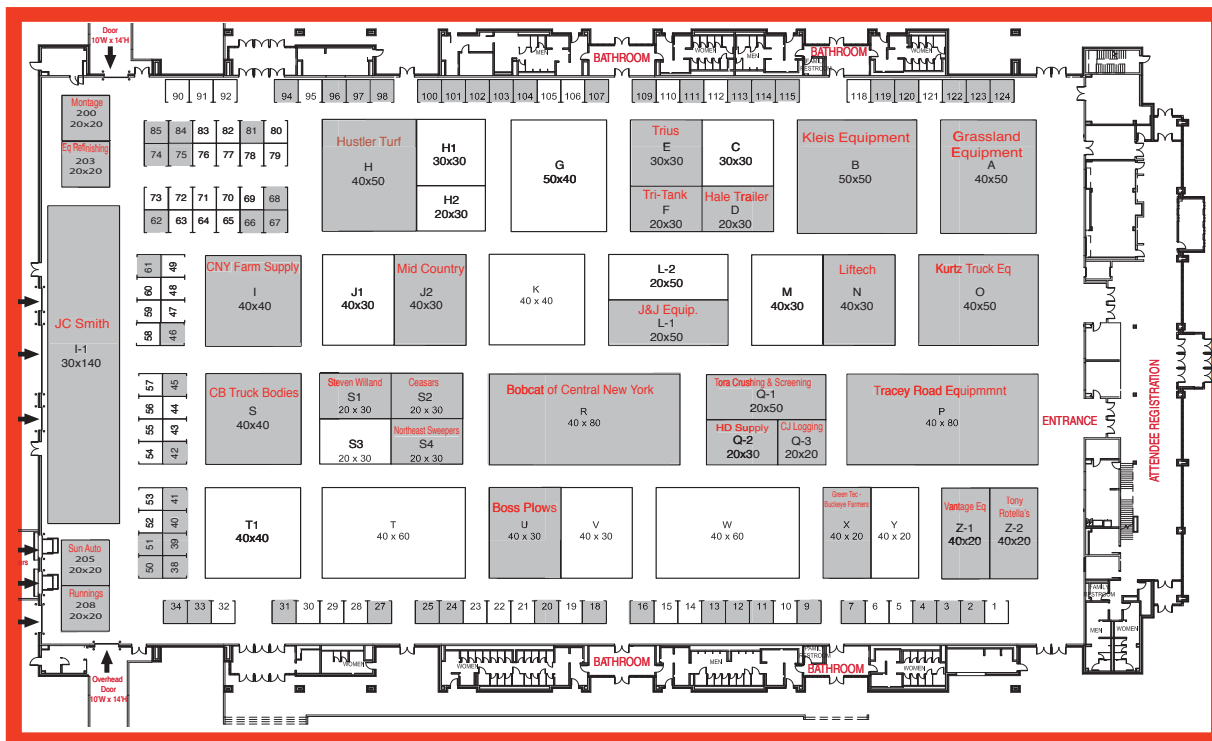
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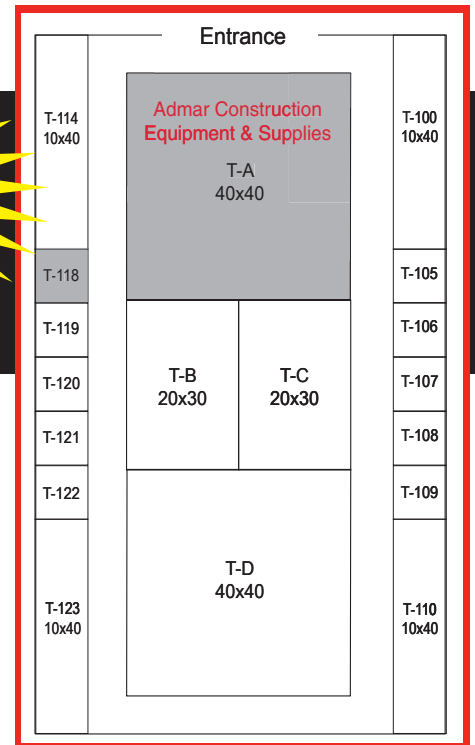
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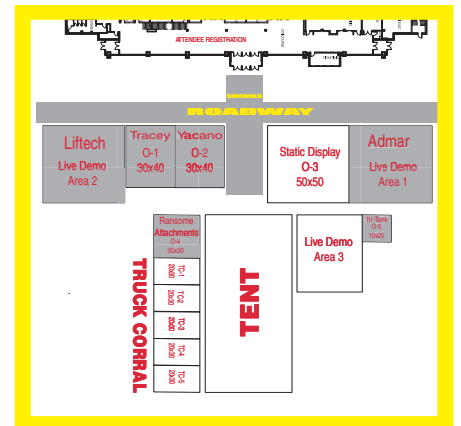
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Industry news

Bobcat Company announces opening of new training center in Aurora, CO



Distinguished members of the Aurora community joined Doosan Bobcat North America executives for a ribbon cutting ceremony.

Photo courtesy of Bobcat

Bobcat Company recently announced the official opening of a new Bobcat Training Center in Aurora, CO.

Distinguished members of the Aurora community joined Doosan Bobcat North America executives for a ribbon cutting ceremony, executive remarks and an interactive tour of the facility. The training center, the first facility of its kind for Bobcat in North America, is dedicated to developing and deploying world-class training to Bobcat dealers. Bobcat Company chose the Denver area for its easily accessible location for Bobcat dealers as well as its strategic location near the Denver International Airport.

"The new Bobcat Training Center addresses our need for additional training capacity," said Mike Ballweber, Doosan Bobcat North America president. "It also affirms our dedication to all dealers by providing a convenient location to service them. We look forward to being part of Aurora and the greater Denver community."

The 44,400-square-foot facility allows the company to meet the growing demands for dealer training and presents the opportunity to improve training curriculums with the use of new technologies. Students will learn in the classroom and through simulations in interactive labs. They will also have the ability to apply what they've learned to products. The Bobcat Training Center provides specialized skills training such as troubleshooting and diagnostics, new technician onboarding, selling skills and more.

"As our equipment offers more features and becomes more advanced, it's important that we offer the training needed to support new technologies and ensure that the full potential of each piece of equipment is being utilized," said Ballweber.

The Bobcat Training Center includes technical training rooms, hands-on shop space and a large classroom style auditorium as well as a full warehouse area for equipment storage and showroom space.

Bobcat plans to begin utilizing the new space immediately to further develop its extensive dealer training program, providing the company the ability to respond quickly to evolving industry demands and trends.

"As a company, we are dedicated to investing time and resources to make it easier for our dealers to learn how to use and maintain their Bobcat compact equipment," Ballweber said. "We believe this investment will provide our company with the best trained dealer network and, in turn, more productive customers." ■



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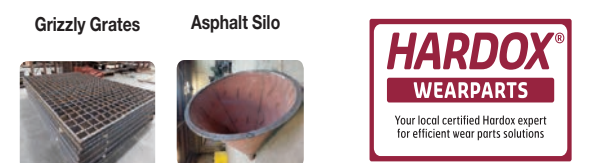


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John Deere 850L dozer pushes productivity to the next level

MOLINE, IL – Designed to meet the demanding needs of today's earth movers, the new John Deere 850L dozer boasts the productivity, reliability and durability customers expect in a production dozer. A few of the customer-inspired updates include a larger displacement engine, increased operating weight, new operator station and several improvements to maximize reliability and durability.

"Our K-Series dozers are a favorite with customers and thanks to their ongoing feedback, the next generation of

Deere dozers are our strongest, most durable and productive yet," said Nathan Horstman, crawler product marketing manager, John Deere Construction & Forestry. "The 850L combines muscle, efficiency and balance for impressive new levels of performance. Coupled with an extraordinary focus on reliability and uptime, you have the winning combination our customers are asking for."

The 850L incorporates an EPA Final Tier 4 John Deere PSS 9.0L diesel engine that provides a 10% increase in horsepower. At 225 hp (168 kW), the 850L has more horsepower than any dozer in its size class. Equipped with the popular Eco mode feature, fuel consumption is reduced by up to 20%, without sacrificing performance. Auto-idle and idle shutdown are also standard which further minimize fuel costs. Like all John Deere dozers, the 850L features a dual-path hydrostatic transmission, now with 13% larger pumps than the K-Series.

The new dozer is available with the widest Power Angle Tilt (PAT) blade in its class. At 172 in (4,369 mm), the new blade in-

creases productivity, especially in grading applications. All 850L configurations now utilize an eight-roller design with 130 in (3,302 mm) of track on ground, increasing productivity, stability and gradeability.

The Dubuque, Iowa-manufactured dozer also comes standard with grade control-ready electrohydraulic (EH) valves, making it easy to add a grade control system. Owners also have the ability to purchase the machine with John Deere SmartGrade™. This technology is integrated into the dozer, eliminating external cables to the masts, which reduces breakage, and the removal of the masts from the blades helps decrease vulnerability to theft and damage. SmartGrade technology removes the need to install blade-mounted sensors and components daily, reducing set-up time and allowing operators to get more work done.

