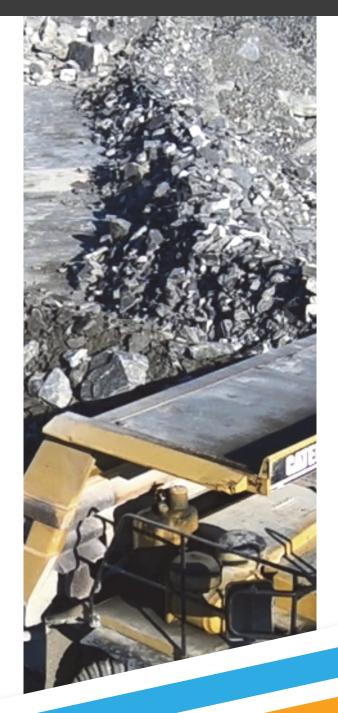


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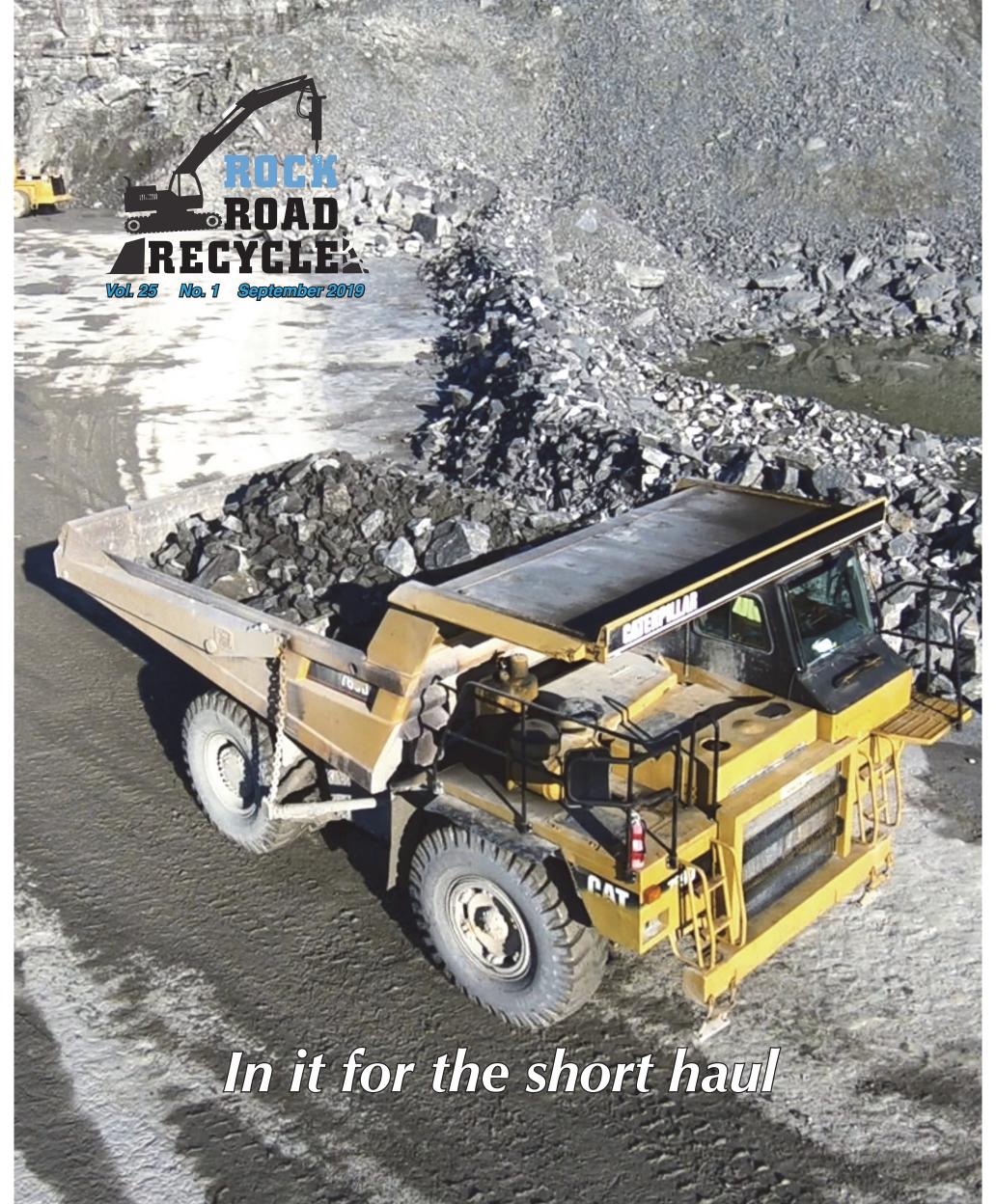






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In it for the short haul

On the cover:

PHIL uses high-strength steel throughout the entire tailgate for superior durabilty without adding weight or bulk.

Photo courtesy of PHIL and Caldwell Stone Co.

PG 3

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Classifieds

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Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment



6

Not your grandfather's haul truck

by RockRoadRecycle staff writer



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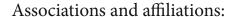
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Polyurethane protects mining equipment from high impact and wear applications











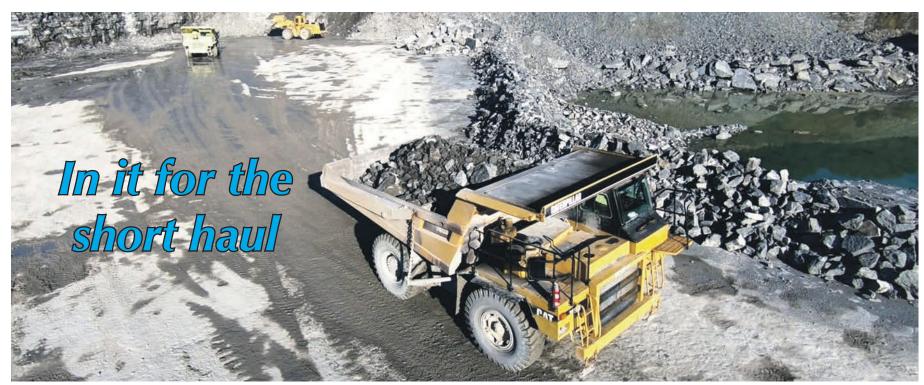








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PHIL uses high-strength steel throughout the entire tailgate for superior durability without adding weight or bulk.

Photos courtesy of Caldwell Stone Co.

verybody does it: try to carry as much as possible without dropping, spilling or breaking anything. It's human nature to load up with as much as possible to reduce the number of trips and save time. When carrying groceries into the house, for example, no one makes three trips if they can find a way to carry extra bags and complete the job in two.

For hauling aggregate, increasing load capacity is about more than saving time; it's about increasing revenue. However, in the case of Caldwell Stone Co. in Danville, KY, the risk of spilling debris on a paved highway results in loads reaching a point of diminishing return before achieving each truck's rated capacity.

"I can see a truck crossing the road now," said Clay Albright, vice president at Caldwell, while looking out over the quarry from the main office. "Our trucks don't haul more than a half mile from the stockpile to neighboring asphalt and cement plants, but we have to be extra careful to not over fill."

Albright is referring to the danger — and cleanup expense

— of spilling aggregates onto a public blacktop. While their articulated trucks are rated at 35 tons, they are forced to either under haul to prevent spillage or find a way to carry more with each trip.

A century of Caldwell

Caldwell Stone Co. began in the 1920s, and nearly 50 years ago, Clay Albright's grandfather purchased the quarry from the founder, W.P. Caldwell.

"I'm third generation," Albright said. "I started mowing the grass here as a teen and have been full time since finishing college in 2006, not long after my granddad passed away."

Albright's father and grandfather kept the quarry's focus solely on extracting and crushing stone. As a result, a block plant, ready-mix plant and asphalt plant — which all rely on Caldwell Stone for raw material — established themselves adjacent to the quarry.

Thanks to their close proximity, Albright's trucks deliver crushed aggregate directly to the neighboring plants and — despite traveling a short distance on a county blacktop —

are able to do so using their articulated dump trucks.

"As soon as our trucks exit the property, they cross the blacktop and head uphill to the asphalt and cement plants," he explained.

While spilled material equates to lost revenue for any operation, Caldwell Stone is especially careful to avoid spilling on the public roadway.

"Going up the hill, rocks shift in the back and, if the truck's at capacity, materials inevitably spill out," Albright says. "To prevent that, we need to fill trucks to less than their rated capacity or equip each with a tailgate."

Without tailgates, Albright estimates their 35-ton A35C Volvo hauls, on average, 25 to 30 tons, depending on the materials — a problem the quarry has been dealing with for decades.

To combat this, Caldwell added tailgates to some trucks, but experienced mixed results.

Tailgate trial and error

Before Albright joined the quarry full time, his father and grandfather bought tailgates for the Volvo dump trucks, which deliver to the nearby plants. While he doesn't recall the brand or year the tailgates were purchased, he hasn't forgotten the hassle of keeping up with repairs.

Leaving the quarry, large rocks would tumble down the bed and hit the tailgate, breaking frame welds and cables. Then, according to Albright, during a period of heavy stripping, the tailgates were damaged so frequently and severely that they were bending and breaking off the frame.

"Initially we kept up with repairs. We'd remove the tailgate — which takes about an hour — repair the welds and straighten out the dents and other damage. Eventually, though, they became so bent out of shape that we gave up," he explained.

During the past dozen years, he estimates the tailgates were a problem for six to eight of those years. For the last few years, the tailgates have sat abandoned and defeated, leaning against the side of a building.

"In the end, they were more work to maintain than they were worth," Albright said. "If we didn't know better, we



The PHIL Autogate® tailgate is still going strong more than 20 years later.

RockRoadRecycle.com PG 4 September 2019

Caldwell Stone purchased a Philippi-Hagenbuch Autogate® tailgate for one of its main pit trucks — a CAT 769D rock truck — to prevent spillage while traversing the quarry's often-uneven terrain.

may have kept repairing them, but we know from experience how a good tailgate should hold up."

After all, they have a benchmark for comparison.

Contrasting tailgates

Before deciding to experiment with low-cost tailgates on their articulated trucks, Caldwell Stone purchased a heavy-duty Philippi-Hagenbuch Autogate® tailgate for one of its main pit trucks — a CAT 769D rock truck — to prevent spillage while traversing the quarry's often-uneven terrain.

In stark contrast to their articulated trucks' tailgates, the PHIL Autogate® tailgate is still going strong more than 20 years later.

"There's no comparison," Albright said. "I think I've ordered parts for our PHIL tailgate once in my 12 years — and not even due to normal wear. It was damaged when a driver tried to pass a dozer on a narrow section of the haul road and the outrigger caught the blade."

The tailgate's longevity is no accident. PHIL not only engineers unique tailgates for every make and model of off-highway truck and body combination, but also takes into consideration the height of the truck's sideboards, the material being hauled and haul road conditions. PHIL also uses high-strength steel throughout the entire tailgate for superior durability without adding weight or bulk. Additionally, the Illinois-based manufacturer relies on its patented hinge and leverage system, which opens at a steady rate as the truck body lifts, providing the largest possible opening clearance at full dump. This eliminates the need for additional hydraulics, which reduces the number of wear parts to further ensure exceptional service life as well as minimal maintenance and repairs.

It was only after seeing firsthand how PHIL tailgates hold up that Albright became acquainted with one of the people behind the brand. He and Josh Swank, vice president of sales and marketing for PHIL, met about 10 years ago at a National Stone, Sand and Gravel Association Young Leaders event.



Caldwell Stone direct dumps aggregate to the concrete plant. They deliver as much as 500 tons of material in an eight-hour day. Delivering 500 tons, 30 tons at a time, requires 16 to 18 trips.



"He's a great guy," Albright said of Swank. "We met there my first year when I was in my early 20s. Josh and his wife, Danette, showed me around and made me feel welcome. Ever since then, we've stayed in touch."

However, due to the longevity of his PHIL tailgate, Albright has never had an opportunity to do business with Swank. Now, after abandoning any hope of salvaging the old non-PHIL tailgates, Albright suspects it's time for that to change.

"Since scrapping those tailgates, we've been under hauling when delivering to the processing plants," he said. "Because we can't risk spilling rocks on the pavement, we're forced to keep loads under 30 tons."

The repercussions for under hauling by five or more tons can add up quickly.

Under hauling

On the days Caldwell Stone direct dumps aggregate to the concrete plant, they deliver as much as 500 tons of material in an eight-hour day. Delivering 500 tons, 30-tons at a time, requires 16 to 18 trips. With a tailgate, they can fill their 35-ton trucks to capacity and deliver the same amount in three to five fewer loads, which means reduced fuel consumption, less wear on the trucks and tires and fewer opportunities for something to go wrong while crossing a pubic highway.

While Caldwell Stone is able to meet demand using its current delivery system, Albright speculates the potential revenue boost with tailgates would be exponential for a quarry with high-capacity on-site processing plants. For example, continuing the above scenario over the course of an entire shift, a single truck could deliver 175 tons more in an eight-hour workday. Assuming an average aggregate cost of \$10 per ton, one truck could deliver about \$1,750 more material each day, \$8,750 more per week and as much as \$430,000 more per year.

For Albright, reducing the number of daily cycles and trips onto a public road are reason enough to rely on the durability of PHIL tailgates on the quarry's trucks.

"We plan to buy a PHIL tailgate for our A40D in the next month or two," he said. "The peace of mind, along with the reduced truck wear and labor costs we can expect, will make it worthwhile. And with the years of reliability we've seen with our other PHIL tailgate, this one should pay for itself quickly and add up to greater profits for us over its lifespan. Based on the numbers, we're expecting ROI in fewer than two weeks."

Albright is confident that, like their other PHIL tailgate, the new one won't need many repairs. And because of the longevity of PHIL products, he expects it will be decades before he can tally up his total return on investment for the purchase. After all, the more than 20-year-old tailgate is still going strong.

It shouldn't take long, however, for Albright to confirm he's found a long-term solution for carrying more with each trip.



Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

Hey Prairie Dawg, "Let's talk drive-thru aggregates"

Can I weigh the productivity of my efforts while processing aggregate materials, even as I stockpile it on the ground? How accurate can a weighing system be, and will someone I'm producing or working for be able to confidently pay me without either of us wondering if I've been under- or overloaded? Without having to be refunded or compensated later, once all the material has gone through certified scaling processes?

Let's take a few minutes and discuss aggregate weighing options on the market today. Our second topic of discussion is "loading." What types of loading equipment for aggregate materials are available other than the typical rubber tire pay-loader? The entire industry seems to be pushing toward becoming fully autonomous one day, so does the loading or load-out process of aggregate materials fit into the autonomous category, or is this just conceptually-based? Is the loading of bulk materials while weighing at the same time possible? Can this combined process help to eliminate overloaded transport vehicles and costly associated penalties?

Believe it or not, there are many providers of weighing equipment for the material production process. One of the longer running versions that can be purchased rather affordably are referred to as belt scales. These are sold by a variety of manufacturers.

Do I have a favorite? No, not really, but as in all things, I'm typically looking for one that offers a great value with an easy installation process and is user-friendly in terms of recalibrating whenever required for maximum accuracy.

Oftentimes, belt scales require a recalibration to maintain accuracy. If the conveyor it is installed on does not have a gravity type of belt tensioning system or take-up device, then every time the conveyor gets tracked or trained and the tension on the belt changes, it can no longer be considered accurate. When the belt tension changes, it throws off the sensitivity of the weigh bridge. The best solution is to install a belt scale on a conveyor that already has or will have a gravity take-up system.

From everything I know about or hear of belt scales, they can be extremely accurate when checked by load-out truck scales or even triple checked with in-loader bucket scales. All three working in unison make for very accurate record keeping in the office, which combats against disgruntled customers who think they may have gotten the short end of a deal.

Loader bucket scales are another resource for weighing material, but typically in a load-out situation only and not really intended for the production side of an operation.

Another form of aggregate or bulk material scale would be a hopper belt feeder or metering bin fitted with load cells. These can accurately batch weigh material and even load it out into an automated loading system for railcars

Lastly, the use of these load cells and large scale silos with clam-gate metering can fulfill the autonomous process that all locations desire to achieve one day. This type of system allows one to store many different sizes and types of materials, each in their own drive-under silo allowing for the truck or train car operator to punch into the computer the material and amount they want and then place themselves

Believe it or not, there are many providers of weighing equipment for the material production process. One of the longer running versions that can be purchased rather affordably are referred to as belt scales.



in the correct position. Through sensors and other directional devices, they can load themselves without the use of a traditional bucket loader.

This process has already been implemented in some larger organizations. This type of automation allows them to keep the volume produced on schedule 24/7. So yes, the two subjects of weighing and loading can definitely be standalone items but when combined and working in unison can become the wave of the future. This technology - drive-thru aggregates - is waiting right around the corner or may even be on the corner for many industries to access.

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 prairie-<u>dawg@pdpractical.com</u> or visit <u>demiequipment.com</u>.

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

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- ·Complete screening plant -10+ conveyors
- Wheel loaders -Cat 966D wheel loader -Komatsu WA500 wheel

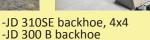


-Michigan L190 wheel

- -(2) International H100
- Dozers and Excavator -Cat D7R dozer -Case 850K 6-way dozer
- -Case 850D 6-way dozer -Komatsu D38E 6-way
- -Dresser TD20E straight
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Backhoes -JD 310D backhoe, 4x4





- Trucks and Trailers
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 -2001 Sterling TA dump
 -Ford L9000 T/A dump, off
- -1989 Kenworth TA tractor -Kenworth pit truck, off
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RockRoadRecycle.com PG 6



With an empty weight of only 19.25 tons, this articulated 25-ton two-axle vehicle can reach speeds of up to 40 km/h.

here are a number of cases that outline the attributes of hauling equipment on construction sites across the world. Two recent examples of how wheeled or rail-tracked hauling equipment have been of major importance to the timely and cost effective completion of projects have involved tunnels – one in Germany and the other in Atlanta, GA. Another project has seen a Florida contractor using the latest in road haulage developments to great effect.

Major underground construct

Although not located nor particularly active in the Americas, Bergmann Maschinenbau GmbH & Co. KG has developed a reputation for the manufacturing and supply of specialist tunnel excavation equipment – in effect, underground dump trucks. Showing the versatility of its range was the use of its equipment on the Stuttgart-Ulm rail project in Germany which involved the construction of a new 60km railway line between Wendlingen and Ulm. This will form part of a pan-European 1,500km railway line which, when complete, will facilitate travel between Paris, Strasburg, Munich and Vienna as well as provide a connection from Bratislava to Budapest.