Inside the cab, a new operator station was designed with input from the John Deere Customer Advocate Group. The cab has 15% more space and interior operator noise was reduced by 27% when compared to the K-Series model. A new angled seat keeps operators comfortable while using the rear implement or looking rearward. The new HVAC system incorporates a long-life brushless motor for improved airflow to keep operators comfortable all day, no matter the conditions outside the cab. Additionally, a new heated and ventilated seat option further increases opera-

John Deere 28



The John Deere 850L dozer boasts the productivity, reliability and durability customers expect in a production dozer.

Photo courtesy of John Deere

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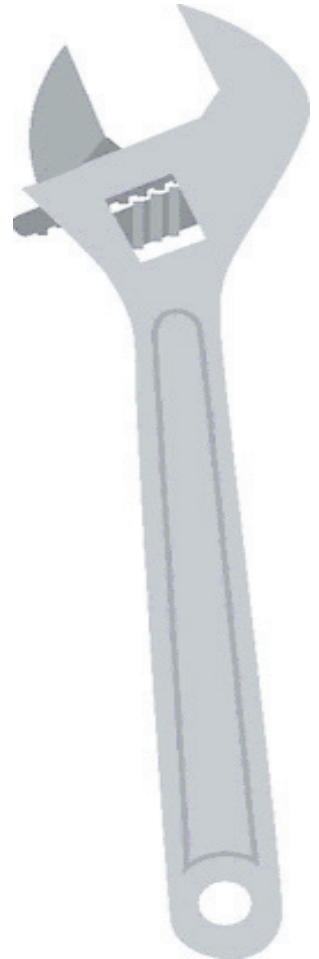
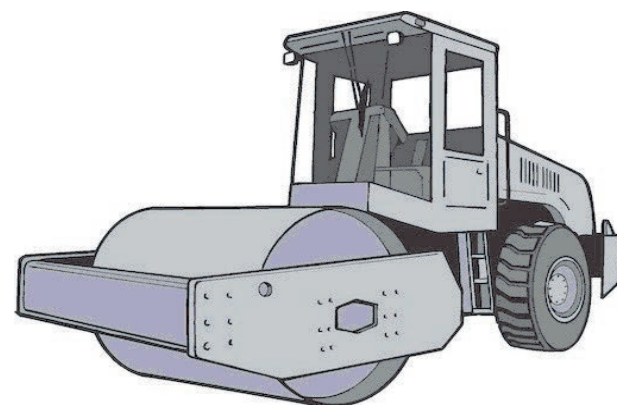
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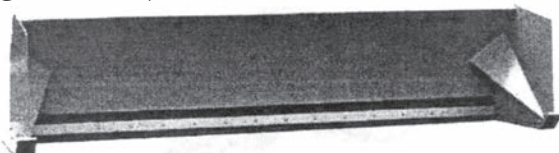
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tor comfort. Other new options on the 850L include a rear camera and automatic temperature control.

The 850L boasts all-new ergonomic control joysticks for the transmission and hydraulic functions. The new transmission joystick has a rocker switch to control the forward-neutral-reverse (FNR) direction of travel and the hydraulic control lever includes a proportional thumb roller precise blade angle or power pitch adjustments. Other buttons are available to enable grade control, increment/decrement grade control, blade shake (PAT only) and return to pitch (outside dozer only).

Designed with reliability and durability in mind, the 850L features improved electrical and hydraulic routing and a heavy-duty mainframe with increased thickness by as much as 60% in some areas of the machine to combat the rigors of the jobsite. The dozer's cooling package was also upgraded with larger fin spacing and a simplified design allowing full access to both sides of the cooler.

The 850L is equipped with a tilt cab that can raise up to 65°, providing unmatched access to major machine components. This feature reduces downtime during repairs or adjustments to major electrical, hydrostatic and hydraulic system components.

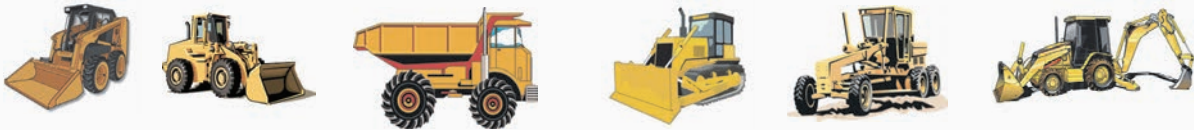
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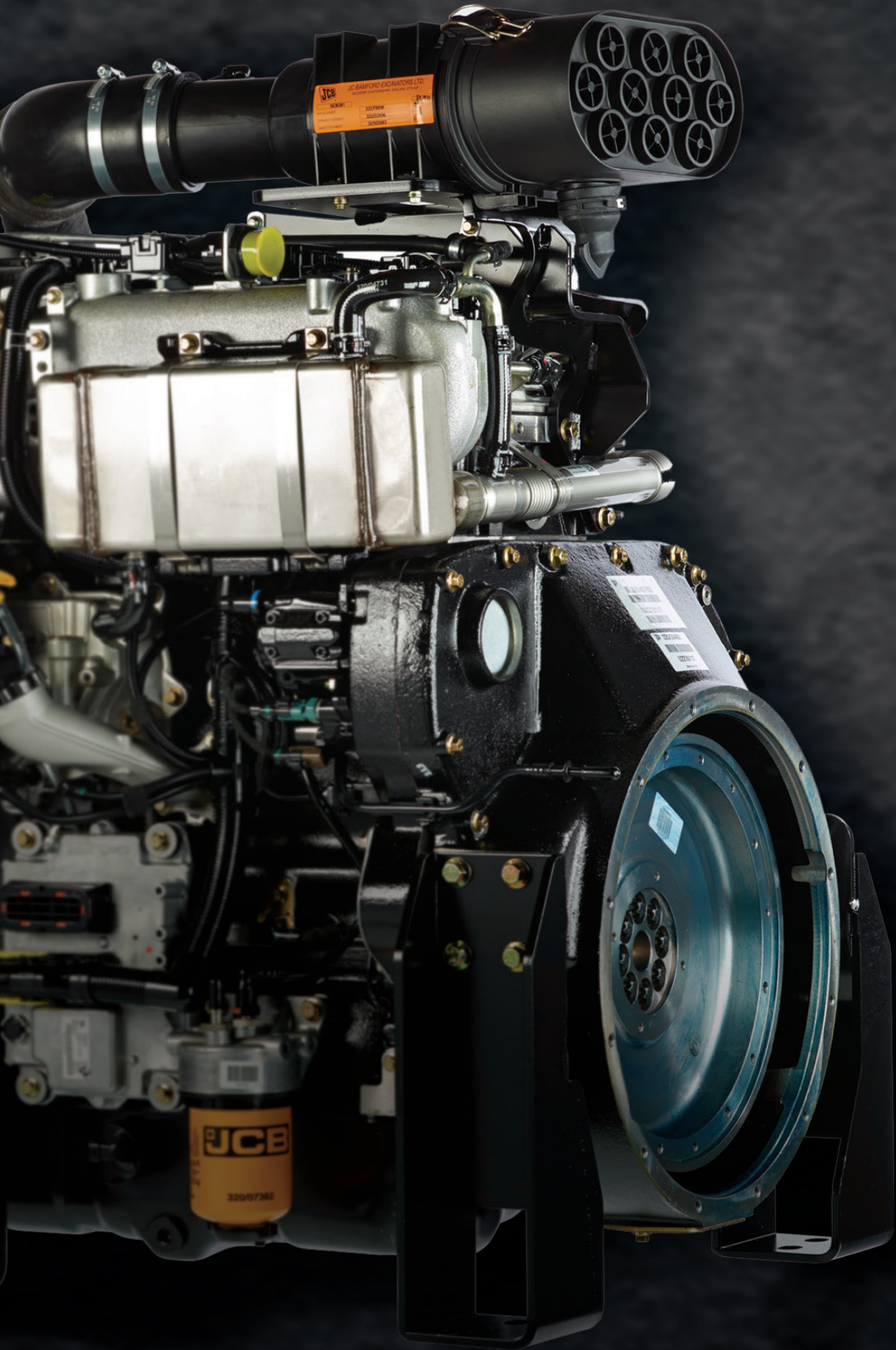
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Vol. 28 No. 12 October 2019

Tracked conveying systems: Going straight to the material





- Asphalt & concrete recycling
- Conveyors
- Magnets



Tracked conveying systems: Going straight to the material

by RockRoadRecycle staff writer

On the Cover: Keestrack's S3 is designed to provide stockpiling capacities up to 15,000 tons.

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Use of recycled asphalt reaches new high

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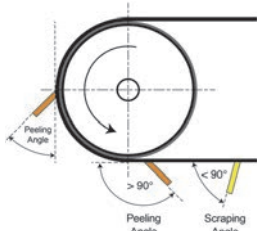
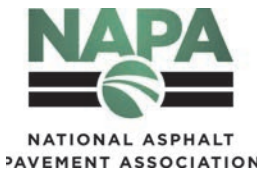
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Tracked conveying systems: Going straight to the material



by RockRoadRecycle staff writer

With a “one size does not fit all” mindset, the EDGE Innovate material handling range of equipment offers a wide range of stackers and feeders.

In many quarries or surface mines, general construction projects, recycling and demolition works, a great deal of material processing is now undertaken directly on site. Although there are many specialized material processing plants that are designed to process aggregates and turn waste construction materials into reusable product, it makes good business sense to crush, screen and classify materials directly at source.