Due to the challenging topography and geology of the area, the new railway has involved the creation of new tunnels. Some of the tunnel structures have been created using drill and blast, where the Bergmann equipment has come in. Bernd Kirschner, export sales manager for the company, explained, "The requirements for the tunnel are high. In addition to a high transport capacity in confined conditions, the utmost operational safety and maximum occupational health and safety protection standards are required. We are mindful of our responsibility for the health and safety of our customers."

A total of 15 5025HK Bergmann dumpers were used to haul away the resulting debris, with the machine itself designed in cooperation with some of Europe's biggest tunnel construction companies. "The Bergmann 5025HK dumpers are used to transport material out of the train tunnel lines in three shifts, 24 hours a day, seven days a week, and are safe and adept at carrying heavy loads," said Kirschner.

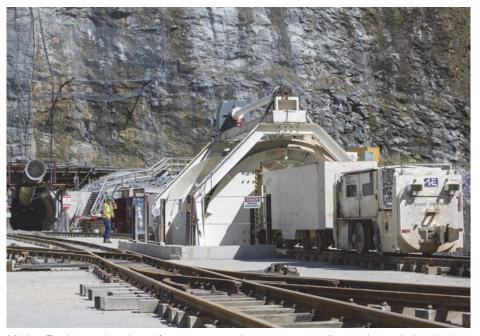
With an empty weight of only 19.25 tons, this articulated 25-ton two-axle vehicle can reach speeds of up to 40 km/h. Even when traveling backward, the 5025HKPLUS can get up to 35 km/h. This allows extremely fast working circles in confined spaces like a tunnel. The extensive windows around the cabin and the short front hood ensure an optimal view of the working area. The rotatable seat means that there is no need for turning maneuvers in narrow tunnels. This makes it not only safe, but also efficient.

As to what has also made the Bergmann dumper so effective, Kirschner is unequivocal:

"The two-axle design ensures low tire and track wear and makes the articulated 6.7-liter diesel vehicle a cost-effective powerhouse. The complete machine idea is based on a simple and straight design. Curves and all forms of plastics and GRP were avoided to ensure short, simple and best possible operating cost."

A railroad solution

Getting the material out of a tunnel (and conversely, getting people and materials to the tunnel face) often sees the creation of an underground railroad. These are designed to use specially designed trucks and carts, with several manufacturers providing bespoke and off the shelf solutions. One such company that has provided equipment and expertise on a variety of American projects is Mining Equipment. The company specializes in supplying rail-mounted equipment for underground operations, with a product range that includes diesel, battery and trolley locomotives. In addition to locomotives, the Colorado-headquartered company also has a large inventory of rolling stock in-



Mining Equipment has been fortunate to work on many tunneling projects during the last 18 months.

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The relatively small diameter of the tunnel in the project, coupled with the grade and the use of muck haulage, made sizing and balancing all aspects of the equipment a particular challenge.

cluding muck cars, flat cars and man-trips, as well as offering a custom development service to meet specific customer requirements.

The company has recently launched a complete line of diesel locomotives, with most of these featuring a hydrodynamic three-speed transmission with lock-up torque converter and engine exhaust brake, as well as integrated wet disk brakes. These items combined provide wear-free braking. The 25-ton locomotives have been purpose developed for underground or surface mining, tunneling or general construction projects. The unit may be customized to suit and be built with various engines and drive components, all of which effect speed, power and tractive effort. Haulage capacity is contingent on locomotive weight, horsepower and adhesion factors such as track conditions.

Mining Equipment's offering and services have been in great demand in recent years.

"2018 was a busy year for tunneling in the U.S., with Mining Equipment being fortunate to work on many [tunneling] projects this year. We supplied locomotives on all of them as well as a muck car, although some projects used conveyors. I can't really say that any of the jobs were particularly tough or unusual. It was all pretty standard stuff. The Atkinson job in Atlanta did use a rollover dump system that we designed, built and commissioned. Although not super common, we have built seven to eight rollover dumps in the last 10 years, with two of those being in 2018," said Mining Equipment's Matt Pope.

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

Updated road haul trucks

A loyal Komatsu customer in the U.S. is Southland Construction, a horizontal and vertical contractor providing various services in Apopka, FL. A recent project saw Southland undertake a two-year \$80 million contract for the Central Florida Expressway Authority, which will see Southland move 2.7 million yards of dirt and complete construction of eight bridges, including the largest and most complex the company has ever built.

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

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



Above:

The Bergmann 5025HK dumpers are used to transport material out of the train tunnel lines in three shifts.



Left

The updated Komatsu truck models retained their industry leading steering performance and retarding capacity for maximum production.

RockRoadRecycle.com PG 8 September 2019

John Deere rolls out powerful L-Series wheel loaders

MOLINE, IL – Designed for the toughest and most demanding work sites, the new John Deere Class Production Class L-Series wheel loaders offer customers the power and comfort they need on the job. Three models – including the 744L, the 824L and the 844L – are equipped with a roomier cab, new electrohydraulic (EH) controls and an improved HVAC system, resulting in better overall all-day comfort and productivity.

"Our customers work day in and day out on some of the toughest quarries and jobsites, making reliability and productivity critical for their operation. With the new L-Series wheel loaders, we listened to customer feedback and used that information to continue to improve our wheel loader offerings," said John Chesterman, product marketing manager, production class four-wheel drive loaders, John Deere Construction & Forestry. "These machines are more comfortable, reliable and fuel-efficient, all without impacting productivity. We understand that our customers need equipment they can trust to complete the job, and these new machines offer just that."

One of the most notable features on the L-Series wheel loaders is the more comfortable cab, which has several features to improve operability. First, the standard premium cab is roomier, with three more inches of legroom and storage space behind and next to the seat compared to the K-Series machines. The new seat offers heating and ventilation as well as seat pan and tilt adjustment. The cab offers premium radio, a backup camera, auto-



All units boast improvements in fuel efficiency, with the 824L specifically being equipped with a 9.0-L engine.

Photos courtesy of John Deere

matic temperature control and power-adjusted exterior mirrors, and it is CB radio-ready. Additionally, the cab door is 79% wider at the floor compared to the previous models, allowing for easier entrance and exit and the platform has been cut out around the top step for improved visibility.

Standard joystick steering helps to improve cab room and customers can choose to add a steering wheel as a field kit. A new dedicated steering pump provides quicker hydraulic cycle times for combined functions. Two programmable multifunction buttons on the bucket lever help to further increase technology.

All new EH controls offer the highest level of operator comfort as a result of several key features. Soft stop features allow the boom or bucket to gradually stop when either the kickout position is reached or the operator releases the control, significantly reducing the harshness of stopping functions. Cylinder snubbing gradually slows cylinders nearing the end of stroke, eliminating the harsh behavior of end of stroke. Finally, these machines offer programmable return to dig from the operator's seat, which can be activated with the bucket dumped out or rolled back.

The new machines are more powerful than the previous models, with an increase of up to 9% in horsepower. The 744L, 824L, 844L and 844L Aggregate Handler models offer 315 hp (235 kW), 343 hp (256 kW), 417 hp (311 kW) and 429 hp (320 kW), respectively. All units boast improvements in fuel efficiency, with the 824L specifically being equipped with a 9.0-L engine, like the 744L, lowering fuel consumption by up to 12%. The 844L is equipped with a proven 13.5-L engine, reducing fuel consumption by up to 7%.

All models received significant updates in hose routing and plumbing to increase up-

time. For example, the 824L replaced 146 feet of hoses with 125 feet of steel tubing. The axles on the L-Series machines are more durable with standard brake cooling and filtration, increasing customer confidence on the job.

A new seat belt minder system helps to ensure awareness of seat belt usage during operation. When an operator fails to use their seat belt, a Diagnostic Trouble Code (DTC) is set off after 60 seconds, alerting the owner through a JDLink™ Alert. Additionally, an optional seat belt indication lamp can be added to the roof of the cab, which will illuminate when a seat belt is not being worn to provide awareness to bystanders.

Reliability is improved on the new models as a result of several changes to the machine. The new standard factory-installed auto-lube system ensures automatic greasing takes place while the machine is operating for more effective grease distribution. Additionally, the updated HVAC system includes several upgrades to improve cool capacity, including relocation of the AC unit, alteration of the fresh air filter exchange and the use of a brushless motor to provide infinite fan spends, increasing airflow. Overall, the routing of electrical harnesses and hydraulic hoses features additional retention points, reducing rubbing and increasing uptime. Finally, the L-Series models feature a window washing platform with a fall arrest anchor point that is tested to 5,000 lbs, making it easier to clean windows.

Another notable offering is the new factory coupler option, available on the 744L and 824L models. Available with multiple attachments, including four enhanced production buckets and two fork frames in two tine lengths, the coupler option maximizes the versatility of the machines. Additionally, the L-Series line includes new Log Handler and Pipe Handler configurations for the 744L and 844L, and an Aggregate Handler configuration for the 844L. The 844L Aggregate Handler configuration enables the 844L model to tackle two-pass aggregate loading and material-moving applications.

The John Deere L-Series wheel loaders are supported by the John Deere Connected Support[™] offering. Enabled through the JDLink telematics connection, John Deere Connected Support leverages a suite of dealer and factory tools, including the Remote Diagnostics and Programming and Expert Alerts, to deliver increased productivity and uptime, and to lower daily operating costs. ■



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Three models – including the 744L, the 824L and the 844L – are equipped with a roomier cab, new electrohydraulic (EH) controls and an improved HVAC system.



RockRoadRecycle.com September 2019

Volvo launches Haul Assist with on-board weighing in North America to optimize hauler loads

Haul Assist, powered by A30G models. the Volvo Co-Pilot display, provides real-time load information so operators hit their targets every time.

Volvo Construction Equipment continues to add to its portfolio of productivity services with the North American launch of Haul Assist, a system that shows how much material an articulated hauler has moved, providing operators data and real-time insights to help achieve optimal payloads and improve productivity. Haul Assist comes standard on Volvo's A35G through A60H haulers and is optional on the A25G and

"Accuracy of a hauler's load is critical," said Robert Palermo, product manager, articulated haulers, at Volvo Construction Equipment. "If it's underloaded, operations are losing money on extra trips, fuel consumption and more. Overloaded trucks present safety issues, number one, but also put unnecessary wear on the truck. The more accurate the load, the lower cost per ton operations can realize."

The value of real-time, cn-board weighing

Haul Assist is fully integrated with Volvo's On-Board Weighing system, which

"Accuracy of a hauler's load is critical." - Robert Palermo

measures payload and was developed to increase the efficiency of hauling operations by helping ensure every Volvo hauler moves the optimal payload. It offers superb accuracy, eliminating underloading for peak productivity and overloading for reduced fuel consumption and wear. Operators are able to monitor all relevant information through the easy-to-use, in-cab Volvo Co-Pilot (10inch) touchscreen.

The On-Board Weighing feature in Haul Assist provides the operator with multiple tools to monitor production and productivity of the machine. The feature can be used in either Project mode or Trip Meter mode:

• Project mode allows the operator to set up projects, add dump zones and material types and provide targets. This makes it easier for the operator to monitor production and report progress to the office.

• Trip Meter mode provides the operator with a payload counter (which can be reset) and a cycle counter, plus other valuable payload information.

In-cab productivity dashboard

A productivity view gives the operator an overview of the current machine productivity status, including tons per hour, tons per gal-Ion or liter, carry-back and payload utilization - all of which can be monitored at any time. The operator can decide which data to display on the screen, depending on what's considered most relevant. For each item, a target can be added so the operator can monitor the progress in relation to expectations.

Simple and easy-to-read reports for enhanced productivity

Haul Assist data are easily sent to the office via a productivity report, allowing for quicker decisions based on the latest information. The report provides productivity and efficiency information about the machine for a given time period, or it can generate a report that specifies - by cycle - information for a given time period. Operations can schedule reports to be generated automatically at set intervals or create them manually at any time. The data can be stored in the cloud and accessed remotely, or they can be exported using a USB for complete hauling management.



Operators are able to monitor all relevant information through the easy-to-use, in-cab Volvo Co-Pilot touch screen.



The operator can decide which data to display on the screen, depending on what's considered most relevant

Photos courtesy of Volvo





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RockRoadRecycle.com PG 12 September 2019



Polyurethane protects mining equipment from high impact and wear applications

Urethane is increasingly being used to protect OTR tires from sidewall puncture or damage.

Photos courtesy of Argonics

ining equipment must withstand some of the toughest abuse in terms of impact and wear due to the harsh environment and long hours of use. When equipment fails, it can bring production to a halt until it is repaired or replaced, which may take days or weeks in remote locations. This can cost tens of thousands of dollars or more if the equipment is required for excavating, hauling, conveying or processing.

The problem is that traditional materials such as rubber and steel – tough as they are – can become damaged or experience severe wear when in contact with a variety of sharp or coarse mining materials. Even traditional liners may not sufficiently protect against damage or abrasion.

Fortunately, innovative material polyurethane (also commonly called urethane) withstands severe impact, puncture, cutting, tearing and abrasion. The material also has the ability to change shape under heavy load pressure, then return to its original shape once the load is removed.

In fact, urethane provides greater shock and wear resistance than rubber or steel, and can be customized to meet unique specifications. Because of this, urethane is increasingly utilized in a wide range of mining applications such as impact-and abrasion-resistant plates, blasting curtains and screens, conveyor liners/skirtings, haul truck bed liners and OTR tire sidewall protectors for various vehicles.

OTR tire puncture resistance

Urethane is increasingly being used to protect mining vehicle OTR tires from sidewall puncture or damage due to exposure to rocks, debris, uneven road surfaces and high bank faces, all while supporting heavy payloads.

Because the environment in which heavy-duty mine vehicles operate is severe even on the toughest of tires, an innovative urethane protector has been developed that reduces the risk of sidewall punctures on OTR tires.

Michigan-based firm Argonics, which specializes in high-performance, urethane-based elastomers and is one of the largest producers of wear-resistant and customizable urethane products, has developed this sidewall protection. Their sidewall protector uses a proprietary urethane formulation called Kryptane, which was engineered for extreme wear conditions involving impact, abrasion or sliding.

The sidewall protector is comprised of eight integrated segments that, together with a specially designed ring use 32

bolts to apply to a wheel. The entire sidewall protector can be installed in about 15 minutes once certified personnel have installed the special flange. If an individual segment is damaged, an operator can replace that piece, saving the cost of replacing the entire shield. Virtually no maintenance is needed other than to retorque the bolts after 15-20 hours of use — much like installing new tires on a car.

Because of its durable properties, the proprietary urethane is also utilized as mining truck bed liners to absorb shock and protect the truck bed from damage and wear. Such liners outlast rubber and steel and install more quickly than AR steel liners.

Conveyor abrasion resistance

Urethane's outstanding abrasion resistance is often used to combat severe wear in mining conveyors. In such applications, it withstands abrasive ore, sand and gravel moving through the conveyor, which can cut and abrade both the steel materials inside, as well as typical rubber skirtings outside that are designed to prevent dust and spillage at transfer points.

"Rubber is not as abrasion resistant as urethane and fancy steel liners do not provide sufficient resistance either," said Charles Pratt, operations manager at Kinder Australia, an independent supplier and manufacturer of conveyor and bulk material handling equipment.

Pratt turned to Kryptane, which has been utilized for some of the toughest mining applications for over 25 years.

"In testing for some mining applications, we found that the urethane skirtings on the outside of a conveyor can last 10-15 times longer than rubber," said Pratt. "Compared to a steel liner on the inside of a conveyor, a urethane liner can get 5-8 times the life."



Urethane can withstand severe impact, puncture, cutting, tearing and abrasion.

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The sidewall protector is comprised of eight integrated segments that are applied to the wheel.

Since the urethane has a 60% lower coefficient of friction than rubber, this also means less wear on the liner when the load is discharged as well as less carryback material remaining in the bed.

Material handling equipment that withstands extreme wear

Mine and quarry bulk handling equipment – such as batchers, bins, chutes, drums, hoppers, turn-heads, dump cones and belt cleaners – can experience severe wear in contact with a variety of coarse materials, particularly at hot spots where excessive abrasion occurs.

In such cases, the bare structure of the equipment may not be adequately wear resistant and even traditional steel or rubber protective liners may insufficiently control the abrasion. This can pose a risk of costly spillage through holes and gaps, along with production downtime for repair and clean up.

For such applications, sheets made from urethane provide far better wear resistance than more traditional options such as rubber or steel (both AR400 and AR450 plate). Because urethanes also offer significantly less friction than rubber, this not only helps to reduce wear in contact with rough materials, but also improves equipment cleanability, which enhances productivity.

This "tougher than steel" liner can be made even more durable with embedded ceramic tiles. It can also be cut from full sheets of various sizes to fit the contours and shapes of high contact areas, so it can easily be welded or bolted to provide extreme wear protection wherever it is required.

Urethane with embedded ceramics can be optimized to resist not only sliding abrasion but also impact and various combinations of the two. This approach can last up to 10 times longer than steel or rubber alone, and up to four times longer than urethane alone.

While urethane liners can be cut to fit and installed onsite, custom liners made to fit more complex configurations can increase reliability, simplify installation and further reduce production downtime.



Adaptable properties tailored to the application

Because urethane's properties are customizable over wide ranges of hardness, resilience, spring rate and dynamic properties, its versatility offers custom mining solutions to difficult design challenges.

"Urethane, even in relatively small quantity production, can be adapted and tailored to prioritize the physical properties that mine operators and design engineers need," said Fred Boyle, senior process engineer at Argonics.

Hardness, for instance, is readily adaptable. While most rubbers have a hardness that is typically found between 30 and 80 on the Shore A scale and structural plastics begin at 55 on the D scale, some urethanes bridge the rubber-plastic hardness range. One proprietary urethane, for instance, offers a wide range of formulations from a 52 Shore A to a 70 Shore D to suit a variety of applications.

According to Boyle, urethane is also often used to provide a high degree of resilience. This can be done over a long, slow extension or a very quick impact. The material can also be formulated to dissipate the maximum amount of energy when it is necessary to cushion an object.

As such, Kinder Australia's Pratt looked to a proprietary urethane when a unique combination of attributes was required for mining applications to optimize conveyor skirting so it would not prematurely wear the conveyor belt if rubbed against it.

"Argonics was able to formulate a conveyor skirting material that was not only abrasion resistant, but also soft and slippery to minimize any potential conveyor belt wear," said Pratt. "The urethane is very customizable. For applications such as coal mining, you can also make it resistant to fire and temperature as well as anti-static."

While mine operators are accustomed to traditional materials like rubber and steel, utilizing the superior qualities of urethane for a variety of applications ranging from OTR tire protectors to liners will help to improve safety, productivity and profit while significantly reducing downtime and premature replacement.



Argonics sidewall protector uses a proprietary urethane formulation called Kryptane, engineered for extreme wear conditions involving abrasion, sliding or impact.

RockRoadRecycle.com September 2019

Telsmith partners with Pacific Rock & Recycling Equipment Co.