The often mobile nature of the crushing and screening plant used in processing today has led to a relatively recent development: tracked stacking and stockpiling conveyors that are able to move and process in tandem with the tracked crushers and screens. Although the conveying systems used are often very similar, many manufacturers are developing systems to work in highly specialized ways in a variety of industries.

Conveying systems are in reality pretty similar: the equipment is designed to move material, whatever it is. Recycling conveyors, especially those dealing with demolition arisings, tend to be heavy duty, while conveyors and systems for finer aggregate and sand are more focused on ensuring the material is able to be moved speedily and safely with little or no spillage. Although often not a primary part of their offering, most screening and crushing systems manufacturers offer ranges of conveying systems as part of their offering. These can be configured to the exact specifications of the customer and incorporate the full material processing solution.

The abundant list of conveyor types and options available to operators are testament to the benefits they bring to operations. Differing discharge heights, transfer lengths, condition of terrain, availability of power, the frequency of repositioning, throughput and, of course, budget, are all factors that have driven the market to create a large range of tracked and mobile conveyor models.

Reasons to go tracked

Quarry operators are continually striving for improved productivity while attempting to bring their overall cost per ton down, and for this reason quarries (especially medium to small operations) have been increasingly using mobile crushing and screening equipment. Having a mobile plant that follows the quarry face has become a more common sight in operations across the globe, to the

extent that it is no longer questioned – now being a well-proven operational model. The transition from bringing the plant to the material (rather than transporting material to the plant) has obvious cost-saving benefits not just in quarries, but when and wherever material is processed, with demolition, recycling and general construction all adopting this methodology.

Static fixed conveyors, often in plants with fixed crushers and screeners, have traditionally been used to move hundreds of tons per hour of processed aggregates and have been the mainstay of quarrying and specialist recycling operations. Now, however, quarries often process material farther away from hard to move static conveying systems, with the increasing cost pressures on quarries leading to an increasing emphasis being placed on using as much of the rock in a quarry as possible. This is often facilitated by the use of mobile crushers and screeners. Likewise, it has proved environmentally and economically prudent to process, recycle and reuse demolition materials directly on site as part of any new development. Thus new roads, foundations and so forth are often based on processed C&D materials from the site being worked on.

To fully benefit from the efficiencies and cost savings resulting from the integration of conveyors to move or stockpile material, operators are now increasingly turning to

tracked mobile stockpile conveyors to complement their fleet of mobile crushers and screeners. What were initially just static or wheeled conveyors put on a tracked chassis are now becoming highly complex and important processing tools in their own right.

Major benefits of tracked conveyors

With short discharge conveyors generally found on most mobile screeners or crushers, sites that traditionally employ wheel loaders to move or stockpile material tend to be constantly moving material from the screener or crusher which can only provide a small stockpile. Material is moved from stockpile to another larger stockpile, and then onto trucks. Effectively, the operations that employ this system handle finished products at least twice. By introducing tracked conveyors or stockpilers into their processing line, operators can now leave crushers and screens running, moving the finished product just once from the wheel loader straight to the haul trucks.

Ultimately, the introduction of tracked conveyors results in the elimination of the double handling of material and therefore reduces operators' cost per ton. Another big advantage enjoyed by operations that employ conveyors for creating stockpiles is production improvement. With crushers and screeners no longer starved of material, operators can focus on continuously loading feed material, leaving conveyors to create larger stockpiles in a much smaller area. This is achieved by the stockpile conveyors' ability to reach much higher discharge heights than those of the crushers and screens.

Tracked conveyors can also represent significant financial savings, freeing vital funds to help a business expand. Fuel consumption is also drastically reduced when compared to using wheel loaders, with the EDGE TS Series, for example, consuming less than 10 liters per hour. By reducing the need for wheel loaders, conveyors can also reduce staffing levels simply due to lower numbers of wheel loaders and their drivers required to operate a site. Additionally, conveyors have the ability to operate at maximum efficiency every hour of operation with minimum supervision, further reducing labor costs.

Big choices to be made

When the business has made the decision to go for a tracked conveying solution, there are further considerations to be taken into account. Depend-



McCloskey's all-terrain stackers combine the benefits of onsite track mobility with the high productivity of a radial conveyor.

ing on how the operator wants to integrate the conveyor into the existing plant – and how they stockpile – will determine the conveyor type they are seeking. Some of the latest developments in the industry have seen manufacturers develop tracked radial stockpilers, with a variety of power sources being available to suit.

The manner in which operators wish to power their conveyors varies due to the application and material being processed, with availability of diesel or electricity (or the current power source being utilized) being integral in the decision making. The biggest advantage of a diesel/hydraulic-driven conveyor is that they can be operated in remote locations due to being self-contained with only fuel being required. Diesel/hydraulic-powered units also tend to be simpler to service than their more complex electric-driven counterparts. However, the advantages of electric-powered equipment over diesel models extend well beyond the obvious savings on diesel fuel, with significant savings on operating and maintenance costs often being enjoyed.

Many manufacturers

There are now many manufacturers of tracked and mobile stockpiling conveyors. One of the smaller players who nonetheless are one of the more innovative companies is EDGE Innovate, whose range of material handling equipment offers operators an efficient, reliable and robust material handling solution. The EDGE brand name is intrinsically linked to the manufacturing of mobile and tracked conveyors, feeders and radial track stockpilers, all of which have been designed to improve productivity and mobility while minimizing operator costs. The company states that as a leading manufacturer of conveying solutions, it is acutely aware that one style of conveyor is nowhere near sufficient enough to meet the differing requirements of each material handling operation.

At the forefront of the company's design ethos is the requirement to account for differing discharge heights, transfer lengths, condition of terrain, availability of power, the frequency of repositioning and throughput. With a "one size does not fit all" mindset, the EDGE Innovate material handling range of equipment offers a wide range of stackers and feeders to suit specific material handling requirements including low level feeder stackers and radial stackers, with the option of wheeled or tracked units. EDGE Innovate offers flexibility in terms of power source configuration with hydraulic coupling, diesel/hydraulic, electric/hydraulic, direct electric, diesel genset and dual power all available for the entire material handling range.

At the other end of the company size spectrum, Finnish crushing and screening giant Metso has developed its own tracked conveying system. The mobile conveyor adds flexibility to Lokotrack multistage crushing and screening applications and is said to enable easy and fast closed circuit operation even with special combinations. When in open loop, a high discharge height increases the stockpile capacity and with an additional radial drive (on the CW3.2) the discharge end can be moved radially.

Metso's Lokotrack® CT3.2™ is powered by the CAT® C2.2 and for the wheel-mounted CW3.2, a power pack is available as an option. Additional features include a rock box, impact bars and double drive making the CT3.2 an ideal conveying solution for different feed sizes and capacities. Both systems are easy and safe to use, especially when hydraulic tilting is applied. Spare and wear parts, as well as Metso support, are available as for any other Lokotrack crushing and screening plant.

McCloskey new all-terrain conveyors

Newly acquired by Metso, McCloskey has added new All-Terrain Stackers to its line-up. These combine the benefits of onsite track mobility with the high productivity of a radial



An EDGE tracked conveyor stockpiling coal at a power station.

conveyor, being designed to switch from track mode to radial in seconds. Designed for use in any terrain, the stackers, ranging from 60' to 150', are easily moved site to site without the need to remove the transport wheels when operating on its tracked chassis. Built-in leveling indicators allow operators to position the stacker regardless of the ground evenness, with independent hydraulic jack legs to stabilize once in place.

McCloskey state that tracked radial stackers to date have been focused on a track bogie under the hopper. While this allows mobility, it also creates an obstacle for the stacker during operation with buildup and spillage of material blocking the tracks. Additionally, the configuration raises the height of the stacker such that additional transfer conveyors are often required. The McCloskey design eliminates the need for any additional equipment, delivering a clean radius without material buildup. The McCloskey stackers further feature a unique rear counterweight design developed to stabilize the pivot point of the radial and maintain its position during operation as well as ensure enhanced safety.

Another North American manufacturer active in the development of tracked conveyors is IROCK, whose high capacity conveyors come equipped with heavy duty components and channel frames for durability and longevity. Available in four different models, the tracked conveyors move under their own power, so maneuvering around the jobsite is simple, and they can be folded and loaded onto a trailer for transport to new sites. The MT-10036 has a 100-hp CAT® engine and onsite track mobility for high productivity even in challenging ground conditions, making this versatile machine an invaluable component of any operation. The MT-8036 possesses heavy duty tracks making the MT-8036 series ideal for demanding terrain or challenging weather conditions. Tracks are bolted on for quick changes, ensuring maximum uptime on projects.

Belgian-based Keestrack now supplies a range of three mobile conveyors, two of them tracked, with one featuring a unique and revolutionary light forklift-mobile auto-swiveling stacker/feeder unit. Both tracked conveyors, the S3 and the S3e, are easy to transport and



Designed for use in any terrain, the stackers, ranging from 60' to 150', are easily moved site to site.



Terex Finlay's new low level feeder is hard wearing and capable of producing huge stockpiles wherever they are needed.



A screening and crushing train using a tracked conveyor as part of the processing unit.



The mobile conveyor adds flexibility to Lokotrack multistage crushing and screening applications.

to relocate, even on difficult terrain. They are designed to provide stockpiling capacities up to 15,000 tons, depending on discharge angle and radius.

Both models are available as conventional diesel-hydraulic or diesel-electric plants, the latter with a full electric plug-in option. They still feature an onboard diesel engine to ensure full independence. Keestrack's 'e' stackers provide extensive electric drives for the conveyor and the hydraulic system provides power for the tracks and lifting cylinders. Accordingly, the plants can be connected to the mains or an external genset or directly fed by upstream diesel-electric crushers, scalpers or screeners to reduce energy costs significantly.

At bauma, Keestrack launched its brand new stacker/feeder S1e. Designed to be very light (5.45 tons) and self-contained, the fully electric S1e can be dislocated via forklift on site and connected to mains or directly to an upstream processing plant. Mounted on an adjustable pedestal and featuring a 12.8m auto swivel conveyor (adjustable up to 180°) the new model conveys up to 280 tph of product (maximum feed size 200 mm) and creates stockpiles of up to 2,900 tons.

Whole range of solutions from Terex

The range of Terex tracked conveyors can be bought from Powerscreen, Terex Finlay, CBI, EvoQuip, Terex Ecotec, Terex Washing Systems or Terex Minerals Processing Systems. Terex Ecotec's stacking conveyor range for one currently consists of two self-powered tracked options, 65ft and 80ft. Transport costs of each conveyor are kept to a minimum due to compact transport design, allowing them to be easily tracked in and out of a 40ft container and shipped globally. A simple yet robust design allows for easy setup and positioning to fit the customers' requirements. The 36.4.3kW (49hp) Deutz engine and powerful hydraulic drive deliver impressive capacities of up to 400 tph. The design also provides a full range of high specification options, including full under belt and head drum guarding, radio control movement and setup where required.

Terex's relatively new 100ft stockpiler builds on its 65ft and 80ft conveyors. The extra length of conveyor and increased power allows for enhanced mobility and flexibility, reducing or eliminating the use of wheeled loaders on site. The conveyor can cope with all applications, from light duty screened material, aggregate for cement or recycled concrete – in fact, more or less any material it encounters. The company's tracked radial stockpiling conveyor has proven to be an ideal solution for stockpiling after mobile crushing and screening plants, with the mobility and flexibility of the



The IROCK MT-8036 possesses heavy duty tracks making the series ideal for demanding terrain or challenging weather conditions.

conveyors reducing or eliminating the use of a wheel loader on site.

New release from Terex Finlay

Terex Finlay has systematically developed a comprehensive range of robust, reliable and efficient bulk material handling and stockpiling solutions. Today the range comprises tracked mobile conveyors and high and low level feeders, with the TF-75R radial stockpiler being the latest addition to the range. Additionally, at bauma this year, the company unveiled its latest conveying product in the form of the TF-75L low level feeder. This new addition to the portfolio has been designed to improve productivity, enhance efficiency and reduce on-site operational costs in a wide range of applications and feed material types. The large 7m³ (9.2yds³) hopper with a feed in height of 1,900mm and width of 3,500mm enables low level feeding directly from excavators, grab cranes and wheel loaders. For onsite safety and quick set up, the hopper is fitted as standard with hydraulically folding sides.

Depending on the application, a number of grid and hopper extension options for particularly abrasive materials are available, including a steel apron feeder option. Tracked

mobility and the ability to feed material from all three sides enable the TF-75L to be easily incorporated into open and closed circuit static and mobile crushing and screening operations. As with all Terex Finlay conveying equipment, the TF-75L low level feeder has been designed for ease of movement between job sites, ease of redeployment on site and rapid set up and tear down times, so that the machine can be put work in less than 15 minutes from transport mode.

More than just a conveyor

The complexities of modern quarries, recycling plants, construction projects, surface mines and cement manufacture, means that not only crushing and screening systems have developed but also material moving or conveying systems. They must be tough for recycling applications, precise for moving fine aggregates (for sand) and have support systems that can repair any problems. Furthermore, tracked conveyors are now becoming more usual in quarries, surface mines and construction projects, with capabilities to match virtually any requirement. ■





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Use of recycled asphalt reaches new high

Asphalt pavements are the most consistently recycled material in the United States. Every day as part of maintenance and improvement projects, old asphalt pavement material is reclaimed from roads and parking lots and then put back to use in new pavements.

In fact, according to the latest industry survey by the National Asphalt Pavement Association (NAPA) in partnership with the Federal Highway Administration (FHWA), more than 100 million tons of reclaimed asphalt pavement (RAP) was collected for re-use in the U.S. during 2018, saving some 61.4 million cubic yards of landfill space. This survey has been conducted for each construction season since 2009 by NAPA, and it has consistently found that nearly 100% of RAP is put to beneficial uses, primarily new asphalt pavements.

"Over the years, we've seen steady advancement in the amount of RAP being used across the country. This has been the result of concerted engineering efforts by industry and road owners to research and apply best practices to ensure we maintain or improve performance while

increasing the use of recycled materials," stated NAPA President/CEO Audrey Cope-land, Ph.D., P.E. "As interest grows in incorporating other recycled materials into pavements, we must continue to gain a solid understanding of how new materials affect pavement performance before we move to widespread deployment."

Nationally, the average amount of RAP in new asphalt pavements during 2018 was 21.1%, which is the highest level reported since the survey began in 2009. The survey found that 82.2 million tons of RAP, along with 1.05 million tons of recycled asphalt shingles (RAS), were used in 389.3 million tons of new asphalt pavement mixes in the U.S. during 2018.

An additional 8.8 million tons of RAP and RAS were used as aggregate, in cold-mix asphalt and other road-building activities. The survey also found that at year-end 2018 about 111.7 million tons of RAP and RAS was stockpiled for future use across the country.

Although national usage estimates were not calculated, respondents to the survey reported recycling some 1.8 million tons

of recycled tire rubber, steel and blast furnace slags, cellulose fiber and other reclaimed and waste materials into nearly 12.3 million tons of asphalt paving mixtures during 2018.

In total, more than 85 million tons of recycled materials (primarily RAP and RAS) were used in new asphalt pavement mixtures during the 2018 construction season, a 7.6% increase from the amount of recycled materials used in 2017. The use of RAP and RAS alone resulted in cost savings of more than \$2.9 billion compared to the use of virgin materials.

The asphalt pavement industry also continues to make significant use of energy-saving warm-mix asphalt (WMA) technologies. In 2018, 157.4 million tons of asphalt pavement mixture was produced using WMA technologies. More than half of this tonnage was produced at reduced temperatures, meaning less energy was required in manufacturing. The most common WMA technology used is plant-based foaming, which injects a small amount of water into the asphalt during production. A number of environmental,

worker safety and construction benefits have been realized through the adoption of WMA technologies.

"A decade ago, WMA technologies were a novel idea. In 2018, though, more than half the asphalt pavement mixture tonnage produced in 23 states used WMA technologies, and in six of those states, it was more than 75% of the tonnage," stated John Harper, 2019 NAPA chair and senior vice president of Construction Partners Inc. in Dothan, AL. "While there remains room to grow their use, WMA technologies have become just another tool we can use to produce the best asphalt mixture to meet a given project or agency need."

The survey was conducted in the first quarter of 2019. Results from 272 companies with 1,329 plants in 49 U.S. states, the District of Columbia and two U.S. territories, along with data from state asphalt pavement associations for 33 states, were used to compile the report. A copy of the full survey report, including a state-by-state breakdown of data, is available at asphalt pavement.org/recycling. ■

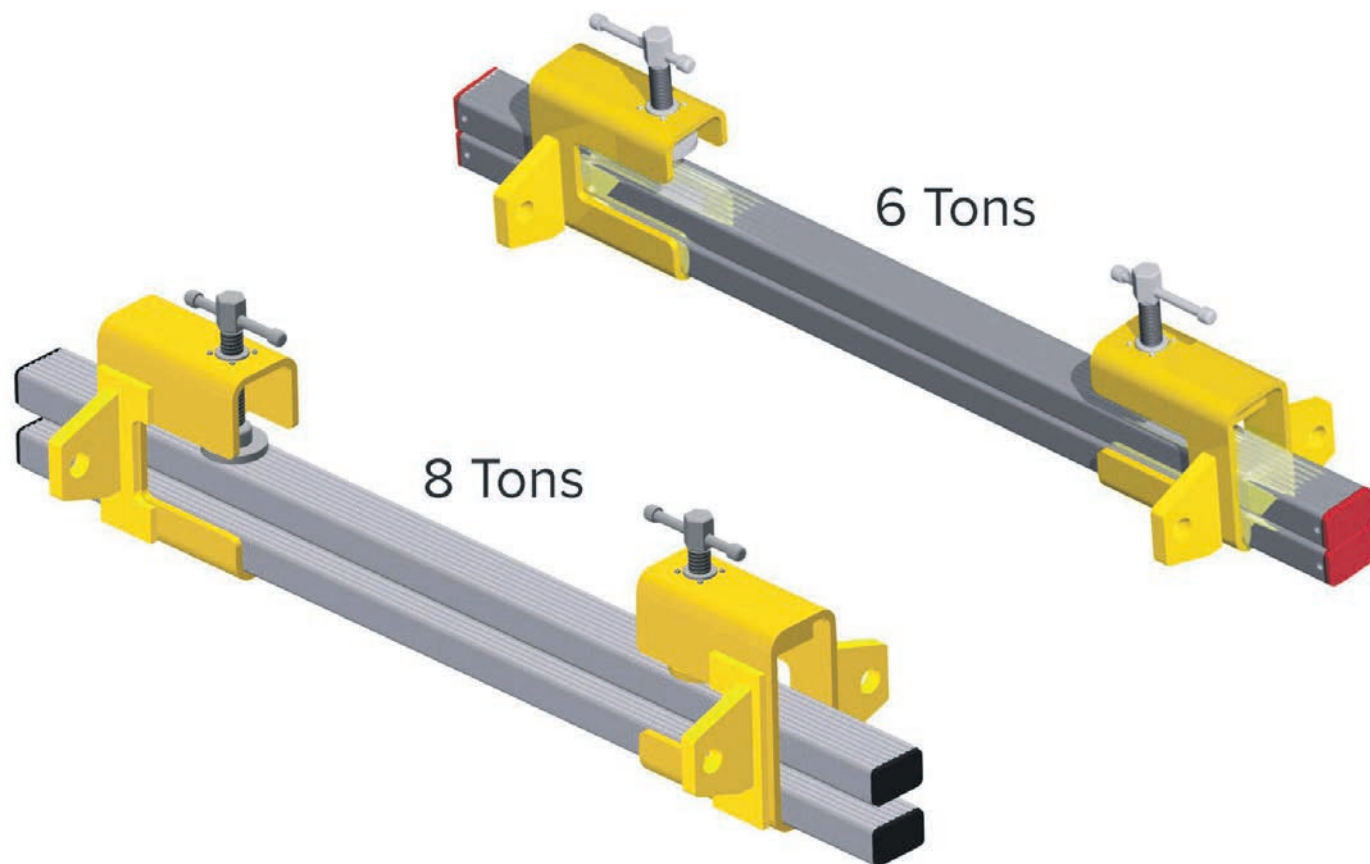
ASGCO® announces their improved line of Sure Grip™ belt clamps