MEQUON, WI – Telsmith Inc., a leading manufacturer of mineral processing equipment, is pleased to announce Pacific Rock & Recycle Equipment Company as a manufactures' representative for the entire product line of aggregate and mining process equipment. Pacific

U.S. market presence, we are excited to begin our relationship with Pacific Rock & Recycle," stated Jeff Gray, VP sales and marketing of Telsmith Inc. "Their combined years of experience in the states they serve will be a great asset in growing our market penetration."

ing sand and gravel operations, rock quarries, mines,

like ALLU Transformers, McCloskey International, Scarab International, Badger Shredding Products and Hawker Airlift Separators. Their customers are associated with many different fields of occupation includ-

"We are very excited to have the opportunity to develop this new relationship with Telsmith," said Tom Walter, president of Pacific Rock & Recycle Equipment Company. "Telsmith has always had an outstanding reputation of being an industry leader in the fields of crushing and screening but with the development of their new Hydra-Jaw® Series Crushers and Titan™ Cone Crushers, they have managed to raise the bar even higher."

contractors, bark and top-

soil production, landscape

contractors, golf courses

and agriculturalists.

Telsmith Inc. provides a full range of minerals processing solutions to the aggregate, mining, industrial and recycling industries with cone crushers, jaw crushers, vibrating equipment, portable plants and track plants as well as fullscale modular processing facilities. Solutions from Telsmith include product lifecycle support with parts availability and factory-trained service techni-



L - R: Dave Noggle, Telsmith regional sales manager, and Tom Walter, president of Pacific Rock & Recycle.

Photo courtesy of Telsmith

Rock & Recycle will serve customers in Washington, Oregon and northern Idaho. "As part of our effort to increase our northwestern

Over the past 25 years, Pacific Rock & Recycle has developed great relationships with top tier equipment manufacturers compost and organics recycling, remedial materials processing facilities, recycling and landfill operations, land clearing and site

Mine-duty material processing attachment crushes and loads material in one step

EAST BRUNSWICK, NJ – A U.S.-based minerals company recently began using an ALLU Transformer M 3-20 material processing attachment in its Middleton, TN, montmorillonite clay mine. The company purchased the mine-duty M-Series screener-crusher attachment from ALLU to use with its Hitachi 650 excavator in order to crush mined clay down to 4 inch-minus and simultaneously load haul trucks. The ALLU Transformer is allowing the facility to mine land it could not previously mine, as well as process clay from boulders. The ultimate goal is to eliminate the primary crusher in the plant. The processed material is used for production of cat litter and absorbent clay for oils.

According to ALLU territory manager Steve Fowler, "The customer is enjoying the advantages of reduced downtime with their crusher at the plant and lower overall operating costs. They're able to go back and process material that previously was considered unusable and also mine areas they had passed over, saving them from having to buy and strip additional land. The ALLU Transformer allows them to crush, screen and load as a one-person operation."

The ALLU Transformer M-Series attachment is a multi-faceted tool for mining and process industries applications. Powered by the carrier machine (an excavator or wheel loader of up to 154 tons), the hydraulic attachment provides quick and efficient production techniques, solves chute blockages and other material flow problems and easily assists with the processing and transport of wet/

sticky or frozen material. By sizing material and removing problematic and damaging waste rock at the initial stage of the process, the ALLU M-Series eliminates double handling of material and contributes to an operation's maximum efficiency. It helps protect conveyor systems and primary/ secondary material processing equipment, as it ultimately saves operations time and money.



The company purchased the mine-duty M-Series screener-crusher attachment from ALLU to use with its Hitachi 650 excavator in order to crush mined clay down to 4 inch-minus and simultaneously load haul trucks.

Photo courtesy of ALLU





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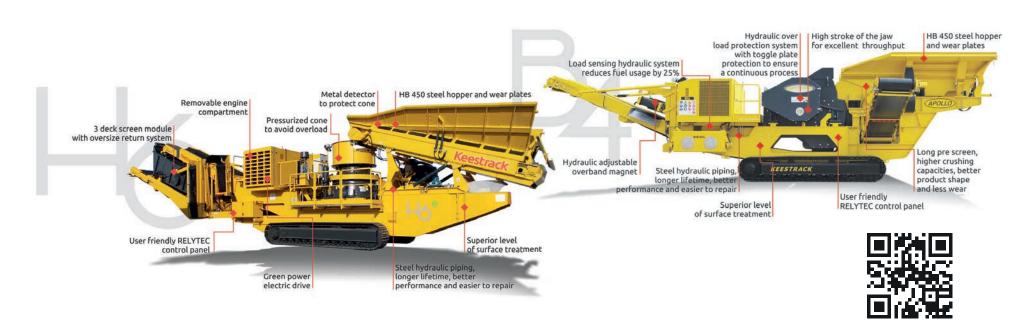
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Preventive maintenance servicing for vehicle scales saves time and money

Neglecting your scale can cost you profit

The goal of any vehicle scale service program should be to ensure that equipment stays in working order with minimal downtime between service visits or the life of the product. The losses to revenue due to a scale failure can exceed the cost of maintenance. Adopting a comprehensive preventive maintenance program ultimately saves money over the long run. Owners should opt for a program with the level that fits their specific needs. The highest level may include parts, service visits and calibrations. For those facing little exposure to significant repairs, a basic option covering only calibrations may be the best fit.

The difference between preventive maintenance and general servicing

A general service visit is typically more specific in nature – a "tool in hand" service. Preventative maintenance includes

this type of service, but also includes more interaction with a customer to understand the business and the role the equipment plays in it. Along with upkeep of equipment, preventative maintenance servicing takes into account such factors as heavy use periods, the value of supplying bench stock on difficult to acquire parts (so as to limit downtime), as well as strategies for repair if a breakdown occurs.

In other words, preventative maintenance is a more holistic approach to service. It does not just look at the customer's equipment in isolation from the operation, but sees the wider picture, including how the proper and efficient operation of the equipment (as well as breakdowns) affects the customers' business.

One final way of looking at the difference: General servicing puts out fires. Preventative maintenance servicing pre-

ents them

The importance of preventive maintenance programs

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In effect, a scale is a company's cash register. Preventative scale maintenance directly equates to bottom line dollars. Neglecting to account for the longevity of equipment can result in significant future repairs. Problems generally do not stay static or improve over time – they usually get worse. When a small issue morphs into a significant problem, wholesale repairs must be performed. These are often not budgeted for, so they result in unanticipated downtime, which often comes at a critical time.

Downtime can be minimized or eliminated almost entirely by doing proper preventative service. In one case Fairbanks Scales recently worked on, a scale experienced significant structural damage due to rusting of critical components, resulting in the need for a \$38,000 full rebuild. This customer had not regularly check his scale. Had maintenance visits been performed, the issue would have been caught and small repairs could have been completed.

Preventative scale maintenance directly equates to bottom line dollars. Neglecting to account for the longevity of equipment can result in significant future repairs.



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2001 Hartl 504 Track PCV Impact Crusher 6,359 hrs. Stock #CE130RR



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2016 Finlay 883T Screen CAT C4x4, 1,787 hrs Stock #CE344RR



2008 Pegson 1412 Trakpactor Impact Crusher CAT engine, 3,500 hrs Stock#CE365RR



2016 McCloskey R230 Scalping Screen Highest-producing Scalper in the market today, 2,432 hrs., Stock #MCC263RR



2013 McCloskey \$130 2 Deck Screen
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Stock #MCC270RR



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All Equipment Subject to Availability.



2016 McCloskey
I44R V2 Recirc Impact Crusher
High performance recirculating
impact crusher, 2,234 hrs.,
Stock #MCC512RR

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What to look for in a service program

There are two major types of service programs: open-end and closed-end.

Open-end service is the type most often provided in the industrial weighing service industry. Service is paid for as required, also known as "pay as you go." The service may consist of periodic inspections that are pre-scheduled to specific needs and requirements. It is called open-end because there is no limit to the total cost of repairs. When service is required, the customer contacts the service provider, the service provider requests a purchase order (as promise for payment for services) and when satisfied with financial arrangements, the service provider sends a technician to make the repairs

Once the service company determines the nature of the damage or failure, they may either give the customer an estimate for the total cost of the complete repair or repair the scale with the final cost of repairs unknown.

An advantage of open-end service is that actual service costs may not exceed the amount budgeted. Some scales have a history of near-perfect performance and the need to cover any risks that may occur can outweigh the concern about unscheduled costs.

A disadvantage of open-end service is that it is impossible to know what the costs will be. Although it may be possible to know the cost of scheduled calibrations, it is impossible to predict component failures. It is also impossible to prevent failure unless the cause is apparent at the time of an inspection. When there is a failure, policies and processes (work order requisitions, approvals, and purchase orders) may delay getting the equipment serviced. Open-end service can increase downtime, as service providers may have to check credit history for past-due service payments or other problems.

Another disadvantage is that parts and service repairs are typically warranted for a period of 90 days, so repeat failures could be financially catastrophic. Customers often postpone service for known problems with their scale because they do



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RockRoadRecycle.com PG 18 September 2019

New truck scale instrument helps meet increased product performance expectations

Companies are looking to increase profitability and efficiency by increasing the number of weighments they can make over a given time. One way to achieve this is by integrating weighing functions more closely with daily production and business activities. New truck scale instruments are being developed that fit in with today's culture and business environment, where there is a greatly increased expectation that user interfaces will provide immediate feedback and be easy to use. One example is Fairbanks' new FB2560 instrument, which includes faster processing power, expanded USB capabilities, an updated operating system and more memory.

Faster processors with updated operating system and software

Faster and more powerful processors provide quick response time and improve user experience. For example, the FB2560 features a 1.83GHz quad core processor, a big upgrade from the prior model's 1.6GHz dual core processor. Also, installation and calibration are streamlined in the FB2560 through use of a web interface.

Downtime is minimized and repair and calibration costs are significantly reduced with Intalogix® technology, which allows the instrument to help diagnose load cell issues. The Intalogix technology digitizes analog load cell signals, letting users track what is happening in each load cell. The key benefits of such a system include increased resolution and accuracy, much easier problem isolation and troubleshooting, and unprecedented lightning and surge protection. And

because Intalogix works with virtually any analog load cell, no special proprietary load cells are required.

The new instrument now includes five USB ports, increasing the number of devices that can be integrated into the overall system. One is a USB 3.0 port, often referred to as SuperSpeed USB. Devices that adhere to the USB 3.0 standard can transfer data about 10 times faster than the older USB 2.0 standard.

The operating system has been upgraded from Windows 8.1 to Windows 10, which will allow for extended operating system support for this family of instruments. The RAM was doubled to 4 GB to increase the speed of the user interface. Along with the new hardware, software enhancements include additional features to improve service and support. The new instrument is available in NEMA 12 desktop, washdown, panel mount and rack mount versions.

The external display uses a Digital Video Interface-1 (DVI-1) connector, which provides the ability to connect an external flat panel monitor to the FB2560. Power requirements for the FB2560 are now 100-240 volts of AC power at 47-63 Hertz, allowing the instrument to be used in applications with varying supply voltages.

Driver assist terminal speeds vehicle weighing process

The Driver Assist Terminal (DAT) available for the instrument is designed to speed the vehicle weighing process and reduce associated operating costs. By allowing drivers to remain inside their vehicles, the FB2560 DAT also eliminates

safety concerns and liabilities that can occur when drivers walk across scale platforms and traffic lanes.

The new FB2560 instrument also features Axlematic, an application that allows for axle-by-axle weighing of vehicles on both full-length platform and short platform scales.

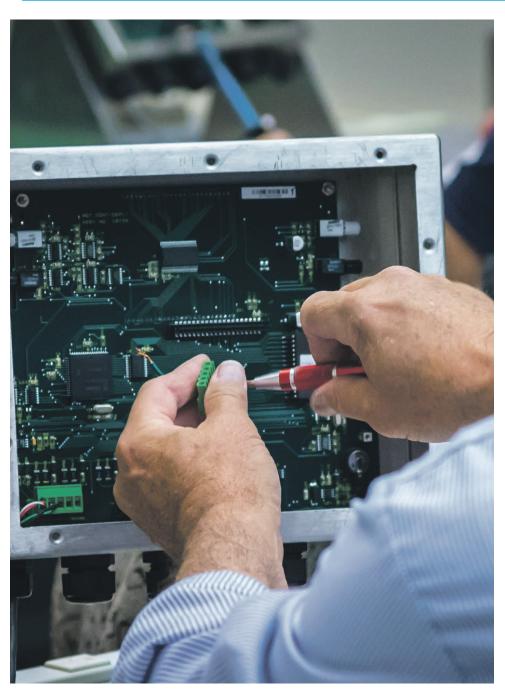
The short platform axle weighing application allows vehicles to be weighed one axle at a time. The weighing operation can be used on an axle truck scale with dimensions of 10-feet x 10-feet or larger and can process gross-tare-net weighing, manual weighing or auto axle weighing.

The full length platform Axlematic application resides on the FB2560, providing important axle weighing features and functions, including serial connectivity, onscreen IP camera interface, full color touch screen display, Ethernet connectivity and transaction reports via email.

Using the full length platform weighing application allows trucks to be weighed one axle at a time on a standard full length truck scale. The system can be configured for manual or auto axle weighing and gross-tare-net or inbound/outbound weighing. Once the vehicle is completely scale borne, a legal-for-trade gross-tare net ticket can be provided.

Easy to use instrument provides immediate feedback

The new FB2560 instrument offers features that provide immediate feedback and make it far easier to use than earlier instruments. It represents a big step forward in integrating weighing functions more closely with daily production and business activities.



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not want to spend the money during financially slow periods. This may result in additional failures, making the repair even more expensive.

To make matters worse, these decisions are often made without a complete understanding of the financial impact an inaccurate scale can have. The losses due to a failure can exceed the cost of maintenance, but because they are not seen on an invoice, these actual costs are often ignored.

Closed-end service plans are far less common in the industrial weighing market. They involve a fixed price for an annual agreement period. With a closed-end service plan, extra costs above the service contract amount are borne by the scale service provider. Large service providers are better able to take this risk, so this service plan type is less available with smaller scale companies.

With a closed-end service plan, when service is required, it can be ordered without purchase order, requisition, or approvals, so a technician can be on site quickly. This is the fastest, simplest way to initiate service. The greatest benefit of a closed-end service agreement is reduced risk for the customer. Much like insurance, closed-end service agreements cover the cost of most failures. This allows the customer to spend less time making arrangements between purchasing and management when service is needed. It also builds a better relationship between the service provider and the end user of the scale because the service process is less cumbersome. Closed-end service can be tailored to provide various levels of service so coverage is customized to the customer's preferred risk level.

Technology has made closed-end service even more attractive. Some companies provide wireless monitoring of weighing system electronics' accuracy, giving the service provider warning that proactive service repairs are required. Scale owners may receive notification on their smartphone that there is a scale error, but do not even need to call anyone because the service company has already dispatched a technician to fix the error.

In addition, because scale owners can choose monthly, quarterly, or annual charges for the service, a closed-end agreement may also help scale owners budget for maintenance costs more accurately.

There are few disadvantages of closed-end service. It would not work well for a service provider with limited resources, because the risk can be extreme and requires the company to have many closed-end service accounts in order to survive the bad scale scenario.

For example, the Fairbanks Scales Guardian Service Plan is a "no surprises" service program with multiple levels to fit specific customer needs. The highest level of Guardian Service can be all-encompassing to include parts, service visits and calibrations. Customers with little exposure to significant repairs might choose a more basic option just covering calibrations.

Revenue losses due to a scale failure can exceed the cost of maintenance. Preventive maintenance ends up saving in the long run.

Downtime can be minimized or eliminated almost entirely by doing proper preventative service.

Photo courtesy of Fairbanks Scales

September 2019 RockRoadRecycle.com

Komatsu America Corp. introduces the new WA900-8 wheel loader

ROLLING MEADOWS, IL – Komatsu America Corp. recently announced the introduction of the WA900-8. The 256,618 lb (116,400 kg) wheel loader is equipped with an EPA Tier 4 Final certified emission regulations-compliant engine and is purpose-built to load 70- to 150-ton haul trucks.

"The WA900-8 is the perfect machine for loading haul trucks because the all new Komatsu bucket design with modified profile maximizes bucket fill to increase productivity," said Robert Hussey, product marketing manager, Komatsu America Corp. "The large pillarless cab offers great visibility and the higher capacity air suspension seat along with the Electronically Controlled Suspension System (ECSS) provides a smooth ride for better travel performance to keep operators comfortable throughout long shifts."

Productivity & efficiency

A variable traction control system and modulation clutch system provide optimal tractive effort for various ground conditions. Komatsu SmartLoader Logic helps reduce fuel consumption while maintaining production levels.

A closed center load-sensing hydraulic system delivers hydraulic flow based on application demand, saving fuel and reducing hydraulic oil temperatures.

Throttle lock with auto-deceleration improves cycle times by maintaining high work-equipment performance.

Under the hood

The U.S. EPA Tier 4 Final emission regulation-compliant engine SSA12V140E-7 outputs a net horsepower of 899 hp (up 5% from 856 hp on the WA900-3E0).

It comes with dual Komatsu diesel particulate filters (KDPF); no SCR system and no DEF required.

Variable geometry turbochargers (VGT)



The WA900-8 wheel loader is equipped with an EPA Tier 4 Final certified emission regulations-compliant engine and is purpose-built to load 70- to 150-ton haul trucks.

ensure precise engine control and quick response.

Accessibility & operator comfort

An advanced joystick steering system (AJSS) and electronic pilot control (EPC) work equipment control levers provide quick and precise response to operator input.

The automatic dig system, semi-automatic approach and dump system help less experienced operators become more productive and can reduce fatigue for experienced operators.

It features a high resolution, 7-inch monitor with dedicated rearview camera.

And 45° stairways on the left- and right-

Photos courtesy of Komatsu America

hand side of the machine and walkways in front of the cab and on the rear counterweight provide easy access on the machine.

New machine technology

An advanced machine monitoring system, with onboard diagnostics viewable with the 7-inch LCD monitor, means no laptop is required for machine troubleshooting.

KomVision® with radar obstacle detection, a six-camera system on a dedicated LCD monitor, provides a bird's-eye view around the machine and an audible alert when an obstacle is detected in the working area for improved operator situational awareness (optional).

Enhanced KOMTRAX® Plus is in place for immediate remote diagnostics of machine heath and performance with operator ID and integration with third party telematics systems.

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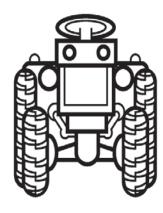


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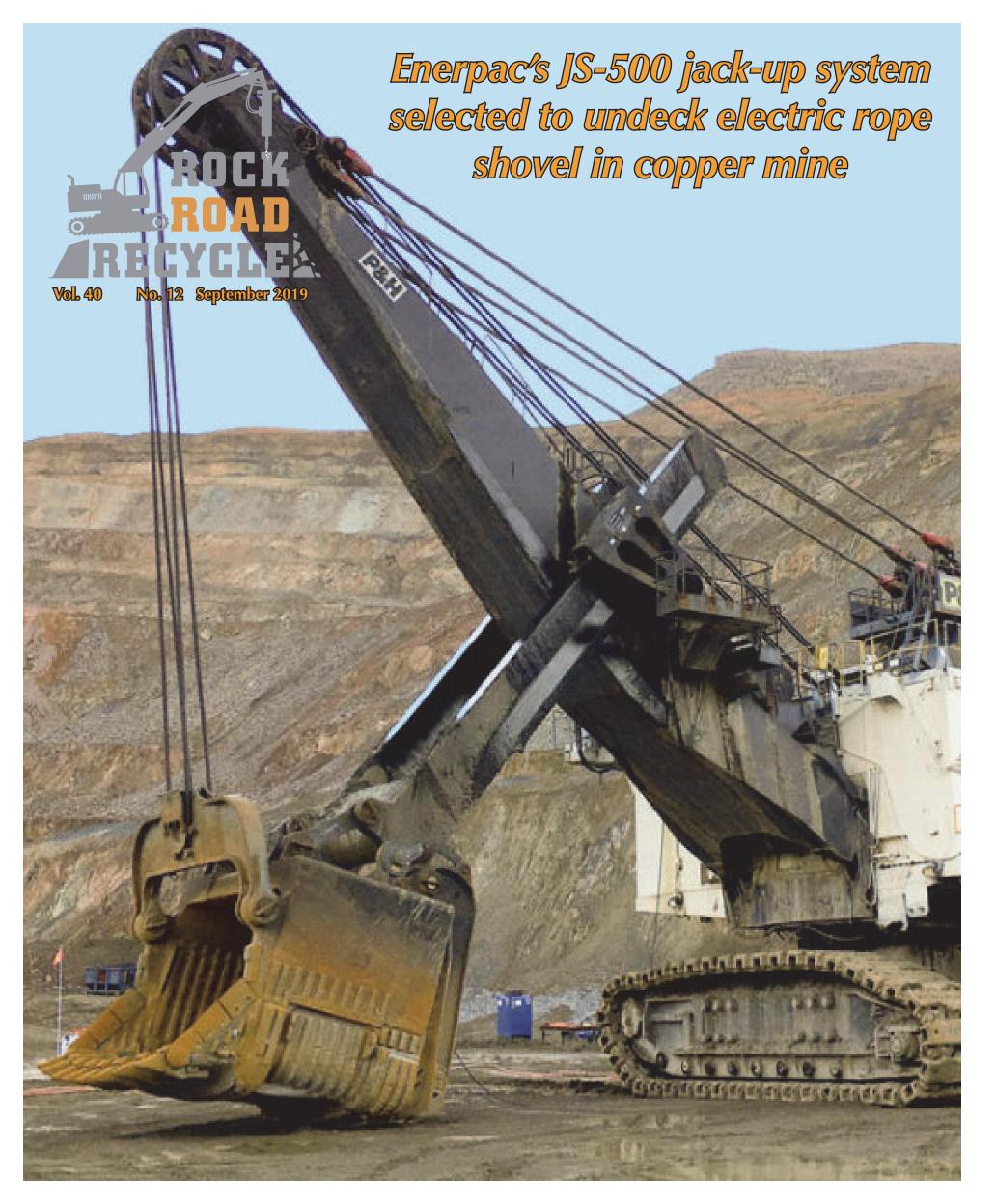
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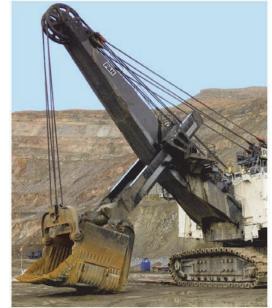
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Enerpac's JS-500 jack-up system selected to undeck electric rope shovel in copper mine

On the cover:

The rope shovel was moved to the maintenance area to remove dipper sticks, bucket and unnecessary weights prior to the lift.

Photo courtesy of Enerpac

PG 4

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Terex updates Load Alert monitor display



If an overload is detected, the Load Alert screen turns red, displays "overload" and a dial read-out shows the percentage of overload for either the platform or the jib or both.



The initial screen on Terex's Load Alert indicates the system is operational.

Photos courtesy of Terex Utilities

WATERTOWN, SD – Terex Utilities has updated the monitor display for the Ter-

ex Load Alert system. Load Alert monitors and analyzes the truck's jib and platform capacity and boom positions on Terex aerial devices. It provides visible and

audible alerts when an overload is detected.

Load Alert monitors boom

angle, platform and jib capacity, winch line distance from the platform pivot

point and winch line load. Included in the display is a full load chart in addition to the printed load chart, to assist operators with staying within the operating limits of the aerial device. The initial screen indicates that the system is operational, and during operations now turns red if an overload is detected and displays "overload" on the screen. A dial readout shows the percentage of overload for either the platform or the jib or both. In addition, an alert sounds in the platform and at ground level.

"The system supplements users' safe work practices by providing immediate feedback to an operator," said Kevin Stutzman, engineering manager. "As an option, it is also possible to send a notification report via text or email to a specified location. For example, notifications to fleet departments can provide information to assist with maintenance protocols," he said.

"Terex continues to lead the way with technology featuring practical benefits for fleet users and owners. By staying engaged with customers, Load Alert has evolved since its introduction in 2016 - the first of its kind for insulated aerial devices. As new technology becomes available or we identify improvement opportunities, we seek feedback from our customer partners. The new monitor displays are a result of those conversations," said Joe Caywood, director of marketing.



RockRoad Recycle.com PG 4 September 2019



Inerpac's JS-500 jack-up system selected to undeck electric rope shovel in copper mine

The rope shovel was moved to the maintenance area to remove the dipper sticks, bucket and any unnecessary weights and then returned to the pad to perform the lift.

Photos courtesy of Elko Wire Rope

lko Wire Rope, a privately-owned provider of manufactured rigging products in the mining industry, selected Enerpac's JS-500 Jack-up System to undeck an electric rope shovel at a copper mine site located in the Southwestern USA. The entire upper works of the rope shovel needed to be lifted for an inspection of the bearings and have maintenance repairs performed. The machine weighs approximately 1,500 tons, requiring lifting with significant force and control.

Typically, the solution for this kind of lift is using custom long stroke cylinders or doing a staged lift, which gets the job solved, but not entirely. Elko was looking for a more

sophisticated, next level solution to provide to their mining customers for this particular application, as well as for other heavy lifting jobs.

Enerpac introduced their JS-500 Jack-up System to the Elko team as the solution and provided extensive information on how it would work for this particular application. After analyzing all the information and talking through the features, benefits, capabilities and ease of implementation and mobilization in the field, Elko chose to invest in a new product and a new way with Enerpac.

"It was a perfect match," said Mike Beres, sales director-Americas for heavy lifting technology at Enerpac. "We have the product to do the lifting of the equipment and Elko has the capability for building the attachments to integrate to

the equipment. They have extensive knowledge of tooling to adapt to the shovel.

"This will be the first time a shovel is undecked using Enerpac JS equipment," said Beres. "We have had animations and idea builders that we have shown customers, but only Elko has taken the leap with us for this application. We look forward to the partnership with Elko and what the future may bring."

The jack-up system is a custom developed multipoint lifting system. A typical system setup includes four jack-up units positioned under each corner of a load. A four-unit setup has a lifting capacity of 2,000 metric tons (500 tons per unit).

Enerpac's jack-up system is operated and controlled by a computer control unit know as SCC or Smart Cylinder Control. Each unit's lifting or lowering operations occur simultaneously with others connected; the SCC's synchronous technology keeps the load under control and within the level tolerance programmed. Load readouts for each JS unit are shown on the operator screen and are used to calculate where the center of gravity is within the stability triangle for the lift.

"The smart cylinder control makes for a comfortable pro-

cess," said Corey Reynolds, commercial manager at Enerpac. "The customer gets a good understanding of what they are seeing on the computer screen and feels confident operating on their own."

The hydraulics power units are embedded within each unit's lifting frame. The large width of the system makes it stable and allows side loads that are superior to basic cylinder setups. Additionally, when the load is landed onto the tower, the load is held mechanically versus being held on hydraulic oil, thereby increasing the safety of the operation.

The first part of the job required significant prep work to prepare the ground for the assembly of the jack-up system for the lift. The ground needed to be compacted and leveled to achieve a stable state without any seen settling to withstand the entire 60 days of the project operation. Once the pad prep was completed, the rope shovel was moved to the



In addition to the JS-500 Jack-up system, Elko also used Enerpac's EVO synchronous lift system under the car body to make small adjustments to the alignment of the center pin going through the center of the machine as they lifted the upper revolving deck.

Enerpac's from 4

maintenance area to remove the dipper sticks, bucket and any unnecessary weights that do not need to be lifted and then returned to the pad to perform the lift. The process took 16 hours for the move.

The team then positioned two jacks under the counterweight in the rear and two under the main boom section. The alignment was checked very closely to make sure they were lifting under the correct parts to ensure no damage would take place. Elko also fabricated and welded lifting jigs to the front of the machine.

In addition to the JS-500 Jack-up system, Elko also used Enerpac's EVO synchronous lift system under the car body

to make small adjustments to the alignment of the center pin going through the center of the machine as they lifted the upper revolving deck. The lift depends on the accuracy of clearing the center pin.

"While the lift was being done the team monitored the level of the car body and upper revolving deck from inside the machine to confirm clearance around the pin and to make adjustments to the car body with the EVO system, all while they did the lift on the outside with the jack-up system," said Reynolds. "This was a unique feature for shovel undecking that hasn't been done before."

"Once the revolving deck was high enough above the car

body to clear the center pin, which was 25ft high, we were able to easily lower the deck down 15 feet and build a stage and reach the revolving deck without needing ladders. The flexibility to raise and lower makes maintenance operations more friendly and ergonomic."

"The Enerpac JS-500 Jack-up System is truly an innovative solution to use for undecking," said Neely Hammond, Manager at Elko Wire Rope. "The automation is smooth, safe and you have the ability to add barrels to the system to go as high as you need. Other products have set limits, and with this, we can go up 40-50 feet high. We are excited to continue lifting with different heights and weights on future projects."



Alignment is checked very closely to ensure lifting under the correct parts and that no damage will take place.



The JS-500 Jack-up system has a lifting capacity of 2,000 metric tons.





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RockRoad Recycle.com PG 6 September 2019

Trio of Grove GMKs form backbone of Swiss logistics company's new premises



Emil Egger AG
has purchased
three new Grove
mobile cranes to
form the backbone of its new
facility in Bassersdorf, near Zurich.
Photo courtesy of
Emil Egger AG

Swiss transport, heavy lift and warehouse logistics company Emil Egger AG has purchased three new Grove mobile cranes to form the backbone of its new facility in Bassersdorf, near Zurich.

Headquartered in St. Gallen, Switzerland, Emil Egger AG is an established mobile crane hire company for the construction industry, specializing in complex projects in heavy lift logistics and the erection of tower cranes. The three cranes were supplied by Stirnimann AG and include one GMK6300L-1, one GMK5250L and one GMK5150L.

"When choosing the new mobile cranes, the most important factors for us were long telescopic booms, high load capacities and a strong drivetrain," said Michael Egger, managing director of Emil Egger AG. "From our point of view, the new GMK6300L-1 is the best in its class and the GMK5250L and GMK5150L are also very powerful and compact cranes. With the new models, we can do most jobs in two to four hours. Doing away with additional auxiliary cranes alone shortens assembly and dismantling times by at least two to three hours. This not only reduces the disturbance around the construction site enormously, but also the costs. As a result, we can offer reduced pricing, making us even more attractive to customers."

A powerful trio

The 80m main boom of the GMK6300L-1 can carry a load of up to 14 t at full height, with a working radius of 14-28 m. The powerful yet fuel-efficient 430-kW (580-hp) Mercedes-Benz engine (Euromot 4/EPA Tier 4 final) in the carrier is combined with a reliable Allison torque converter transmission and provides for wear-free starting in confined and mountainous areas. The superstructure is powered by a Mercedes-Benz engine (Euromot 4/EPA Tier 4 final) with an output of 210 kW (280 hp).

With the GMK5250L, Emil Egger now also has one of the strongest and most versatile five-axle cranes on the mobile crane market. With its 70m main boom and 250t payload and fast set-up times, it is also ideal for erecting and dismantling tower cranes. The new VIAB turbo clutch ensures particularly good maneuverability and high driving comfort, and the turbo coupling module prevents the clutch from overheating.

With a load capacity of 150t and its 60m-long main boom and a taxi ballast of 10.2 t within 12 t per axle, the compact GMK5150L is an excellent taxi crane and does not require an additional accessory vehicle for most jobs.

Strong support

"In addition to the convincing performance of the cranes, the technical support provided by Stirnimann AG was also a strong benefit of purchasing the cranes," added Egger. "Although we maintain our own workshop for the maintenance of our cranes, we are very grateful for the fast and competent help from Stirnimann. Because of this, lengthy periods of downtime have so far been avoided."







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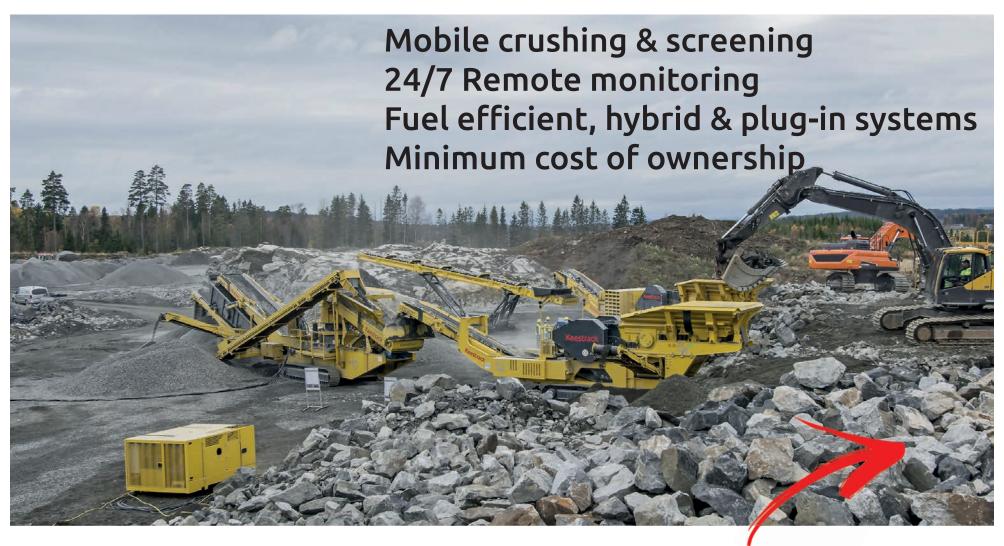
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ANSI grants NCCCO continued accreditation

After a thorough onsite audit of its certification procedures and psychometric protocols, the American National Standards Institute (ANSI) has granted NCCCO continued accreditation for its more than 20 crane and crane-related personnel certifications. ANSI's audit of NCCCO occurs annually as a requirement of its accreditation to the ISO/IEC 17024 international standard for organizations that certify personnel with an on-site inspection by ANSI auditors every

Although NCCCO's current accreditation runs through 2022, ANSI requires a comprehensive report documenting program performance and internal procedures on an annual basis and grants continued accreditation only if all requirements are met. ANSI requirements are rigorous and designed to give assurance to those who depend on certification programs that the tests are fair, sound and valid assessments of the knowledge and skills they are intended to measure. As a result, ANSI accreditation demonstrates that NCCCO's nationally recognized and administered programs have been developed — and are maintained to the highest standards of test integrity.

"Candidates and employers alike can continue to be assured that with ANSI's independent verification of NCCCO's policies and procedures, CCO certification meets the highest professional standards of examination development and administration," said NCCCO President Kerry Hulse. "Each NCCCO certification card is backed by the ANSI guarantee of program excellence unequaled in this industry."

Accredited for 20+ Years

CCO certification programs have been accredited since 1998. NCCCO received its first accreditation from ANSI in 2007. Additional accreditations have been progressively awarded since that time, as follows:

- Mobile, Tower and Overhead Cranes (2007)
- CCO Signalperson (2010)
- Rigger Level I (2010)
- Rigger Level II (2011)
- Articulating Crane Operator (2011)
- Crane Inspector (2012)
- Digger Derrick Operator (2013)
- Service Truck Crane Operator (2015)
- Lift Director (2015)
- ANSI Commendations

Over the past 12 years, ANSI has awarded NCCCO numerous commendations for its efforts to provide and maintain fair, valid and effective personnel certifications:

- Quality Assurance: Record-keeping system for client feedback
- Candidate Communications: video presentation of practical exam tasks
- Recertificant Outreach: notification of certification expiration
- Intellectual Property Protection: monitoring of CCO logo use violations
- Practical Exam Design: selection of tasks, objectivity and clarity of scoring cri-
- Practical Exam Monitoring: inter-rater reliability calibration process
- Stakeholder Input: certificant and employer recognition programs

• Data Systems Security: protection against unauthorized access of candidate and employer data

Who's accredited?

OSHA now requires all certification organizations providing certification to crane operators to be accredited. There are several certification bodies but only four that are currently accredited.

Accredited by ANSI

- NCCCO National Commission for the Certification of Crane Operators
- NCCER (formerly the National Center for Construction Education and Research)
- EICA Electrical Industry Certifications Association

Accredited by NCCA:

• OECP - Operating Engineers Certification Program

Note that not all certification bodies are accredited for all the programs they offer. Employers can verify for themselves which programs are included in the accreditation scope, and which bodies are accredited, by

checking directly with the appropriate accrediting agency. 📕







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CM Labs delivering new edition of groundbreaking training simulators to Manitowoc

CM Labs recently announced they are developing the second in a series of groundbreaking simulators showcasing the intuitive Crane Control System (CCS) from Manitowoc Cranes.

CM Labs' CCS-driven Vortex® simulators provide operator training and drive adoption of Manitowoc cranes by providing crane operators with direct experience of the benefits and capabilities of CCS equipped cranes.

Manitowoc's CCS operating platform provides a common human-machine interface across multiple crane product lines. Each CCS unit features the same control layout, with standardized symbols, and is made up of several common components (crane controller, safety controller, small IO (input/output), large IO, joysticks, jog-dial and display).

Manitowoc engaged CM Labs to integrate the new control technology into simulators, with the goal of allowing dealers and customers to experience and train with the CCS on a true-to-life worksite. "Our design starts with a relationship with the machine, so that the user interface feels very close to the real thing. This was important for Manitowoc in order for the end product to both look and act like their brand," said Drew Carruthers, product line manager for construction equipment.