ALLENTOWN, PA – ASGCO® ("Complete conveyor solutions") recently unveiled their newly enhanced series of Sure Grip™ conveyor belt clamps in their line of Safe-Guard® safety conveyor products. Designed to secure the belt for safe repair, the BC6 (6 tons) and BC8 (8 tons) Sure Grip™ belt clamps were created for maximum grip. Capable to handle more weight and work in any condition, they replace the existing BC5 (5 tons) and BC7 (7 tons) models.

The new BC6 (6 ton) model is available for belts up to 72 inches wide and up to 1 inch thick. It is primarily designed for use in medium duty aggregate, cement, coal and coal-fired power plants, copper and gold mining, iron ore and steel mills, pulp and paper mills, bulk shipping terminals and mineral mining.

The new BC8 (8 ton) has a lighter metal body and incorporates the use of reinforced bars. It is available for belts up to 96 inches wide and up to 2 1/4 inches thick. With a larger design, it is capable of handling heavy duty wide conveyor belts in above ground and below-ground mining, coal and coal-fired power plants, copper and gold mining, iron ore and steel mills and bulk shipping terminals.

Sure Grip™ belt clamps are constructed from high grade steel components that are light in weight and conducive for easy transportation and assembly. Their shock-absorbing end caps are designed to protect the bars from hammer use and drops. Engineered for tough conditions, Sure Grip™ belt clamps allow for a lasting gripping force that far exceed all competitive solutions. ■



ASGCO® recently unveiled their newly enhanced series of Sure Grip™ conveyor belt clamps in their line of Safe-Guard® safety conveyor products.

Graphics courtesy of ASGCO

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re-tensioning during its lifespan, the extremely low maintenance requirements and outstanding cleaning ability help reduce cost of ownership in a wide range of industries, such as mining, coal processing, quarrying, cement production, scrap and other bulk material handling operations.

An excellent solution for areas with restricted space, the unique all stainless steel design incorporates a matrix of specially-engineered carbide tips and is tensioned lightly to prevent damage to the belt or splices. Despite extremely low contact pressure between belt and cleaner, it has been shown to effectively remove potential carryback material that was not dislodged by a primary cleaner. The carbide cleaning surfaces deliver excellent performance, and the unit's light touch helps protect against belt wear.

The CS2 can be used with any primary cleaner but was engineered to be paired with the company's original CleanScape® Primary Cleaner (CS1). When used together, they form a rugged, low-maintenance system that effectively removes carryback, helping to prevent fugitive material and the associated cleanup. The system represents a revolutionary concept that delivers superior cleaning and up to four times the service life of conventional designs with half the maintenance. The combination has been shown to remove as much as 99% of the carryback in most belt cleaning applications. The reduced service requirements and exceptional durability deliver a low life cycle cost while allowing crews to focus on other tasks.




"Many carbide-tipped belt cleaners require high pressure against the belt in order to be effective, and they typically need to be re-tensioned often throughout their service life," explained Chief Technology Officer Paul Harrison. "Like the CS1, this design is extremely effective with light tension against the belt, which helps avoid the damage to belts and slices that can occur with other carbide-tipped secondary cleaners. And because it only needs tensioning once during its lifespan, the maintenance requirements are very low."

Harrison said the negative rake angle of the CS2 is also key to the new design. "Some manufacturers use a positive angle of attack at the secondary position, which is greater than 90 degrees," he continued. "That's common in a urethane primary cleaner, which is tensioned tightly against the pulley. But using a 'peeling' action in a secondary cleaner can damage and prematurely wear the belt cover. It can be catastrophic on 'beaver tails' (small sections of belt damage where a section of the top cover has separated from the belt carcass). With a negative rake angle and the 'scraping' action it provides, the CleanScape Secondary Cleaner delivers outstanding performance while mitigating potential belt damage."

Innovative 10



The new secodary belt cleaner is engineered to minimize maintenance and conveyor stoppages.



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The CS2 typically requires just one re-tensioning during its lifespan, helping to reduce cost of ownership.



The unique stainless steel design incorporates a matrix of spring-loaded carbide tips.

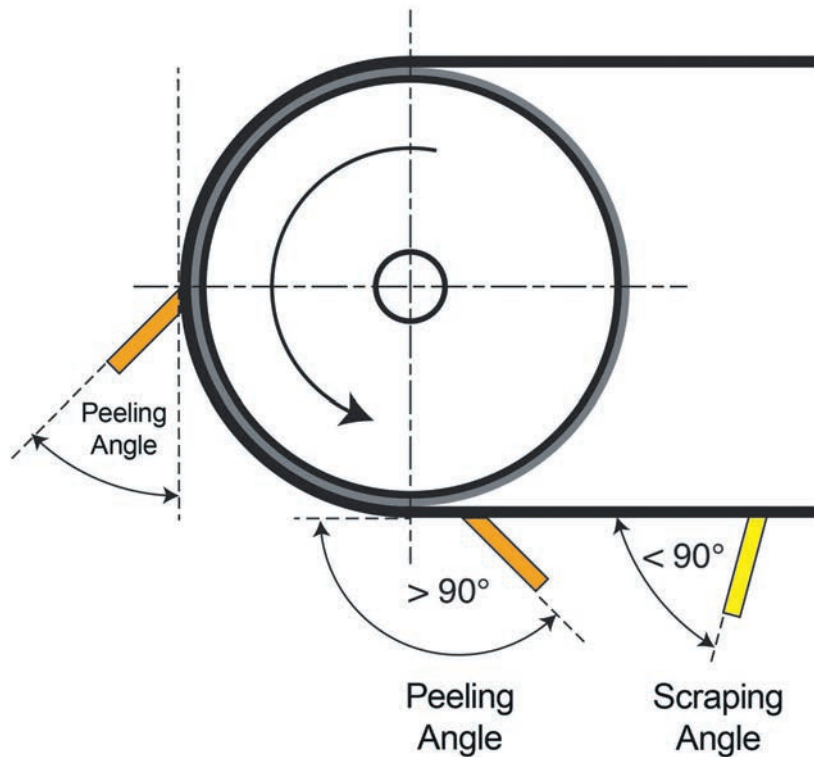
Innovative from 9 —

Intelligent design

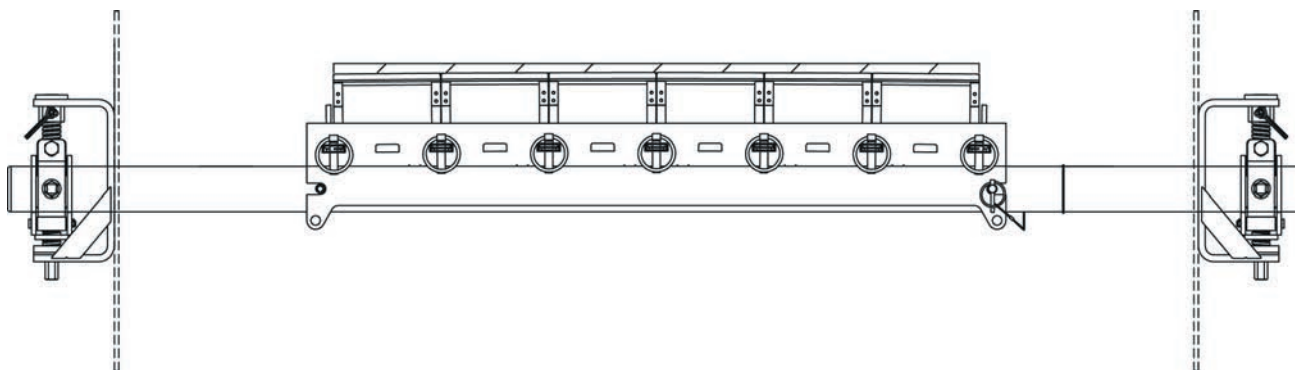
The "free flow" design, with an absolute minimum of exposed surface area, delivers optimum cleaning results while allowing material to pass through the arms and return to the cargo flow. The compact system requires very little free space and can be easily installed inside or outside of discharge chutes, while the crowned main frame compensates for cupping or wear of the center of the belt.