"We selected CM Labs because they are the leader in crane simulation with their top-quality solutions already widely deployed at training organizations," said John Alexander, director of all-terrain crane service, mobile training & telematics at Manitowoc. "Many of our own clients are already using CM Labs simulators every day."

The first simulators delivered by CM Labs replicated the functionality and behavior of Manitowoc's 35-ton (40 U.S. ton) Grove RT540E crane. CM Labs' second series of simulators is designed to replicate the behavior of a 165-ton (182 U.S. ton) MLC165 lattice boom crawler crane as manufactured by Manitowoc. Both simulators are under the control of an actual CCS user interface.

Vortex simulators are powered by Vortex Studio, the high-fidelity physics-based real-time simulation platform that delivers unparalleled realism and immersion. This means that the simulation includes actual on-board crane computers and load moment indicators, different boom configurations and accurate simulation of machine behavior, plus cable physical property simulation for winch line, slings and load and multiple rigging options.

As with all Vortex simulators, high quality visuals and sound effects complete the immersive experience. This overarching accuracy ensures skills learned on the simulator will transfer better to the live equipment.

"CM Labs is an ideal partner for OEMs like Manitowoc because of our ability to provide turnkey development services that leverage authentic OEM control sets and programmable logic controllers and control systems," said Arnold Free, chief commercial officer of CM Labs.

Dealers and operators of Manitowoc Cranes who are interested in purchasing a Vortex Crane Simulator enhanced with CCS to use for customer training can do so through Manitowoc Crane Care.



CM Labs recently announced they are developing the second in a series of groundbreaking simulators showcasing the intuitive Crane Control System (CCS) from Manitowoc Cranes.

Photo courtesy of CM Labs

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People in the industry

Crane inspector, trainer with entertainment rigging background joins CIS

Crane Industry Services LLC (CIS), based in Carrollton, GA, recently announced that Greg Brown has joined the staff as a crane inspector, trainer and practical examiner. Brown is a U.S. Navy Veteran.

"Greg Brown has impressive skills and experience from the entertainment rigging sector as well as his military training," said Debbie Dickinson, CEO of CIS. He has experience in rigging and hydraulics, working with cranes, forklifts and other equipment used in the construction and entertainment indus-

"There is a great need for equipment inspections in the entertainment industry," said Brandon Bowling with United Rentals Sports & Entertainment Division, which rents lifting equipment to studios for rigging cameras and lights to machinery. Cranes are also used for stunt work. He said safety is as crucial to the entertainment industry as it is to the construction sector. Studios require inspections and extensive operator and rigger training.

Brown is an NCCER-certified instructor, a mobile crane examiner, an assessment coordinator and a curriculum performance evaluator. His background is in concert stage construction and the similarities to vertical construction lie in the rigging involved, he said.

"On the music side, you raise objects, like speakers and lights, and leave them there for the show. Then you bring them down. With cranes, you're moving materials to where they're needed. The rigging principles are much the same," he stated.



Crane Industry Services recently announced that Greg Brown has joined the staff as a crane inspector, trainer and practical exam-

Photo courtesy of CIS

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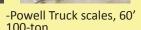
-JD 310SE backhoe, 4x4 -JD 300 B backhoe

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The Hup M 28-22 is the first model in the revolutionary Potain Hup range for high levels of mobility, providing excellent jobsite access capabilities.

odern day construction cranes are often huge beasts, lifting tons of material literally hundreds of feet. Different types of cranes exist depending on the particular job that needs to be completed, with one of the most commonly seen cranes in cities being a tower crane. These were initially developed in Europe, and are now popular all over the world, used most often in the construction of tall buildings. They are fixed to the ground during the construction period, mounted over a strong concrete pad so that anchor bolts can be embedded into the pad. These hold the tower crane when it is lifting heavy loads.

Since cranes used on construction sites are usually temporary structures, they are often mounted to vehicles so they can be easily moved. Truck-mounted cranes are usually able to travel on highways and therefore addi-



GMK3060L features highly compact dimensions in the three axle segment, enabling it to access tight job sites, maneuver easily around city centers and even work indoors.

tional equipment is not necessary to transport the crane to the jobsite. When the crane is then erected at the construction site, outriggers are extended horizontally from the base of the truck and then vertically to stabilize the crane. Specialist rough terrain cranes are a type of truck-mounted crane. They are mounted to an undercarriage that has rubber tires specifically used for off-road applications, with outriggers being used for stability with this type of crane.

Crawler cranes are also mobile cranes, but they do not require outriggers for stability. The crawler crane is mounted onto a chassis with a set of tracks instead of tires and have a lifting capacity ranging from 40 to 3,500 tons. Although crawler cranes are mobile around a site, they usually need to be disassembled and loaded on to transport trucks for movement between sites. These are the typical cranes used in construction, although other types of cranes do exist. Here we take a look at some of the latest developments in construction crane technology from some of the major players in the industry.

Reaching new heights

The heritage of Manitowoc Cranes dates to 1925 when the company built its first lattice boom crawler cranes. Since that time, the very name "Manitowoc" has come to symbolize crawler cranes, and the company's trademark red machines can be found in every corner of the globe. In response to customer demand, the company manufactures not only a range of lift cranes but also duty cycle crawler cranes and wheeled cranes for special industrial and marine applications. Industry leading technology including the CAN-BUS with EPIC control system and the FACT quick assembly system are at the forefront of the industry.

At the recent bauma Munich trade show, Manitowoc launched six new models from its Grove and Potain lines. The new GMK3060L features a 48m (157.5 ft) boom and significantly stronger load charts, and will be available in both Euromot III/ Tier 3 and Euromot V/Tier 4 Final engine emission standards. An upgrade of the three-axle Grove GMK3060 all terrain crane was also introduced, with the new GMK3060L being based on its predecessor's design, but with a longer boom (48m/157.5 ft instead of 43m/141 ft) and is said to offer the

strongest taxi load charts in its class.

Like the original, the GMK3060L features highly compact dimensions in the three axle segment, enabling it to access tight jobsites, maneuver easily around city centers and even work indoors. The chassis is almost as compact as a two axle model and up to 1m shorter than other three axle cranes, with a carrier length of only 8.68m (28.47 ft) and a minimum overall height of 3.48m (11.41 ft) with the suspension fully lowered. The new model features a longer, 48m (157.5 ft) seven section TWIN-LOCK hydraulic pinned main boom and boasts significantly stronger load charts.

The GMK3060L features Manitowoc's Crane Control System (CCS) as well as a boom configurator feature. This enables operators to input basic lift parameters, such as load, radius and load height, with the system automatically providing optimal boom options for performing the lift. This saves time at the job site and makes the setup process much easier. Like all GMK cranes with CCS, the GMK3060L also features the MAXbase option for variable outrigger settings and increase load charts in certain working ranges.

New from Potain

Potain has introduced the Potain Hup self-erecting



The unique feature of the new EC-B series (240 EC-B Fiber and 370 EC-B Fiber) are the use of high strength soLITE fiber rope, which was developed by Liebherr and the cable manufacturer Teufelberger over the last 10 years.

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The RT 100 rough terrain crane offers a five section, fully hydraulic boom that extends up to 154 ft (47m).

crane. The Hup M 28-22 is the first model in the revolutionary Potain Hup range for high levels of mobility, providing excellent jobsite access capabilities. The new self-erecting crane features permanent ballast, a double steering axle and a transport length of just 11.5m, as well as advanced transport equipment with double steering axles.

"The new Hup M 28-22 optimizes mobility, productivity and versatility for our customers," said Jean-Pierre Zaffiro, global product director for Potain self-erecting cranes at Manitowoc. "This combination will increase return on investment for many lifters."

The Hup M 28-22 has a 28m jib and features 16 configurations, which is said to be unique to this category of self-erecting cranes, enabling it to be easily adapted for a range of job site applications. The crane has a maximum capacity of 2.2t and can lift 850 kg (1,874 lbs) at its 28m (92 ft) jib end.

Best in class mobility, productivity & versatility

Versatility is delivered with the crane's raised jib that offers four positions: horizontal, 10°, 20° and even 30°. These functions give the crane a height under hook range between 20m (65 ft) and 31m (101 ft). Folding or extending the jib is a swift and straightforward operation, with the Hup M 28-22 offering convenient configurations for both short and long jib lengths. Operator productivity on the Hup M 28-22 is maximized through Manitowoc's remote control unit. The remote system features a large color screen with easy to use navigation and optimized ergonomics for operator comfort. Its Smart Set Up software delivers on-screen information on automatic folding and unfolding of the crane from the crane's remote.

Like the other Hup models in the range, this new model also benefits from Manitowoc's unique Drive Control functionality: three selectable profiles for operators that vary the working speed of the crane to suit the application. On the top of that, the micro speed function delivers slow and high precision hoisting.

National Crane boom trucks

Another Manitowoc company, National Crane, has made a name for itself in developing truck-mounted hydraulic cranes for over four decades, with models possessing a lifting capacity from 4 U.S. tons to 40 U.S. tons. The company has recently launched a tractor-mounted version of the NBT30H-2 boom truck, which features 360° stability and a 69 ft boom, making it ideal for oil field applications and taxi crane work

Additionally, the company has developed a tractor-mounted version of its popular NBT30H-2, the NBT30H-2 TM. The 30-ton machine was created as a response to the company's "Voice of the Customer" feedback program, going from concept to production in just eight months.

"The NBT30H-2 TM is the next evolution of the boom truck, adding a tractor mount for oil field and taxi crane work," said Bob Ritter, product engineering manager at National Crane. "It was built thanks to a winning combination of speed of engineering and focus on the customer. We've designed this machine to be road legal in all 50 states, without special permitting, and provide superior ROI."

The NBT30H-2 TM features a 69 ft boom with a 78 ft max tip height that enables more job site utilization than a traditional 51 ft tractor mount boom. It also offers 360° stability, with and without the trailer attached, thanks to the out and down main outriggers and stabilizers, as well as a fully integrated heavy duty front outrigger – all of which can be used with full, mid and retracted span chart configurations. The hoist features a two speed, high performance planetary winch with a 390 ft, 9/16 inch rotation resistant wire rope that has a 7,700 lbs single line pull.

A sturdy boom rest has been placed right behind the truck cab for solid boom support in the rugged oil field environments and quick, easy access to the truck engine for serviceability. A fixed position fifth wheel maximizes loading distribution on the truck and trailer. The trailer itself is detachable, allowing for both oil field and taxi crane work. Finally, with nearly 5 ft of truck frame space available between the crane's frame and the back of cab boom rest, customizations such as platform installation, chain rack storage, tool boxes, etc. are possible.

As for the crane's performance and operation, the NBT30H-2 TM features Rated Capacity Limiting (RCL) and anti-two block (ATB) systems. A graphic display capacity limiter and an ATB system provide audio/visual warnings and a crane function lockout. A real time color display shows boom angle, length, radius, tip height, maximum permissible load, load indication and warning of impending overload condition. The machine also features real-time J1939 truck diagnostic and monitoring, such as engine regen status, fuel level, oil pressure, battery voltage and more. Finally, a standard Work Area Definition System (WADS) is included for operator definable non-lockout warning limits.

Liebherr

Swiss giants Liebherr have developed a new flat top series with three of the new range being equipped with fiber rope and therefore carry the name "fiber." The fiber rope has a service life four times longer than a steel cable and enables the fiber cranes to enjoy significantly higher load capacities. In addition, the handling is noticeably lighter than is the case with the steel cable.

The first eight units of the new series already cover a wide range of services – everything from small city cranes to large cargo-handling specialists. The maximum payloads range from 6 to 16 tons and the maximum peak load capacities from 1.6 to 2.8 tons (with maximum reach). At full boom length, all eight devices are said to be among the largest in their class. The 125 EC-B 6 comes to 58m, with the two largest cranes in the new series, the 340 EC-B 12 and the 370 EC-B 12 Fiber, each having a range of up to 78m. In addition, all cranes are optimized for assembly.

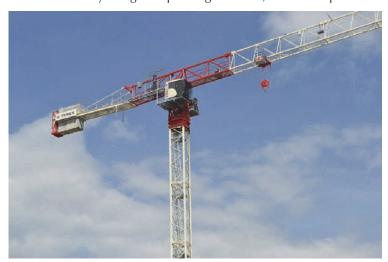
The manufacturer has also taken into account the comfort of the crane operators and the safety on the construction site during the development of the new series. The new "LiCAB" cabin is significantly larger, and also has more visible space. In addition, the new toppers have a new, central control element, namely a multi-touch display.

Fiber cranes: The variant with fiber rope

The unique feature of the new EC-B series (240 EC-B Fiber and 370 EC-B Fiber) are the use of high strength "soLITE" fiber rope, which was developed by Liebherr and the cable manufacturer Teufelberger over the last 10 years. As well as providing up to 20% higher peak load capacity when compared to steel cable variants, the fiber rope has a four times longer service life with the same usage as a steel cable. Since the rope only weighs about one-fifth the weight of the steel cable, the handling of the hoisting rope is also much easier. In addition, the maintenance is less complicated because the fiber rope does not need to be lubricated. Safety in operation is also visibly increased, as the various components of the jacket wear out at different speeds.

More comfort for the operator

With more than two square meters, the new cab is said to offer more space than any EC-B cab. Thanks to the larger field of view, the crane driver now has a better view of the construction site – an essential aspect of safety on the construction site. In addition to ergonomically-designed operating elements, the crane operator



Offering an extended variety of options, the CTT 202-10 flat top tower crane gives customers 9 different jib configurations from 25m to 65m (82 to 213.3 ft) to meet varying jobsite needs.

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Many parts on the upper elements of the crane are optimized for transport and assembly with the new EC-B compact head, boom and trolley being lighter than their predecessors.

also has a large number of positioning and storage surfaces including such items as cup holders. In addition, the new cabin contains power sockets to power small electrical appliances such as kettles or radios. In addition to usual 230V sockets, there are also USB interfaces for power supply (for example, smartphones, which can be utilized hands-free via Bluetooth).

The operation of the cabin and crane functions is much easier and more intuitive with the new display from a 12-inch multi-touch display network. This means that all control settings, such as scaling using the newly developed Scaling Assistant, setting the optimized working area limit ABB or operating the trolley camera, can be carried out via the display. Comfort functions such as air conditioning, radio or windscreen wipers can also be centrally controlled via the new display. The cabin is available in three versions: LiCAB Basic, LiCAB Air with air conditioning and the premium LiCAB AirPlus with air conditioning, double glazing and tiltable side windows.

Optimized steel construction: Smaller, lighter, more powerful

Many parts on the upper elements of the crane are optimized for transport and assembly with the new EC-B compact head, boom and trolley being lighter than their predecessors. In addition, the boom has been made narrow enough so that even three boom parts fit on a truck bed. Compared to comparable Liebherr cranes, a complete transport LWK means less is required even with the shortest boom – at least two lorries are required when fully loaded, saving both time and money. The new cranes also have optimized quick connections for the outriggers and counter outriggers to make assembly even easier and, above all, safer.

The performance of the tower systems is optimally used in the new EC-B series. Even the largest new EC-B, the 370 EC-B 12 Fiber, currently works on the 21 HC 290 tower system with only 2.1 m of corner post. Liebherr has also developed a new tower system for the 125 EC-B 6 in the new series, the 12 EC 125. With its extremely slim corner handle of 1.2 m, the 12 EC tower system is particularly suitable for very narrowly planned construction sites.

The first 8 units of the new EC-B series are the 125 EC-B 6, the 220 EC-B 10, the 220 EC-B 12, the 240 EC-B 10 Fiber, the 240 EC-B 12 Fiber, the 340 EC-B 12, the 340 EC-B 16 and the 370 EC-B 12 fiber.

LiUP® crane driver elevator

Liebherr has also developed a new lift capable of transporting up

The NBT30H-2 TM was created as a response to Manitowoc's "Voice of the Customer" feedback program, going from concept to production in just 8 months.

to two people or a payload of 200kg. The in-house developed Liebherr crane driver elevator LiUP is designed to transport the operator in a safe and efficient way to the workplace. The LiUP saves the drivers energy and time compared to climbing up several stairs, as well as making servicing less time consuming and dangerous. The device features innovative drive technology powered by an electric motor with a lithium-ion battery. This has the great advantage that no disturbing cables are necessary, as when the lift is lowered, the drive concept is also able to recover up to 40% of energy.

Terex

Terex Cranes have officially launched the new 11 U.S. ton class Terex® CTT 202-10 flat top tower crane. Delivering increased jobsite versatility, the new Terex crane offers three chassis options, budget to performance, with 3.8m (12.5 ft), 4.5m (14.8 ft) and 6m (19.7 ft) base selections. The new crane can be configured with H20, TS21 and TS16 masts, offering from 1.6 to 2.1m (5.2 to 6.9 ft) widths, so customers can efficiently manage component inventory while cost effectively meeting tower height needs.

Offering an extended variety of options, the CTT 202-10 flat top tower crane gives customers 9 different jib configurations from 25m to 65m (82 to 213.3 ft) to meet varying jobsite needs. With its competitive load chart, the crane delivers a maximum 11 ton capacity at a length reaching 24.2m (79.4 ft), depending on jib set up, and can hoist up to a 2.5-ton payload load at the maximum 65m (213.3 ft) jib length.

A fully adjustable comfort seat and joystick controls with short stroke length provide a comfortable work experience throughout long shifts. Built-in heating and air conditioning maintain consistent cabin temperatures, regardless of working in below freezing winter temperatures or the heat of summer. The large, full color 18cm (7 in) display with anti-glare screen provides operating and troubleshooting data to the operator.

The new Terex CT 202-10 flat top tower crane can be equipped with a radio remote control to increase operating efficiency by allowing the operator to work remotely when necessary. The new crane is built ready for installation of available zoning and anti-collision systems, as well as cameras and the next generation of Terex tower telematics, T-Link. The CTT 202 will also be available with an 8-ton capacity version (CTT 202-8).

Terex recently also introduced the RT 100 rough terrain crane. The 100-ton crane offers a five section, fully hydraulic boom that extends up to 154 ft (47m). The new crane incorporates many new crane features that will help crews increase productivity while working safely and efficiently. A few of the crane's features include the IC-1 control system with integrated diagnostics, an ergonomic cab with 18° tilt and three boom modes. The crane is easy to transport thanks to a narrow overall width of just 9.8 ft (3m) and removable counterweight. ■





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Custom Equipment introduces PA-1030 Hy-Brid Lift for increased safety and productivity

RICHFIELD, WI – Custom Equipment LLC, an industry leader in high-quality, low-level access equipment, introduces the all new PA-1030 push-around lift as a safer and more productive alternative to ladders and scaffolding. The PA-1030 easily enables users to manually maneuver the unit into place and hydraulically raise and lower to the desired work height. The push-around lift segment is quickly becoming one of the fastest-growing segments of lifts as maintenance and safety managers look for more effective ways to provide increased safety and productivity in applications where ladders and scaffolding are commonly used, such as general construction, facility maintenance and manufacturing.

The new lift is part of Hy-Brid Lifts' recent introduction of the company's next generation of lifts. Hy-Brid Lifts designed the new line – comprised of the Push-Around Series (PA Series), Pro Series (PS Series) and Zero-Turn Series (ZT Series) – to better align with individual user needs and to simplify the selection process.

"Contractors use these lifts every day, so we don't waste any opportunity to include features that make their workdays better," said Terry Dolan, Hy-Brid Lifts president and CEO. "The PA-1030 includes convenience- and safety-boosting features sure to improve productivity and ease of use."

The PA-1030 is designed to improve safety on the jobsite, something that will benefit rental centers and end users. Falls from a ladder remain a top cause of injury on the worksite, most commonly occurring because of improper ladder use. Low-level lifts provide more capacity and a smaller footprint than ladders.

The new lift includes convenience features to improve productivity for professional operators. The PA-1030 features a tool tray, parts holder, USB ports, improved rear casters and a see-through front board for better visibility.

Users will find reduced fatigue and improved safety by eliminating the repetitive climbing of ladder and scaffold rungs. A large work platform boosts productivity, allowing for ample room for the operator, tools and materials. The auto-lock brakes and total-lock rear casters prevent unintended movement, increasing safety. In addition, users will experience improved stability and reduced platform movement with the robust scissor stack and oversized pins. Finally, navigation through a tight workspace is made easy thanks to the PA Series lifts' compact size and lightweight design.

The PA-1030 features a 10-ft. platform height and a 16-ft. working height. The platform is 41 in long by 20.5 in wide, and the total stowed height is only 69 in.

All Hy-Brid Lifts are heavy-duty, safe and lightweight, with low wheel loads that allow users to maneuver them over delicate floors and get onto green concrete sooner. They are USA-made with high-grade steel, and all feature non-marking tires and a low step-in height. All lifts are covered by a two-year parts and labor warranty and a five-year structural warranty.

Hy-Brid Lifts introduces the all new PA-1030 push-around lift as a safer and more productive alternative to ladders and scaffolding.

Photo courtesy of Custom Equipment LLC





Construction worker fatigue: Mitigating risks through tech & safety culture

Source: CONEXPO/CON-AGG

Due to the constant movement of people and equipment on a jobsite, construction jobs demand high levels of alertness. Sleep deprivation and fatigue affect many aspects of worker safety (including response time, motor control and decision-making ability, to name a few) and can easily go unnoticed.

Todd Dawson, project manager for fatigue services, Caterpillar Inc., shared facts and myths about fatigue in the workplace and some methods and tools to pre-



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Fatigue from 16

vent it during an education session at CONEXPO-CON/AGG 2017. While technology in this arena is advancing, company culture is just as important in mitigating the risks involved with fatigue.

Fatigue and what causes it

There are many factors that go into mental and physical fatigue, according to Dawson. And no amount of coffee or energy drinks can compare to a good night's sleep. That being said, getting sleep – and the correct amount of sleep – is much easier said than done.

Between work, meals, household chores and a social life, modern schedules typically do not allow for ample sleep time. Working shifts late at night or early in the morning can make it even tougher. In other words, when it comes to sleep, the world is working against us. Fortunately, this is where Dawson and other fatigue study experts excel.

Methods to reduce construction worker fatigue

There are several ways to reduce or mitigate fatigue that don't include more long periods of sleep – exercising, eating well and naps. These three behaviors are what make the difference between a well-rested and ready-to-work

employee and a fatigued or groggy employee.

Still, there will be times that life throws you a curveball and going to work fatigued is inevitable. This is where technology can help.

These technologies were created solely to avoid accidents derived from fatigue:

- SmartBand Developed by a company called Fatigue Science and debuting in certain sectors of the military, the SmartBand is the newest technology in the fight against fatigue. Boasting 93% accuracy in its various measurements, the SmartBand is something that workers wear 24/7 that observes things such as amount of sleep, quality of sleep, level of alertness and other measurable aspects that determine fatigue level. It ultimately helps see who is going to be fatigued and when.
- FAST The Fatigue Avoidance Scheduling Tool (FAST) works in a similar fashion. It is a program that looks at previous and current schedules of employees to see if shifts are "working," relative to fatigue. It analyzes when people have reported being fatigued and uses this information to generate alternative schedules or break times.

• DSS – The Driver Safety System is a newly designed observation system meant to keep track of and check on fatigued workers. Armed with a constantly operating camera pointing in the direction of the equipment operator, the DSS is a piece of equipment that is placed inside the cab of any construction vehicle. The camera idly observes the operator's face in look out for eyes being closed for more than 1.5 seconds or looking away from road for more than 4.5 seconds. If the camera observes one of these two behaviors, an alarm goes off and the seat vibrates rapidly. On top of this, the camera clips this occurrence and sends it to a monitoring center where it is reviewed. After that, a dispatcher calls the operator to discuss what just happened to see if they are okay.

Dawson asserted that the DSS and other technologies are not disciplinary devices, rather cautionary and helpful devices to protect people at work.

While people experiencing fatigue at work will exist as long as humans do, they can feel better knowing that there is technology out there to back them up. ■







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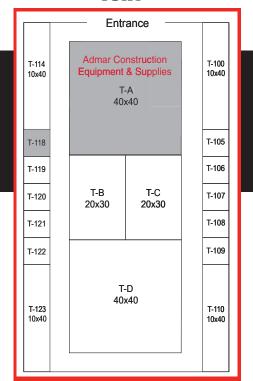
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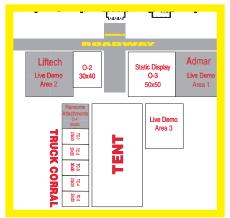
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Brian W. Johnson CPA, CFE, CCIFP

Getting to the bottom line

With Dannible & McKee, LLP

Should I lease or should I buy?

by Nicholas L. Shires, CPA

One of the age-old dilemmas a company faces is whether it makes more sense to lease construction equipment or to purchase it outright. The answer depends on your individual circumstances, as both directions have distinct advantages and disadvantages. In the end, how those factors line up in your case are what will ultimately drive the decision for you.

The pros of buying

- Allows you to maintain more control of the asset: You own it, controlling how and when the equipment is used, sold or traded.
- Low interest rates can make financing attractive. Cash purchases eliminate service fees, finance charges and interest expenses.
- The more versatile the machine and the more jobs it works, the more it might make sense to buy.
- Name-brand equipment will have higher resale values. Expectations are that they would pay back more of their upfront costs at time of later sale or trade-in.
- Depreciation, insurance, repairs, taxes and interest are deductible. Generally speaking, it can optionally be fully expensed for income tax purposes, depending on circumstances.

The cons of buying

Buying often requires large down payments and higher monthly payments that reduce working capital and can have a significant impact on cash flow. Do those funds have better uses, such as paying salaries, covering business development expenses or paying on existing loans to which the company is already committed? You're responsible for providing or contracting for storage, transportation, maintenance and service. Keeping equipment in good repair and well maintained is a must if you desire to maintain trade-in value.

Equipment can become obsolete and less efficient while you own it. While you may not have to make any monthly payments as you own the equipment, your machines will eventually be out of date and monthly payments will transform into maintenance and repair expenses.

The pros of leasing

When you lease equipment, your turnover schedule is more known and tied to the terms of the agreement. This simplifies planning for the timing of replacement, such that you aren't surprised by sudden breakdowns and unexpected costs of maintenance and repair. Generally, comprehensive maintenance programs are available as well.

Often arrangements can be structured to allow for skipped payments during slow months.

Many larger equipment manufacturers self-finance their leasing arrangements, offering more attractive interest rate and/or down payment terms than can be found in traditional bank loan borrowings.

Payments for operating leases, which require the return of the equipment at lease's end, can be tax deductible as business expenses. (Capital leases, which come with purchase options, are subject to depreciation rules.)

Leasing can actually be less expensive than buying. Generally, when leasing with the intent to return at the term's end, you are only "purchasing" a portion of the useful life of the asset. As a result, your payment costs are less than

buying or financing the same equipment through a traditional loan. If you want to keep current with the latest equipment models and don't mind never actually "owning" the equipment, you will most often always spend less by leasing.

The cons of leasing

Leases are generally non-cancelable obligations. Once you're in, you're in, which can be a problem if for some reason you find you don't need the machine anymore.

You could be responsible for damage fees upon turn-in.

Becoming familiar with implementation of the new accounting standards which impact the accounting for leasing which go into effect over the next few years may be challenging for smaller companies. Software is still under development as the implementation date is a current subject of discussion.

When deciding whether to lease or buy a fixed asset, there are a multitude of factors to consider, including tax implications. Dannible & McKee, LLP has worked with numerous clients to help them solve the financial puzzle when it comes to leasing vs. buying. We can help you determine the approach that best suits your circumstances.

Contact <u>bjohnson@dmcpas.com</u> with any questions you might have regarding this issue. Brian W. Johnson, CPA, CFE, CCIFP, is an audit partner with over 30 combined years of experience providing audit and accounting services to both private and publicly-held domestic and foreign companies. You may contact Dannible & McKee, LLP at 315.472.9127 or visit the firm online at <u>dmcpas.com</u>.

KINSHOFER offers C40HPX for improved productivity and low maintenance in re-handling applications

KINSHOFER offers a line of robust, cylinderless re-handling clamshell buckets for loading bulk materials. The C-Series clamshell buckets allow for maximum efficiency and productivity while limiting downtime. The flagship attachment of the C-Series, the C40HPX, is ideal for handling cereals, coal and other fine-grained loads. It is designed for use with 18- to 25-ton excavators for loading bulk materials and 20- to 40-ton re-handling excavators.

"As re-handlers look to process ever-increasing bulk volumes, so much depends on choosing the right attachment for the job," said Francois Martin, KINSHOFER North America general manager. "Clamshell buckets remain a first choice for industrial or harbor sites, and the C40HPX includes features that bring maximum productivity and low cost of ownership to those applications."

The C40HPX uses a newly developed drive unit, based on KINSHOFER's patented HPXdrive, to open and close the two shells simultaneously. Hydraulically driven pistons, running opposed with four helix threads, generate rotation of the grab to deliver full and constant closing

force throughout the entire gripping process. This ensures optimal strength and penetration through tough soils and while handling heavy materials. An integrated non-return valve guarantees secure retention of loads, and swivel and bevel are sealed for integrated rotation.

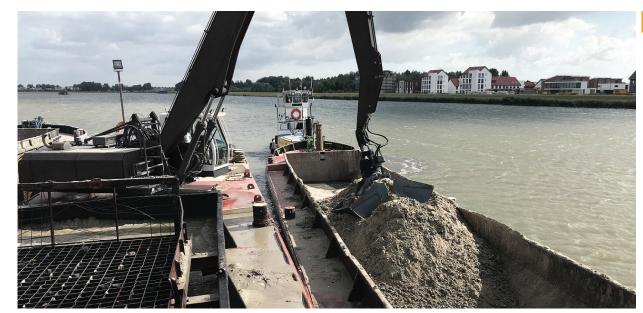
The HPXdrive also decreases the C40HPX's maintenance requirements. The drive's interior components continually operate in a self-contained oil-bath, eliminating greasing points and increasing service life with very little wear and tear. This results in a 50% longer life cycle compared to conventional hydraulic attachments. The compact, cylinderless design also contains fewer protruding parts that risk being damaged during use and makes the HPXdrive resistant to dirt and blows. Additionally, direct access to the rotary feedthrough and motor maximizes maintenance efficiency. As a result, the HPXdrive technology improves service life and ROI while offering higher efficiency.

KINSHOFER manufactures the C40HPX clamshell buck-



The C40HPX from KINSHOFER is ideal for handling cereals, coal and other fine-grained loads.

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KINSHOFER offers a line of robust, cylinderless re-handling clamshell buckets for loading bulk materials.

Photos courtesy of KINSHOFER



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et's cutting edges with HB 500 steel, extending the attachment's life cycle. This also improves the ability of the shell's back walls to resist highly abrasive materials. These walls are 0.31 in (8 mm) thick. In addition, the C40HPX features hardened shafts and high-strength bronze bearings that improve durability.

High-volume, torsion-resistant shells, available in a variety of sizes, ensure optimal loading in every situation. The C40HPX uses KINSHOFER's integrated shell exchange system for fast and easy shell replacement, ensuring operators have the best tool for the job at hand without the need for time- and cost-intensive carrier machine changes. This allows for maximum flexibility and minimal downtime. The C40HPX is also available with closed shells for handling cereals, coal or other materials that give off a fine dust or open shells for larger aggregate materials.

"Our newest clamshell bucket offers operators maximum efficiency with minimal maintenance costs," Martin said. "Our customers need to handle ever-increasing bulk volumes of diverse materials, especially on industrial and harbor sites where the materials are constantly changing. The C40HPX gives them the flexibility to easily handle materials with different specific gravities."

The wear-resistant, closed shell design also makes the C40HPX and all re-handlers in the C-Series line ideal for handling cereals and other fine-grained loads. The constant closing force and sleek design gives the C40HPX excellent digging characteristics and makes it ideal for general construction, civil engineering and landscaping as well as heavy-duty material handling tasks.

The attachment is also suited for environmentally sensitive operations. The HPXdrive's internal oil feedthrough and lack of greasing points or external hoses ensures no loss of oil during operation, making the unit ideal for underwater and other applications where contaminate-free operation is required.

For more information about the C-Series or the C40HPX, visit www.kinshofer.com .





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RockRoadRecycle.com September 2019

New Doosan DX170LC-5 crawler excavator meets weight limits for simplified transportation



SUWANEE, GA – Doosan Infracore North America LLC is expanding its crawler excavator lineup with the new DX170LC-5 excavator. The 17-metric ton model falls below the 80,000 gross vehicle weight rating limit for simplified and less expensive transportation.

This new Doosan excavator size allows for easier transportation, especially for small- to mid-size contractors who perform light excavation projects, such as digging residential basements or commercial building footings. This model reduces the need to obtain a special transport permit when moving to and from jobsites. The width and combined weight between the machine, trailer and Class 7 towing vehicle meets current transportation requirements. Owners should still check local requirements when transporting equipment.

"Load ratings vary from state to state, so owners still need to check federal, state and local laws and regulations regarding weight, width, length and height of a load before making preparations to transport their machine on public roads, bridges, highways and interstates," said Aaron Kleingartner, Doosan Infracore North America marketing manager.

The DX170LC-5 excavator will be a step up from the smaller Doosan DX140LC-5 and DX140LCR-5 models, but it won't be as large as the DX180LC-5. "We felt it was very important to offer a model in this size class to ensure our excavating customers could minimize transportation costs while retaining the performance they expect from Doosan excavators," said Kleingartner. "The new model fits nicely in our crawler excavator lineup, giving our customers more options to suit their needs."

Performance features

In addition, the DX170LC-5 will offer many performance-driven features, including good visibility to the jobsite. Similar to current "dash 5" Doosan crawler excavators, the DX170LC-5 will offer four power modes for more control to better balance fuel consumption and machine power to the working conditions.

Power modes include:

- Power+ mode delivers the fastest workgroup speeds for loading trucks, top digging performance and extra power for digging in hard ground.
- Power mode provides exceptional power and performance for tough digging conditions and truck loading tasks.
- Standard power mode balances the excavator's fuel consumption in everyday digging, grading and lifting tasks.
- Economy mode reduces fuel consumption for low-demand applications and slows down machine movement for conditions that require extra precision.

To further match the machine to the application at hand, DX170LC-5 operators will be able to choose from four work modes - digging, breaker, shear and lifting - to maximize efficiency and fuel economy in specific applications. Operators can configure the work mode by adjusting a dial switch on the right-hand console. A work mode icon displays



The Doosan DX170LC-5 complies with Tier 4 emission standards with modified diesel engine and aftertreatment technologies.



The DX170LC-5 offers many performance-driven features, including good visibility to the

Photos courtesy of Doosan

on the monitor after the operator presses the mode button.

Doosan crawler excavators come standard with a rearview camera, enhancing operator visibility on jobsites to help minimize damage to the machine and unnecessary downtime. An optional sideview camera is available. Camera views are easily accessible to operators on the 7-inch LCD screen mounted in the excavator cab. Operators have the option of a split screen to see both camera views at once.

DoosanCONNECT telematics

The Doosan DX170LC-5 will come with a standard three-year subscription to the DoosanCONNECT® telematics system, which allows equipment owners and fleet managers to remotely monitor machine location, hours, fuel usage, engine idle versus work time and error codes as well as engine and hydraulic temperatures. Machines can be monitored via an online account. In addition, Doosan dealers can provide improved customer support using the system by responding to machine warning messages and alerts, troubleshooting machine issues and then sending a field service vehicle to help with repairs and deliver the proper parts.

Tier 4 solution

The Doosan DX170LC-5 complies with Tier 4 emission standards with modified diesel engine and aftertreatment technologies. The engine is optimized for use with a high-pressure common-rail (HPCR) fuel delivery system and a cooled exhaust gas recirculation (CEGR) system. It uses a diesel oxidation catalyst (DOC) to reduce particulate matter (PM) and selective catalyst reduction (SCR) aftertreatment to reduce nitrogen oxides (NOx). Additionally, a variety of aftertreatment systems have been implemented as part of Tier 4 compliance, such as DEF, which is used with SCR technology.

Options

Factory-installed options for the new DX170LC-5 excavator include:

- Straight travel pedal, which allows the operator to travel in a straight line more easily
- Two-way auxiliary hydraulic pedal (in addition to joystick control)
- Intelligent floating boom
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Manitowoc introduces best-in-class Grove GHC140 telescopic crawler crane

Manitowoc has officially launched for North America its biggest Grove Hydraulic Crawler (GHC) crane, the new GHC140. It's the latest in a long line of telescoping crawler cranes with enhanced features and best-in-class load charts.

"The Grove GHC line has grown in popularity over the years due to its reliability on the job site and best-in-class features," said JJ Grace, Manitowoc's product manager for GHC cranes. "This latest model stems from discussions with customers who liked using our telescopic crawler cranes but needed improved load charts."

This new model features a 52.1 m (171 ft.) six-section, pinned boom with a maximum capacity of 127 t (140 USt). When configured with the 15 m (49.3 ft.) offsettable bi-fold swingaway, it has a maximum tip height of 70 m (229.7 ft.). Introducing new 1.5° load charts, the GHC140 offers the ability to pick-and-carry at 100% of its load chart on inclinations up to 4°, and it can swing loads a full 360°.