The carbide blade tips have a small corner radius to protect against belt damage and each one is supported on spring-loaded arms at both ends. The load springs allow independent blade rotation back and forth as well as up and down. This range of motion provides equal load pressure across each blade, bypassing

Innovative 12



A negative rake angle delivers outstanding cleaning performance with low belt pressure.



The matrix of carbide tips is tensioned lightly to prevent damage to the belts or splices.



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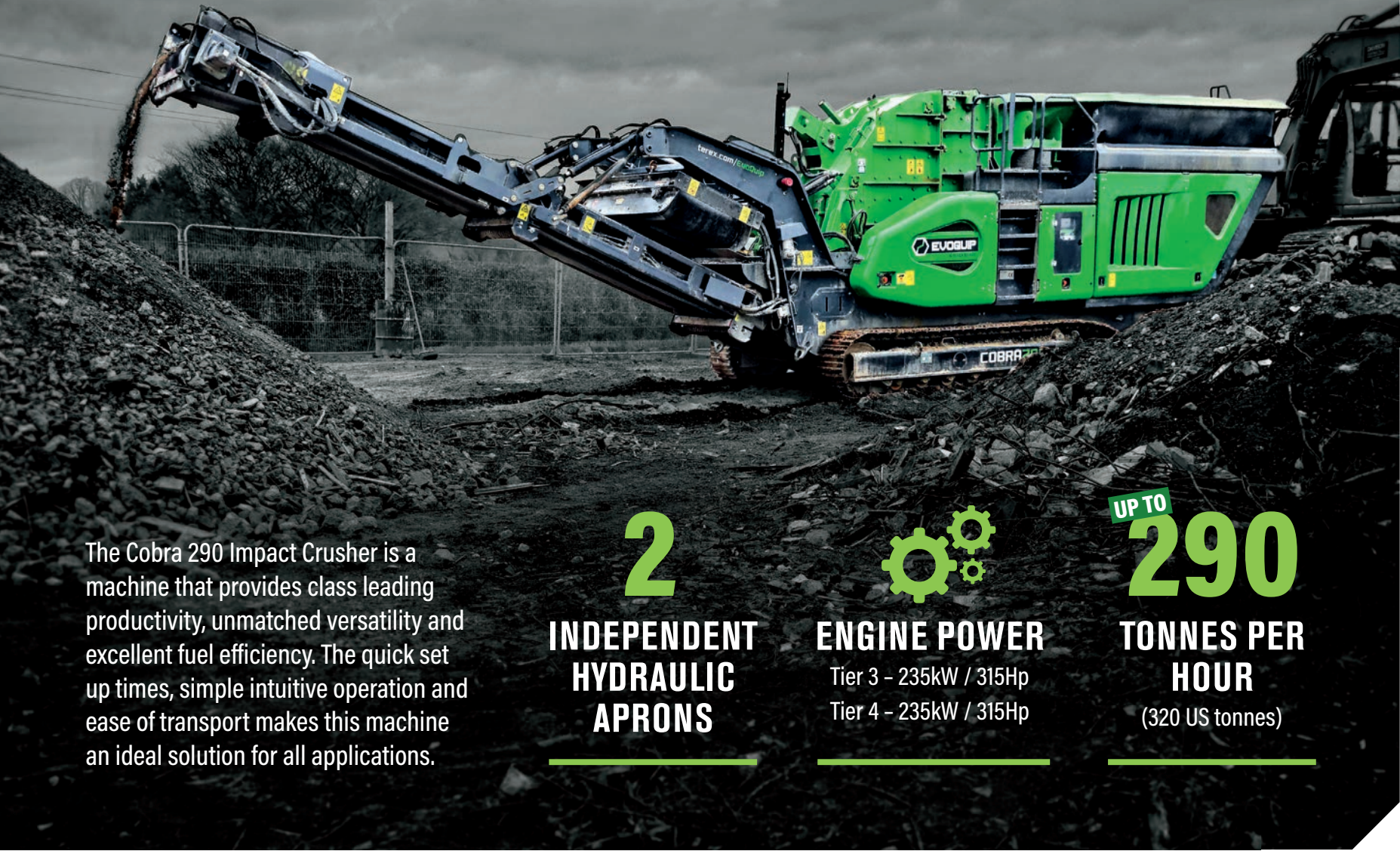
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With Rockster's R1000S, power and ecological footprint come hand in hand

Swerock is one of Sweden's largest suppliers of building materials and services for the construction and civil engineering industry. The company has approximately 950 employees and is part of the Peab Group, which is the third largest construction company in the Nordic region, with approximately 14,500 employees in Sweden, Norway and Finland combined. For a company like Swerock, value-adding reuse and recycling of demolition waste is extremely important for a contribution toward a resource-efficient society. This is exactly why they invest in advanced machinery like Rockster.

Mobile impact crusher R1000S for recycling projects

Rockster's Swedish sales partner Niklas Johansson of Biocare Svenska AB is responsible for introducing Rockster mobile crushers to Andreas Pettersson, the area manager of Swerock Recycling. He is convinced of the benefits from Rockster's Impact Crusher R1000S.



Thanks to the hydrostatic drive, which ensures a constant crushing power, the diesel consumption per ton is noticeably reduced.



Rockster's Swedish sales partner Niklas Johansson of Biocare Svenska AB is responsible for introducing Rockster mobile crushers to Andreas Pettersson.

Photos courtesy of Rockster

"High throughput of this compact machine, perfect transport dimensions and excellent access for maintenance have convinced my customers that the Rockster crusher is the right one for them," said Johansson.

Thanks to the hydraulically lowerable screen box, the swiveling catwalk and the swivel-up doors, service work, maintenance and the replacement of screen meshes can be carried out quickly and easily.

Ecological footprint

For a recycling company like Swerock, environmental impact of the machine is an important purchasing criterion. Since the company sees itself as an environmentally friendly service provider and wants to contribute to the recycling of construction waste for the protection of raw materials and the reduction of waste, they also attach great importance to the ecological footprint of the Rockster R1000S impact crusher. Thanks to the hydrostatic drive, which ensures a constant crushing power, the diesel

consumption per ton is noticeably reduced.

Johansson explained, "With Rockster's hydrostatic system, the diesel engine always stays in the optimal RPM range; only the hydraulic pump adapts to the crusher's power requirements, which results in lower fuel consumption per ton of final material." Additionally, the Volvo Tier4 final engine, with AdBlue, ensures very low NOx emissions.

Processing of asphalt and concrete

The R1000S at Swerock is mainly utilized for recycling of demolition debris. Concrete is crushed to 0 - 70 mm in order to be used again for underfilling in construction. Recycling of used asphalt is another application for Rockster crusher, where a final grain size is usually set within 0 - 16 mm.

"Thanks to the screening system, the final grain can be precisely defined and no over-size material is produced. This way we can achieve the maximum added value in our recycling process," said Johansson. ■

Innovative from 9

obstructions and conforming to ever-changing belt undulations. The unique design holds the blade in an effective cleaning position but allows the blades to retreat into a safe position for reversing belts or rollback.

"This new design is engineered to withstand high production demands in which maintenance and conveyor stoppages must be minimized," said Harrison. "The combination of CleanScape primary and secondary cleaners offers customers a matched set of components that require half the maintenance of conventional designs, helping to reduce service costs and production downtime."

The CleanScape Secondary Cleaner is suitable for conveyor speeds up to 5 m/s (900 fpm) on belts with vulcanized splices and up to 3 m/s (600 fpm) on belts with mechanical splices. Supplied with a stainless steel tensioner,

it can withstand temperatures as high as 260° C (500° F). Available for any size belt in full belt widths or 150 mm (6 in) less than belt width, the unit can be specified with Martin's unique Safe-To-Service technology, giving maintenance personnel the ability to work on the assembly safely from outside the chute wall or conveyor structure without breaking the safety plane.

"Some plants require a confined space permit if workers are going to reach through the outer edge of the chute work," Harrison said. "With all adjustments being made from the operator side, there is no need to enter a confined space."

Engineered to disengage from the tensioner, Safe-To-Service designs allow the cleaner to be pulled out far enough to take out a quick-release pin and remove the assembly.

Once the new unit is installed, it's simply pushed back into position and the tensioner re-engaged. The one-pin procedure makes replacement an easy, no-tool operation performed from the outside of the chute.

Both of the CleanScape Cleaner designs meet all regulatory requirements for use in underground mining. Pre-assembled primary and secondary belt cleaners for standard belt widths are supplied ready for installation. The primary cleaner can also be supplied in coiled lengths of 12.4 m (40.68 ft), allowing users to cut to length as needed and not have to stock multiple belt width sizes.