Companies with applications in utility work, alternative energy applications, tunnel construction, barge work and storage tank construction will find the crane especially useful, as it fits easily onto a variety of job sites. With its pin telescoping boom, operators can easily handle a variety of lifts at various radii. This enables users to reach greater heights than they could previously with other GHC models.

The GHC140's crawler tracks easily navigate tough job site conditions, such as swampy or mountainous terrain, with its 57% gradeability track rating. The undercarriage is driven by powerful, two-speed hydrostatic drive motors that provide best-in-class mobility. The track side frames can be hydraulically extended and retracted, providing three track spans with lifting capabilities at each span. This provides added versatility to find the best combination of crane width and lifting capacity.

Additionally, the GHC140 can be transported to a job site in as little as four loads. Once it reaches the job site, it features a self-assembly counterweight and an undercarriage frame with jacks for easy self-assembly of the crawlers. In-cab amenities include a large, air suspension heated seat; a climate control system for added comfort; a 178 mm (7 in.) screen for viewing the hoist, rear and right side camera feeds; an intuitive graphical RCL system; and precise, electronic load-sensing joystick controls. A 20° tilting cab is another added benefit, providing added comfort when doing high-boom angle work.

The crane can be outfitted with one of two engine options: a 173 hp Cummins QSB 4.5 L Tier 4 Final or a 160 hp Tier 3 model. Both engines provide strong and reliable power, and they meet all current EPA requirements. ECO and Auto Idle modes help maximize fuel efficiency, and the engine compartment is fitted with sound foam insulation to lessen engine noise and improve communication on the job site.



The GHC140's crawler tracks easily navigate tough job site conditions, such as swampy or mountainous terrain.

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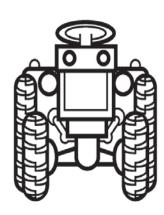


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RockRoad Recycle.com PG 34 September 2019

Zero-gap flange spreading in restricted-clearance conditions

The Mohawk Valley Water Authority (MVWA) is a regional water system serving approximately 130,000 customers in the greater Utica, NY, area. The MVWA distribution system consists of a network of mains, pump stations, four reservoirs, 24 storage tanks, 23 master meter stations and 89 pressure regulating altitude valve stations. Approximately 700 miles of mains for transmission and distribution of water are included within the regional service area.

Challenge

In order to service an 8-inch pressure reducing valve (PRV) at a pressure regulation station, the MVWA needed to replace two inoperable, 8-inch, 150-lb butterfly valves that are used to isolate the PRV. Several complications existed, not the least of which was the subterranean location of the valves within a precast pit, creating a tightly confined working space. The valve connection points were also deteriorated, with rusted bolts and frozen flange joints from the effects of corrosion and age.

Too often, workers resort to unsafe, brute-force methods to free and spread stuck valve joints, including the use of striking tools such as sledgehammers and unsafe, improper come-along winches, bottle jacks and pry bars. These manual methods create operator risk from possible flying objects, tool breakage and the potential for injuries, particularly to hands. In this case, however, the zero-clearance working conditions in the pit immediately ruled out antiquated tools and blunt methods traditionally used to disassemble, spread and separate flanged joints. The challenge of restricted clearance required not only a unique solution, but discovery of a new best-practice method that enhances worker safety and provides far easier operations.

Solution

Seeking a potential solution, MVWA Maintenance Manager Joe Dodd reached out to Equalizer Americas' Eduardo Castaneda to inquire about the Equalizer™ range of flange spreader solutions. Due to the limited access gap involved, Castaneda identified the Equalizer Secure-Grip (SG) Flange Spreader Series, model SG4TM, featuring patented Expanding Collet Technology. The mechanical SG4TM is the entry-level model in the series but provides up to 3.7T (37kN) of flange spreading force to easily remove a spacer, wafer or butterfly valve between the flanges – and as a valuable added benefit, safely secure the separated flange in place during service or replacement operations.

The SG4TM secure grip flange spreader can be used on all flange types with bolt-hole sizes ranging from 17.5mm (0.69") to 23.5mm (0.91"). Opposing collets grip within the flange's bolt holes and are expanded as a drive nut is tightened. Mechanical leverage is created that simultaneously increases the gripping strength of the collets while spreading the flange, as the resisting forces are overcome by the increasing tool load. With no prying or flange gap contact, the innovative solution also eliminates the potential of damage to flange faces by the tool itself.

This technology delivers safe and controlled force in applications with as little as 1/8-inch access gap, but by virtue of its safe, easy and efficient operation is also becoming the preferred "best practice" method to separate virtually all flange types, regardless of access gaps.

Results

The MVWA rented two Equalizer SG4TM tools from Equalizer Americas to address this difficult application. Two tools are recommended to provide the most stable and equally applied force and allows operators to secure the flange in a separated position for easier servicing without the need to re-spread.

Dodd reported the Equalizer SG4TM tools performed exactly as intended, quickly resulting in a successful initial spread and break of the flange joints. The butterfly isolation valves were easily jacked out of the pit and replaced, and the PRV was serviced in place.

The ease, safety and efficiency of the operation so impressed the MVWA maintenance manager, he decided to purchase the tools for future flange spreading operations, even in less challenging and less space-restrictive conditions.

"In a matter of hours, the Equalizer SG4TM flange spreader allowed us to remove and replace two valves in an area where no other tools would work," said Dodd. "The fact that the tools can be left in place for valve servicing and reinstallation was a game-changer and the effectiveness and safety factors alone convinced us that we need these flange spreaders as a permanent part of our maintenance tool inventory."



The mechanical SG4TM is the entry-level model in the series but provides up to 3.7T (37kN) of flange spreading force.



Near zero-gap flange spreading is further complicated by tough conditions and space restrictions in this pit.



Two Equalizer SG4TM Mechanical Flange Spreaders facilitate replacement of two isolation valves safely and efficiently.

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by RockRoadRecycle staff writer

On the Cover: Johan Edefall and Svets & Rep. AB's Crambo 5200

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PG 4

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The challenges of recycling after a natural disaster

Source: Conexpo/Conagg.com

With extreme weather events causing tragic natural disasters at home and abroad, I want to dive into a brief look at the challenges associated with recycling materials after a natural disaster.

From the recent record flooding that soaked large swaths of the Midwest to the tornadoes that struck Alabama to the fires that decimated Paradise, CA, and parts of Malibu late last year, cleaning up after a flood, tornado or fire is difficult enough in the best of circumstances. This only gets more difficult when you're looking to recycle the debris that formed as a result.

While saving human and animal lives should always be top priority during a natural disaster, once things begin to get back to relative normalcy, the challenges of diverting recyclable materials to the correct recycling facilities become all too apparent. They include:

Time and labor costs

The time and labor required to sort through debris and separate recyclables into multiple streams presents the biggest challenge to waste diversion after a natural disaster

This is entirely possible when a company such as Rubicon® partners with a comprehensive cleanup and restoration organization so we can handle the waste and recycling portion of the restoration effort. If this infrastructure isn't in place, this becomes much more difficult. Without this defined structure, debris is more often than not going to be loaded onto a truck and carted away – an act that will contaminate otherwise recyclable materials by dumping them alongside hazardous waste.

High contamination

Recycling contamination (when non-recyclable materials are mixed with recyclable materials, or recyclable materials are dirtied to an extent that makes them difficult or expensive to clean) unfortunately happens in abundance after a natural disaster.

Whether after a flood, tornado or fire, debris will consist of everything that was caught up in the disaster. This means a mixture of material streams, some of which can and should be recycled. Streams such as concrete or sheet metal are no-brainers

to recycle, whereas others such as painted wood or insulation would likely not be. The act of throwing different materials in together to be recycled is known as aspirational recycling, and it's a real problem after a natural disaster. Unless there is a system in place to sort and separate debris, contamination will occur.

Damaged recyclables

Unlike with flooding or tornadoes, recycling after a wildfire presents the added challenge of having to deal with otherwise recyclable materials that have been badly burned or melted.

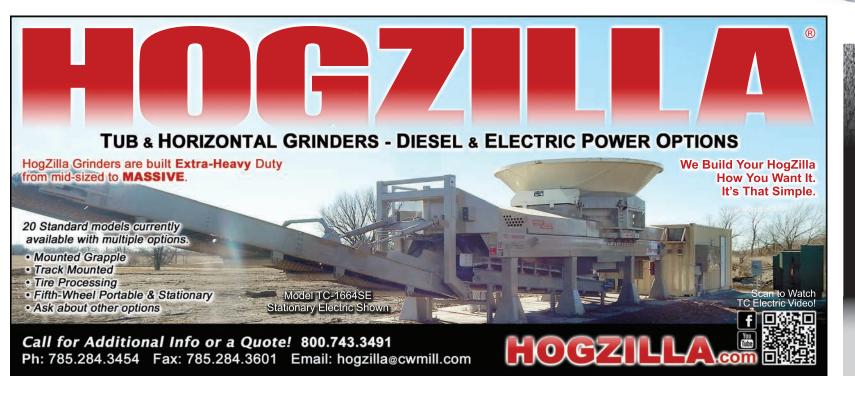
While minor damage to certain materials doesn't entirely reduce its ability to be recycled (untreated wood that has been charred could still be used for biomass energy, but would not be suitable for mulching, for example), other materials, such as plastic bottles that have been burned or melted, are unlikely to have a commodity value.

The challenges of recycling after a natural disaster are always exacerbated when there isn't solid recycling and waste recovery infrastructure already in place. While

some disasters will leave little room for diversion either logistically or due to material regulations (different cities and municipalities have different recycling rules), ensuring your city or organization has good processes in place ahead of time will help protect you from being caught out should a disaster hit.

Chris Batterson is key construction and demolition account manager at Rubicon Global









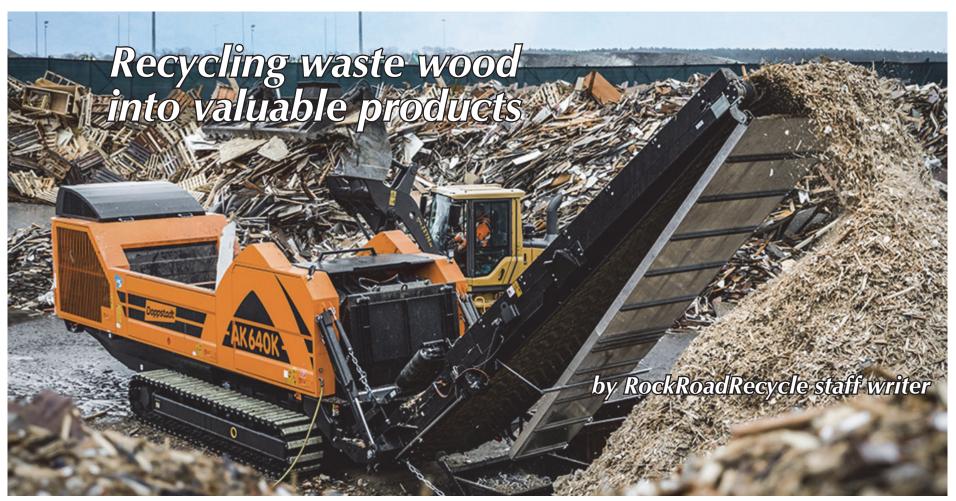


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he recycling of wood in its many forms produces enormous environmental and commercial benefits for businesses and society as a whole. Wood recyclers vary in the ranges of products they make from waste wood, with the most common being feedstock for panel board, animal bedding (from clean wood) and biomass fuel. Wood waste itself falls into many categories and must be treated differently depending on its size and previous use, but one of the major uses of recycled wood is in the making of compost.

The recycling of wood is becoming an increasingly accepted practice. In many parts of the U.S., communities now



Aidwest Compost LLC started in 2000 and saw many landcapers dropping off yard waste and leaving with empty rucks.

offer waste collection services. As well as public authority initiatives, many private companies are now operating viable businesses turning waste wood into valuable new products. No matter how the wood arrives at the processing plant – and no matter its end use – it first has to be recycled as scrap lumber. Wood from home improvement projects, for instance, as well as other untreated wood has a number of uses for recycling. Leading the way in the emerging U.S. composting market are tree care and recycling contractors who have committed to expanding their operations to give their customers more. For these organizations, breaking into the composting market has led to substantial growth through hard work, education and adding the right equipment to produce high-quality materials.

Recycling wood & forestry management

Many businesses involved in wood recycling help manage the pipeline, railroad and highway routes that fuel our modern lifestyle, as well as help prepare land for the development of new buildings. After that, they responsibly process the wood and other organic "waste" and give it a second life in mulch, compost or fuel. Forestry tractors help with forest thinning, right of way preparation and other land clearing and maintenance projects. The whole tree chipper helps chip logs to produce wood chips that can be sold. Horizontal and tub grinders help process logs and other woody material into a useful end product. Trommel screens help separate organic waste by size to meet the needs of customers, while compost turners turn piles to bring in more oxygen to speed up the decomposition process to help provide fertile soils.

With the right know-how and the right equipment, even C&D rubble wood can be recycled. The first part of any wood recycling initiative is to break down the wood so it can be processed.

Vermeer at the heart of wood recycling

Vermeer equipment is at the heart of managing natural resources around the world. Waste management contractors, tree care crews and landscapers use Vermeer equipment to reduce green waste and harvest alternative energies including solar and biomass. The company has developed a reputation for expertise in recycling wood waste.

Showing how Vermeer equipment is put to good use recycling wood in Illinois, Garden Prairie Organics (GPO) uses a multi-step, closely monitored composting process with measured inputs of water, air, carbon-rich and nitrogen-rich materials. The organic decomposition process is aided by grinding plant matter, adding water when needed and ensuring proper aeration by regularly turning the mixture. GPO receives organic materials for composting in many shapes and sizes and now operate a Vermeer ® TG7000 tub grinder, a Vermeer CT718 compost turner and two Vermeer trommel screens (a 521 unit and a 626 model) to handle all the material.

Also located in Illinois, another company found that expanding its operations into composting and mulch has led to long-term success. Midwest Compost LLC started in 2000 and saw many landscapers dropping off yard waste and leaving with empty trucks. That single observation would eventually lead to what Midwest Compost is today: a manufacturer of mulch and compost that sells and distributes landscaping material to professional contractors as well as homeowners around the greater Chicago area. The company decided that it didn't make sense to be relying on others to supply them with material when they had access to the raw materials needed to produce their products. They turned to their local Vermeer dealer to look at their options for grinding their own material. Initially, when the company started recycling its wood waste, it would rent a tub grinder from Vermeer Midwest for a few days at a time. However, in order to increase the amount of grinding undertaken, the company acquired a Vermeer TG9000 tub grinder to manufacture mulch and compost, mainly from waste wood.

Composting finer materials and refining the process is well catered to, but one of the latest developments from Vermeer is used at the "sharp end" of the process. The new Vermeer SC382 stump cutter is a powerful, compact machine, coming equipped with a 37 hp (27.6 kW) EFI Briggs & Stratton Vanguard engine, a redesigned cutter wheel to help optimize performance, four-wheel drive and an optional blade to make clean up more efficient. The Vermeer SC382 stump cutter boasts the power and maneuvrability to take out tough stumps, making it an excellent machine

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"When we put the Crambo into operation I thought, 'That's a damn fine machine."

or professional tree care contractors.

"The Vermeer SC382 stump cutter has a similar design to our popular SC362 model, with power and performance enhancing features," explained Todd Roorda, tree care, rental and landscaping sales manager at Vermeer. "It is a great machine for professionals to help naximize their productivity."

With optimized tooth placement, the new 17-inch (43.2 cm) cutter wheel on the SC382 stump cutter is engineered to help improve chip containment and reduce material recirculation. It is designed to work up to 24 inches (61 cm) above ground and 15 inches 38.1 cm) below ground. This machine is outfitted with the Vermeer Yellow JacketTM cutting system that features universal and reversible carbide-tipped teeth. These are designed with wo cutting edges on each tooth as well as side pocket clearance to help limit pocket rubbing, which can cause power loss and premature pocket wear.

A smart shredding solution from Doppstadt

German company Doppstadt believes that recycling waste wood can be a profitable business. This largely depends, however, on high material quality, compliance with ever-increasing environmental requirements and ensuring maximum flexibility and cost effectiveness of the solution. With the recent launch of its AK 640 K, Doppstadt now believes it has the tool the industry needs. The AK 640 K fine shredder is equipped with completely new stainless steel piping for the exhaust system. The exhaust after-treatment system is hermally optimally shielded by integral insulation. MTU's optimized diesel engine offers additional power (20 kW and 200 Nm) and has a rated output of 480 kW and fully complies with the latest emission standard Stage V for non-road vehicles. The successor model

of the AK 640 K is characterized by maximum shredding performance being designed to process very large input material, which is moved by a chain drive. If required, an off-road chassis is available, which increases the off-road capability with even more ground clearance. The machine has been designed to be used on a very wide range of materials – for shredding waste wood, wooden pallets, green waste, biowaste or logs and roots.

Process expertise from Komptech

Komptech is a leading international technology supplier of machinery and systems for the mechanical and mechanical/biological treatment of solid waste and for the treatment of biomass as a renewable energy source. The product range includes over 30 different types of machines that cover all key process steps in modern waste handling – shredding, separation and biological treatment. The focus is always on innovative technology and solutions hat ensure the maximum customer benefit.

Showing how its equipment is able to recycle wood is the example of Ronny Edefall, who has run Ro Svets & Rep. AB in Kiruna, Sweden, since 1992. It's his job to keep the heat on when the mercury falls here above the Arcic Circle. Kiruna is the northernmost city in Sweden and temperatures fall below freezing as early as September. Over the space of 25 or so years this amily-owned business has grown to employ 25 people. Edefall runs the company together with his son Johan, and still operates his machines. "If we take in a job, we see to it that it gets done on time. And that sometimes means that the boss has to roll up his sleeves," said Edefall.

"It started as just a simple workshop where I did repairs and welding," Edefall said. "We grew into a service provider for construction and earthmoving work, and then about eight years ago we bought our first shredder. That let us start making woody biomass out of waste wood and forestry residue and we sold the renewable fuel to the local biomass cogeneration plant. We used to use a fast chipper from another manufacturer. But contraries in used wood often caused stoppages, and repair costs were sky high. So I started looking around for a shredder with a low speed drum."

A service company in the area suggested that he take a closer look at the Komptech Crambo. "Before we bought the Crambo I had never seen one in operation. But the YouTube videos were very impressive. And then Sonny Strandberg of our local Komptech dealer Aksel Benzin AB guaranteed the machine's performance. At that point the decision was made. About three weeks later a new Crambo 5200 with tracked chassis was in our yard. When we put it into operation I thought, 'That's a damn fine machine.'"