"The CleanScape Cleaner System represents an entirely new dimension in belt cleaning," Harrison concluded. "We're so confident in the performance of these products that we provide a money-back satisfaction guarantee." ■



Source: CONEXPOCONAGG.COM

Recycling has evolved and offers a number of benefits in terms of saving materials and minimizing costs. In the construction industry, there are many different recycling solutions. On road construction projects, one solution is asphalt recycling.

In the U.S., one-fifth (70 million tons) of the approximately 350 million tons of asphalt mix produced and used to pave roads is recycled asphalt. This saves a lot of space in landfills and there are environmental and financial benefits of those recycling efforts.

Recycling can result in an estimated \$2.3 billion in savings annually compared to the cost of purchasing raw materials; the conservation of 22 billion tons of asphalt binder and 68 million tons of aggregate; and the reduced associated costs of producing, processing and trucking of those materials.

The FHWA (Federal Highway Administration) has been encouraging the use of recycled materials for a number of years, and the use of RAP (reclaimed asphalt pavement) has increased from 15% in 2009 to 21% currently.

The basics of asphalt recycling

There are five categories to describe the various asphalt recycling methods. These categories are CP (cold planing), hot recycling, HIR (hot in-place recycling), CR (cold recycling) and FDR (full depth reclamation). In addition, asphalt recycling methods can be used in conjunction with one another on some projects.

Cold planing

CP is the controlled removal of an existing pavement to a desired depth, longitudinal profile and cross-slope using specially designed equipment. The resulting textured surface can be immediately used as a driving surface, can be further treated with one of the other asphalt recycling methods or once cleaned and tack coated overlaid with HMA or recycled mix.

There are many advantages to using CP. Some of the bigger ones are correction of longitudinal profile and cross-slope, removal of crack sealant or seal coats prior to HMA overlays, improvement of friction numbers, removal of built-up pavement at curbs to restore reveal height, energy conservation compared to other reconstruction methods and higher productivity with less disruption to the public.

Hot recycling

Hot recycling is the process of combining RAP with new aggregates, new asphalt binder and/or recycling agents in a central plant to produce a recycled mix. HR uses the heat-transfer method to soften the RAP to permit mixing with the virgin aggregates and asphalt binder and/or recycling agent. HR of RAP currently is the most widely used asphalt recycling method in the world.

There are many advantages to using HR: conservation of non-renewable resources, energy conservation compared to other reconstruction methods and economic savings are realized.

Hot in-place recycling

With HIR, 100% of the existing asphalt pavement is recycled on-site. The process consists of heating and softening the existing asphalt pavement, which allows it to be scarified or hot rotary-milled to the specified depth. The scarified or loosened asphalt pavement is then thoroughly mixed and subsequently placed and compacted with conventional HMA paving equipment.

The real interest expands beyond just cost effectiveness. In fact, according to Cross, the benefits of in-place recycling fall in three categories: engineering, economics and environment.

Advantages to using HIR are conservation of non-renewable resources, energy conservation compared to other reconstruction methods, reduced truck hauling compared to other rehabilitation methods, treatment of complete roadway width or only the driving lanes, reduced traffic disruptions and user inconvenience, roadways opened to traffic at end of day with little or no edge drop off and economic savings.

Full depth reclamation

FDR is the rehabilitation technique in which the full thickness of the asphalt pavement and a predetermined portion of the underlying materials (base, subbase and/or subgrade) is uniformly pulverized and blended to provide an upgraded, homogenous base material. FDR is performed on the roadway without the addition of heat, similar to CIR.

Advantages of full depth reclamation are conservation of

Paving the way for asphalt recycling and reclamation

The FHWA (Federal Highway Administration) has been encouraging the use of recycled materials for a number of years.

non-renewable resources, energy conservation compared to other reconstruction methods, few pieces of equipment are required, in-place construction and high production rates that improve safety by reducing traffic disruptions and user inconvenience, and economic savings.

Cold recycling

CR consists of recycling asphalt pavement without the application of heat during the recycling process to produce a rehabilitated pavement. Two subcategories within CR are used to further define CR based on the process used. These processes are CIR (cold in-place recycling) and CCPR (cold central plant recycling).

Advantages of cold recycling are conservation of non-renewable resources, energy conservation compared to other reconstruction methods, significant structural treatment and improved ride quality, in-place construction and high production rates improve safety by reducing traffic disruptions and user inconvenience and economic savings.

Asphalt recycling & reclamation innovation moves forward

With so many options for asphalt recycling and reclamation, there are some advantages and disadvantages to using the methods and the technology surrounding them. Steve Cross, technical director for the Asphalt Recycling & Reclaiming Association, highlighted some of the challenges agencies are facing.

"Agencies are faced in many cases with dwindling resources, increased construction cost and road networks that need attention. In order to maintain and/or improve the condition of their road networks, agencies are going to have to do more with less. That is where new and innovative techniques, such as in-place recycling, comes into play," Cross said.

Even though it seems asphalt recycling would be happening everywhere and all the time, that is not necessarily the case. When adopting these new technologies and practices, there can be pushback.

"There is always a hesitancy to try something new. We often hear there is a lack of performance data, specifications and available contractors. There has been a tremendous amount of work in these areas. Excellent performance and engineering information is available from the work by the National Center for Asphalt Technology and others. Test sections of the in-place recycling techniques at NCAT on the test track have all shown excellent performance as well

Belt Tech Inc. is new Superior distributor in central Appalachia for idlers, pulleys and conveyor accessories



The 40-year-old family business will stock, sell and service the manufacturer's conveyor idlers, pulleys, scrapers and accessories throughout the central Appalachia region of the U.S.

Photo courtesy of Superior

MORRIS, MN – Superior Industries Inc., a U.S.-based manufacturer and global supplier of bulk material processing and handling systems, has named Belt Tech Inc. as its newest conveyor components distributor. The 40-year-old family business will stock, sell and service the manufacturer's conveyor idlers, pulleys, scrapers and accessories throughout the central Appalachia region of the United States.

"Belt Tech's entire business is built around keeping their customers' conveyors running properly," said Mike McFerren, sales manager of Superior's conveyor components division. "They're dependable, enthusiastic and just a great group of conveyor guys!"

Founded in 1981, Jim Hamm built a solid and lasting reputation of a quality-focused, customer-oriented organization. Belt Tech has provided belt-line design, installation, repair, maintenance and service. A new partnership with Superior creates a brand new Belt Tech with a

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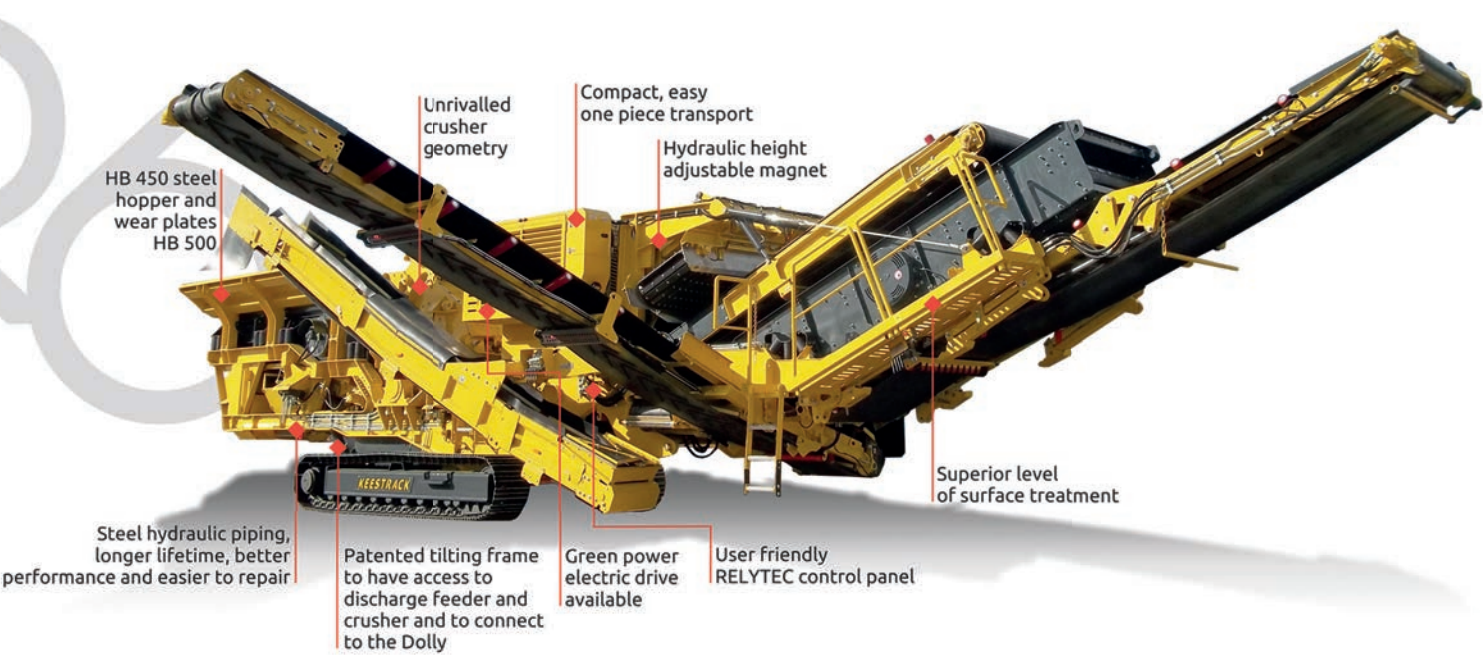
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Komatsu America appoints TEC as forestry equipment distributor for southeast

CHATTANOOGA, TN – Komatsu America appointed Tractor & Equipment Company (TEC) as the forestry equipment distributor for the states of Alabama, Georgia and the northwest region of Florida. TEC will handle the full line of Komatsu forestry equipment, which includes track feller bunchers, log loaders, wheeled harvesters, forwarders, and harvesting/processing heads. TEC is already the distributor in these regions for Komatsu construction and mining equipment.

“Tractor & Equipment Company is an excellent addition to the Komatsu forestry equipment team and will provide us with greater forestry sales coverage in the southeast United States,” said Jim Williams, director, sales and service, forestry, Komatsu. “They have done a great job representing and growing Komatsu’s construction and mining business in this region, and we feel confident that they can replicate that success for forestry.”

Tractor & Equipment Company was founded in 1943. Based in Birmingham, AL, TEC

has operations throughout Alabama, Georgia and northwest Florida. Forestry equipment will be sold and serviced at all of the company’s 20 branch locations.

“We are pleased to be building on our long-term relationship with Komatsu with the addition of their forestry line of equipment,” said Dan Stracener, president/CEO, Tractor & Equipment Company. “It gives us the opportunity to offer greater value to our forestry customers and to do so with a trusted partner.” ■

TEC will handle the full line of Komatsu forestry equipment including track feller bunchers, log loaders, wheeled harvesters, forwarders and harvesting/processing heads.



Paving from 13

as the I-91 project in Virginia. ARRA has developed guidelines for mix design, construction, and quality control,” Cross stated.

Still, even with hesitancy to try something new, there are a number of benefits to leveraging the new innovation.



In the U.S., one-fifth (70 million tons) of the approximately 350 million tons of asphalt mix produced and used to pave roads is recycled asphalt.

Victor Gallivan, CEO of Gallivan Consulting, said there are numerous advantages. “It is very cost effective when using recyclable asphalt. Knowing which method suits your needs best is helpful. HIR goes around one inch down in the pavement, CIP can go four inches and full-depth reclamation can go from eight to 12 inches down. It depends upon the severity of the cracks and the road damage,” Gallivan explained. “A lot of equipment now uses GPS to be more efficient.”

The real interest expands beyond just cost effectiveness. In fact, according to Cross, the benefits of in-place recycling fall in three categories: engineering, economics and environment.

“The techniques are a proven engineering technology. The processes, because we can recycle 100% of the existing materials in-place, greatly reduce haul costs and typically have high production rates, which are quite economical. Finally, the processes are environmentally friendly. Reusing the existing materials results in the need for less new binder aggregates and because most of the processes are performed cold, considerably less energy is used,” Cross said.

Taking all of this into consideration, Cross has an optimistic outlook for the industry.

“This is an exciting time for in-place recycling. There has been an increased interest all across the country in these technologies with plenty of growth opportunities,” he said.

At the same time, the market is starting to be driven by government efforts to improve processes on road construction projects.

“This market is a bit more agency-driven. The city, county and state governments handing out the specs for the project need to be the ones who call for the recycled asphalt. They need to call for the sustainability in the materials for the industry to grow,” Gallivan said.

Asphalt paving technology advances

In terms of technology that needs to be more widely adopted in the construction industry in the future, Gallivan points to intelligent compaction. “Intelligent compaction is the number one construction activity to ensure a better performance of the pavement and roadway,” he noted.

Asphalt recycling and reclamation will continue to grow and become a more widely adopted practice. As the population grows and more infrastructure is needed, so will roads. As long as there are vehicles driving down a road, there will be need for roads and road repairs using asphalt recycling and reclamation. ■

Belt from 14

comprehensive package of conveyor components from head to tail.

“Both Belt Tech and Superior have legacies of quality and care and I think it’s those two traits that brought our businesses together,” said Justin Hamm, president of Belt

Tech and son of the founder. “We don’t take our service responsibility lightly.”

Belt Tech will represent Superior’s conveyor idlers, pulleys and accessories in southern West Virginia, western Virginia, eastern Kentucky and eastern Tennessee. A

Washington, IN-based company with a similar name – Belt Tech Industrial – is also a Superior components distributor. According to Superior, the company is proud to be represented by two distinct companies who share the same name and rapid commitment to customer service. ■

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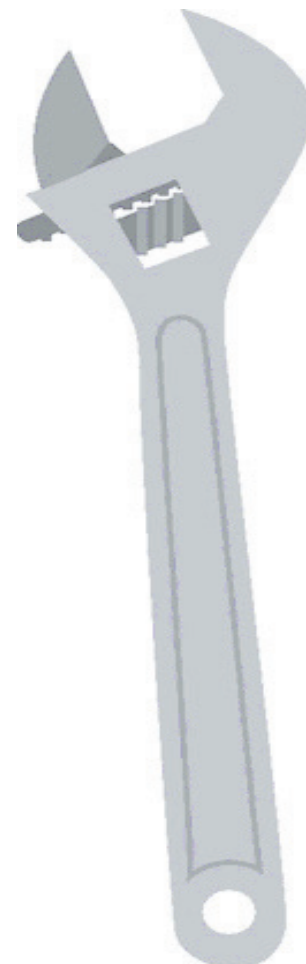
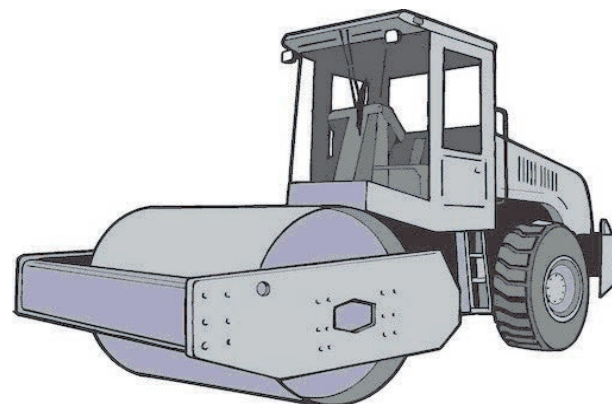
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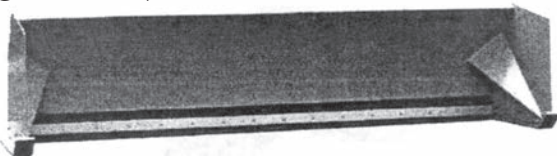
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Nicholas L. Shires,
CPA

Getting to the bottom line

With Dannible & McKee, LLP

Year-end tax planning for contractors

by Nicholas L. Shires, CPA

As the end of another year quickly approaches, now is the time to start considering some of the major tax implications that may affect your business. Proper tax planning can allow your business to postpone or even eliminate some of

your 2019 tax liability. Below are some items that contractors should consider for 2019 and beyond.

Expanded use of the cash method of accounting for small business taxpayers

The Tax Cuts and Jobs Act of 2017 (TCJA) increased the threshold for average gross receipts to \$25 million for the three prior taxable years. This means that the cash method of accounting may be used by taxpayers that satisfy the small

business taxpayer average gross receipts test. The cash method of accounting ensures that taxes are not paid on revenues that have not yet been received and that expenses are deducted when paid. This can help to aid in deferring revenue and in turn lower the taxable income of a business in a particular year.

Advantages of accelerated depreciation

The method of expensing assets used for tax purposes differs from those used on the financial statements, which can result in larger tax depreciation deductions earlier in an asset's life. One common way to accelerate the depreciation of an asset for tax purposes is by expensing it under the IRC §179. This allows taxpayers to deduct the cost of certain property as an expense when the property is placed in service. For the 2019 tax year, the maximum amount of allowable §179 expense is \$1,000,000 on qualified property that is placed in service during the year. However, there is a \$2,500,000 phase-out threshold. If a business places qualified property in service during the year exceeding the \$2,500,000 threshold, the amount of allowable §179 expense is phased out dollar for dollar.

Similar to the §179 expense, businesses can also elect to take bonus depreciation on qualified assets placed in service during the year. For 2019, 100% of a qualified asset's basis is allowed to be deducted as bonus depreciation on the tax return, no matter if the asset is new or used. Unlike the §179 deduction, there are no phase-out thresholds for the bonus depreciation deduction, which can make it even more appealing in some cases. The use of accelerated depreciation methods, like §179 and bonus, allow businesses to increase the deduction for depreciation. That, in turn, reduces the amount of income that is taxable, making depreciation an incredibly important part of tax planning for businesses.

Recent developments in depreciation

On Sept. 11, 2019, the IRS approved final regulations that addressed a perceived drafting error in the TCJA. To taxpayers' detriment, the regulations confirm that a change in legislation would be required to allow for bonus depreciation to be taken on qualified improvement property – no bonus depreciation can be taken on property improvements.

Conclusion

It is important to always take a big picture approach when tax planning. You may find it to be more beneficial to utilize certain methods and deductions in different years to end up in the most favorable tax position year to year. It is also important to consult with your tax advisor to determine the impact of different tax-planning strategies.

Nicholas L. Shires, CPA, is a tax partner with Dannible & McKee, LLP, a Syracuse, NY-based public accounting firm. The firm has specialized in provided tax, audit and accounting service to the construction industry since its inception in 1978. For more information on this topic, you may contact Nicholas at 315.472.9127 or visit dmcpas.com.

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