Since then the Crambo has chewed through about 10,000 tons of used wood and forestry residue and turned it into fuel. Sometimes, material needs to be shredded twice in order to meet cogeneration plant requirements. At that time, Edefall was "also interested in a screener that can give me a defined grain while automatically returning over lengths to the shredder." Komptech had just the machine with the Multistar One and a demonstration was planned by Komptech dealer Aksel Benzin AB using their demo machine. A ferrous and non-ferrous metal separator like the Metalfex could also be worth looking into for Edefall. The decision for a machine like that ultimately depends on how much non-ferrous metal there is in the waste wood and whether separating it out brings higher prices for the biomass product.

Effective & economical: Crambo and Multistar One

Following the demonstration and other tests, it was found that biomass and waste wood processing was most effective when a Multistar One star screen was used after shredding by the Crambo. The Multistar One separates out a defined useful fraction and returns the over lengths to the shredder. With a feed hopper for precise material transfer to the generously dimensioned screen deck, a discharge conveyor with a 4 m discharge height and a return conveyor that can pivot through 220°, the Multistar One provides a throughput of up to 200 cubic meters per hour.

The current for the electric motors can come either directly from the grid or from a combination of additional hydraulic pump on the shredder and hydraulic generator on the star screen. With its compact crane lift frame and variable conveyors for flexible setup, plus electric drive, the Multistar One is a very efficient as well as economical star screen.

Further enhancing performance, the drive train of the Crambo direct shredder combines the functionality of hydraulic drive with the efficiency of mechanical drive. That provides excellent economy while retaining benefits such as overload protection, reversibility and adaptation to the material. Two 2.8 m counter rotating toothed drums in the extra-large shredding chamber ensure positive feed. The degree of shredding can be adjusted flexibly, either by changing the screen basket or even more conveniently by changing the entire screen basket cartridge.



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with Fisher Phillips: by Travis Vance and Pamela Williams



Pamela Williams



Equal Access to Justice Act may provide relief to recover attorney's fees related to fighting improper OSHA citations

On the front lines

Consider the following situation: OSHA conducted an inspection of your worksite following an accident and issued a serious citation to your company for a lock out/tag out violation. You believe the citation is clearly unfounded for various legal reasons, including the fact that the company has robust safety and training programs and sound lock out/tag out protocols and policies. Your company would like to contest the citation but is not sure it can afford to pay an attorney to fight the citation.

There may be relief. The Equal Access to Justice Act may provide your company with an avenue to recoup costs of being forced to challenge the citation.

What is the Equal Access to Justice Act?

The Equal Access to Justice Act (EAJA), 5 U.S.C. 504, allows attorney's fees and other expenses to be awarded to eligible individuals and entities who are parties to certain administrative proceedings (called "adversary adjudications"), including those before the Occupational Safety and Health Review Commission (OSHRC). An eligible party may receive an award when it prevails over the Secretary of Labor, who prosecutes OSHA citations, unless the Secretary's position in the proceeding was substantially justified or special circumstances make an award unjust.

The OSHRC has promulgated rules for identifying the parties that are eligible for awards and the proceedings that are covered. The rules also explain the process for applying for attorney's fees and other expenses and the standard the OSHRC should apply in deciding such awards.

When does the EAJA apply to OSHRC proceedings?

The EAJA applies to adversary adjudications before the OSHRC. The party seeking an award must be successful in the adjudication before the OSHRC. "Successful" essentially means that the OSHRC found that OSHA's position in the proceeding was not substantially justified. OSHA then has the burden to show that its position was, in fact, substantially justified. If OSHA is unable to meet the burden of persuasion, the OSHRC may award the prevailing party reasonable fees for an attorney and expert witness.

Who is eligible to apply for an award under the EAJA?

The OSHRC's rules specifically limit who is eligible for an award of attorney's fees and other expenses under the EAJA. 29 C.F.R. § 2204.105 establishes who is eligible. First, the applicant must be a party with somewhat limited resources. Subsection (b)(5) of section 2204.105 limits eligible corporate applicants to any "partnership, corporation, association, unit of local government or public or private organization that has a net worth of not more than \$7 million and employs not more than 500 employees." The applicant's net worth and number of employees are determined as of the date the notice of contest was filed.

Applying for an award of fees

An application for an award of fees may be filed whenever a party has prevailed in a proceeding. It must be filed no later than 30 days after the time for filing an appeal has expired. The application should show that the party seeking an award of fees prevailed and identify OSHA's position that the applicant alleges was not substantially justified. The applicant must state how many employees it has and provide a statement regarding the applicant's net worth. The hourly rate for attorney's fees under the EAJA for OSHRC matters is currently capped at \$125 per hour.

Summary

If OSHA issues your company a citation without substantial justification, consider the EAJA when deciding whether to contest the citation. If your company has a net worth less than \$7 million and employs fewer than 500 employees, you may be able to obtain an award of attorney's fees and costs from the OSHRC if you prevail in contesting a citation. Basically, the government may be forced to bear the burden of your attorney's fees if OSHA was not substantially justified in issuing a citation to your company.

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Polaris 2800: The optimum stationary waste wood shredder

The Wurzer Group has been relying on Lindner's shredding technology for over 10 years and has been successfully using the manufacturer's new Polaris 2800 in waste wood processing for over a year now. The result: few fines in the output, the highest throughput with the best machine availability – consistent, reliable and safe.

Wood has always played an important role in the economic life of the Upper Bavarian community of Eitting near Munich. The over 1,000-year-old history of the town also documents the historical timber rafting and log driving on the Isar River in the early days. Today Wurzer Umwelt GmbH is part of Eittinger's timber industry tradition. The processing of waste wood of the grades A1 to A4 is one of the backbones in the manifold business activities of waste management and recycling.

"Wurzer successfully entered this segment 25 years ago," said Hans Kenst, signing officer and operations manager, who has been with the company since 1997. "We have been continuously expanding our processing capacities, including the construction of a large hall for the dry storage of A4 wood. In the last three or four years, the total quantity of waste wood processed has increased from around 30,000 to around 100,000 metric tons per year." Kenst sees further potential for development in this dynamically growing market.

Most of the material comes from demolition and restoration activities and is brought to the site by commercial C&D waste collectors.

Quality that pays

To cope with higher waste wood quantities, the processing line was updated in May 2018 with an older machine from another supplier being replaced by the Polaris 2800. Wurzer Umwelt's experience has shown that the Lindner shredder is the ideal machine for maximum throughput with low fine particle content in the output to satisfy buyers' quality requirements. Compared to similar single-shaft shredders on the market, the Polaris machine series has the lowest production costs per metric ton of finished material (€/t) – as proven by a study from the Austrian University of Leoben and confirmed by its users.

Made for continuous operation

Kenst is also pleased with the electric drive's energy efficiency. From an engineering perspective, Kenst is particularly impressed by the enormous force that the Polaris exerts with its countershaft drive and also by the shredder's signature resistance to non-shreddables. Kenst recalls long downtimes in the past: "The predecessor was more susceptible to foreign objects, and sometimes non-shreddables in the feed caused repair work that meant it was down for two whole days." With the Polaris from Lindner, this problem has been solved.

The roughly pre-crushed input material may still contain screws, nails, hinges and other metal parts which the upstream over-belt magnet has not picked up and



L - R: Wurzer Umwelt Managing Director Wolfgan Wurzer, Lindner Sales Director Gerd Tischner, Wurzer Umwelt Signing Officer and Operations Manager Hans Kenst and Lindner Sales Representative Rudolf Schwager.

Photos courtesy of Lindner

removed from the material flow. The Lindner shredder is not bothered by these non-shreddables. Kenst appreciates the Polaris' good behavior. "The safety clutch prevents machine damage even from large chunks of rock and massive metal parts which the over-belt magnet has not detected and removed. It comes to a stand-still immediately, the non-shreddables are quickly removed via the hydraulic maintenance door and the machine is back up and running in no time."

Nothing goes to waste

The fine fraction was also an issue for Wurzer Umwelt, which is why the company opted for Lindner: the Polaris 2800 shredder produces significantly fewer super fine particles than the previous solution. "Output destined for combustion with a high fines content is not readily accepted by users and you simply can't sell it like that," explained Kenst. The Polaris' approach of cutting the material with a relatively lower speed of 112 rpm instead of crushing it with a speed of between 800 and 1,000 rpm has clearly proven to be a success.

At the facility, the waste wood is roughly pre-crushed to a size of < 300 mm and further processed in the Polaris. With a throughput of approximately 45 metric tons/hour, the machine shreds the material to an output size of < 80 mm. This way the product meets the highest quality standards and can be recovered for both energy and material use in the wood panel industry.

Every machine is only as good as its service

The waste wood processing facility operates nine hours a day. Kenst draws a very positive balance for Wurzer Umwelt after one year of having Polaris in operation: "Lindner-Recyclingtech has been a reliable partner of ours for over 10 years now. In view of the increasing quantities of processed waste wood, it was the right decision to change to Lindner in this area of the business too. The Polaris 2800 is the ideal shredder for stationary waste wood

processing. Overall, we are extremely happy with the manufacturer's machines and services. The whole package is perfect."

And if something goes wrong? "No worries – we have a competent contact at Lindner. The sales representative will take care of everything immediately. Things can happen, but it's important that you get a quick response," said Kenst, continuing, "Every machine is only as good as its service, which is something we really appreciate at Lindner!"



The Lindner Polaris 2800 shredder is designed for continuous operation.

Ransome Attachments now offers Cobra screening/crushing/padding bucket

LUMBERTON, NJ – Ransome Attachments has finalized is now expanding into new markets worldwide. Ransome a deal with Cernos Oy to add the Cobra Screening Bucket to its lineup of multi-functional attachments. The move is intended to complement another recent addition - the Gyru-Star Compact Screening Bucket - and to bring the Cobra's added crushing functionality to its customers on the heavier side of the market.

Cernos has been manufacturing this bucket in Finland for the past 26 years and has been primarily distributing it in Scandinavia. Under new management, the company recognized the Cobra's potential and set out to bring it to

Owner Eric Ransome considers the Cobra Screening Bucket a perfect complement to the Gyru-Star line of compact screening buckets Ransome Attachments began distributing in early 2019. "The Gyru-Star is for topsoil screening with no crushing action, and it's designed for compact machinery," he said. "The Cobra fits both compact and heavy equipment and can screen and crush construction debris and 'soft rock' materials including brick, sheet rock and asphalt for heavy industrial applications."

Ransome will offer the full line of Cobra models to fit various applications within the composting, topsoil, recycling, demolition, landscaping, pipeline and general construction markets. Its high screening capacity and adjustable grain size are designed to allow waste soil and other materials to be turned into usable products, which supports the Cobra tagline "Ecological Recycling."

The Cobra can be adjusted for pure screening, which is ideal for topsoil, compost, mulch, peat and sand. The end product is often used for stockpiling and pipeline backfilling and padding. The Cobra can also be configured for screening and crushing materials including concrete, rubble, glass, drywall, asphalt millings, rock salt and coal. The screener-crusher setting is also good for handling wet, sticky and other difficult soils.

While designed for heavy-duty operations, the Cobra runs the gamut of equipment classes from mini to fullsized excavators, wheel loaders, backhoes and telehandlers. The Cobra is lightweight and easy to transport, yet sturdy. "From an engineering point of view, it's well-made, robust and will stand equally toe-to-toe with any other product on the market," said David MacLynn of Cobra.

All Cobra models feature either a single or twin hydraulic drive with chain transmission. A double-acting hydraulic circuit allows the operator to screen and crush in forward or reverse, eliminating the potential for clogging. The drum configuration can either be vertical (K Series) or horizontal (XS, S and L Series) to fit almost any need.

Attaching and operating the Cobra is as simple as the design of the bucket itself. It requires attaching the bucket and two hoses and adjusting flow and pressure. Most modern machines will allow the operator to save those settings as a preset, which eliminates the need for re-entry when switching between attachments.

"The Cobra complements the existing product line of Gyru-Star beautifully," said MacLynn, who has been instrumental in bringing both products to Ransome. "The addition of this lineup means that regardless of the size of the customer's machine, application or budget, Ransome



Ransome Attachments has signed a deal with Cernos to distribute the multi-functional Cobra Bucket in the United States



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drag and drop various materials between the transfer station, backyard compost, recycling bin, garbage can and hazardous waste options. It's a fun way to raise the baseline understanding of "what goes where" and encourage residents to adopt new behaviors.

Recognizing the importance of preventing contamination upstream at the household level, SCRRRA's educational programs aim to have a lasting impact.

But they still have to be prepared for and manage tramp metal in raw material.

"We've seen everything in the brush piles from the kitchen sinks to the lally columns used in basements," explained Lenny Weise, who operates the horizontal grinder for SCRRRA. "Sometimes there are car parts in the brush piles. What anybody can put in the back of their pickup truck, they dump in the piles."

BioCycle's State of Organics Recycling in the U.S. report indicates that at least 62% of composting facilities in the United States process raw yard trimmings and brush – similar to what's dropped off at the transfer stations served by SCRRRA. Of the 35 states reporting, 14.4 million tons of yard trimmings were diverted per year and represented the largest diverted category of material in America.

Properly diverting tramp metal from yard waste represents a massive opportunity for the country to reduce compost contamination and equipment manufacturers are responding with innovation.

Educational outreach

outheastern Connecticut Regional Resource Recovery Authority (SCRRRA) was established

through the state's legislature in 1987 to serve 12

towns in the southeastern part of the state. The

idea was to create long-term solutions for waste and pass

value along to the residents. Under this collective model,

member municipalities deliver a minimum amount of solid

waste to SCRRRA's waste-to-energy burn plant in Preston, CT, to be processed for a small fee. The authority also man-

ages a closed ash landfill, provides assistance for new and

existing recycling programs, maintains educational recy-

cling programs and offers an array of waste management

They've grown and continually adapted over the years to

SCRRRA grinds brush for member municipalities at no

cost and sells backyard compost, proving residential or-

ganics can be responsibly composted. As a result, anyone

demonstrating proof of residency in one of the 12 towns

can dump brush and tree trimmings free of charge. By col-

lecting and grinding yard waste, SCRRRA is able to make

a significant environmental impact while selling the end

It's beneficial for all stakeholders

thority also bears the responsibility of removing contam-

ination and properly disposing of organics. They combat

the issue with educational outreach and the latest equip-

On top of providing this great value to residents, the au-

services.

execute their mission.

product to larger manufacturers.

ment innovations.

SCRRRA is extremely committed to reducing contamination along every stage of the waste management process. The authority offers recycling education classes to provide residents with a background on composting, recycling, solid waste and household hazardous waste. They also offer presentations, backyard composting demonstrations, a trash relay, "Recycling Jeopardy!" and school composting outreach programs.

Their free educational class covers the subject matter in the broader environmental and scientific framework. Modules are flexible depending on topic, age and class size to engage attendees.

One of their most interesting tactics to instill new habits in residents is the "gamification" of recycling education, which includes an interactive "SCRRRA Recycling Challenge" online game. The waste sorting game lets players

Equipment innovations

SCRRRA recently upgraded to a CBI 6800CT Horizontal Grinder, which has been developed for wood waste professionals who need to process high volumes of the toughest materials and detect any metal mixed into piles.

Weise immediately noticed the improvement in production, performance and durability of the 6800CT compared to other grinders. A trailer hitch was hiding in a brush pile he was grinding in Griswold, CT, when it was loaded into the grinder. When the hitch made contact with the rotor, electronic sensors alerted the control system and reversed the infeed. The top feed roll raised automatically and the hitch was able to be easily located and removed. There was no damage to the machine, not even a single broken tooth. Minutes later, they were back up and running.

"You can put a lot more in a CBI compared to the other machines that I've run and they seem to hold up to ev-

SCRRRA controls compost contamination in Connecticut

by Joe Gallagher

The yellow monster is designed to process land clearing debris, pallets, clean industrial waste, stumps, logs, mulch, bark, shingles and whole trees as fast as it can be loaded.

Photos courtesy of CBI

erything I do to them," Weise said. "It's just an aggressive, mean machine when it comes to grinding wood. It's just built like a tank."

MDS systems may seem like old news, but advancements and state-of-the-art precision offer next level performance.

CBI's Metal Detection System (MDS) is alert enough to detect a bag of bolts in a plastic sandwich bag. The MDS uses an accelerometer to detect and monitor the rotor's vibration patterns, picking up the unique harmonic frequency of metal hitting metal and translating the change to a user dashboard mounted on the side of the machine. Milliseconds after tramp metal strikes the rotor, the MDS automatically stops the rotor, raises the top feed roller, reverses the infeed, sets the engine to an idle and goes into a controlled shutdown of the machine. This pre-measure prevents damage to the machine long before it becomes an issue.

Beyond the obvious cost savings advantage of protecting the grinder, the MDS is an excellent method of diverting metal during the primary grind stage of composting. An intuitive display screen lets the end user set "trip point" sensitivity on a scale of 0 to 5, tailoring the system to the application.

Frank Franciosi, executive director of the United States Composting Council, has personally experienced the havoc that tramp metal can cause to an operation and underscores the industry-wide importance of tramp metal diversion.

"Contamination reduction is a big focus in the industry and it's great any time you can pull something out before it ends up in the final product," Franciosi said. "You want to catch it upstream before it breaks up into smaller pieces that could make it into the compost which can devalue the product. From a safety and equipment standpoint, it's critical to remove pieces of metal from a waste pile to prevent the next employee or piece of equipment from encountering it."

As a secondary measure, CBI grinders come with the option to have magnets installed. These various types of magnets are designed to pull nails from shingle grinding applications or collect smaller bits of metal coming off the discharge belt.

High production & premium quality

SCRRRA will be using their new 6800CT as part of a mobile storm debris response plan. The yellow monster is

Superior appoints Belterra as new conveyor components distributor throughout Quebec



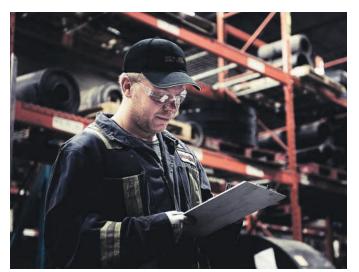
MORRIS, MN – Superior Industries Inc. recently announced a new partnership with Canada's largest distributor of conveyor belting, components and other bulk material handling solutions. Belterra, a 50-year-old distributor with 19 locations throughout the country, will stock, sell and service Superior's conveyor idlers, pulleys, scrapers and accessories in Quebec.

"We're excited to partner with such a respected distributor who is well-known for carrying significant inventory, performing prompt service and having high character," said Ryan Loge, Superior's conveyor components sales manager in Canada.

With Quebec branches in Montreal, Québec City and Saguenay, Belterra is well positioned to take care of customer requests quickly. The distributor will stock a standard collection of Superior idlers, pulleys, belt scrapers and other conveyor accessories.

Additionally, the Quebec-based team will work closely with product and project managers at Superior to supply dry bulk producers with custom solutions backed by industry best manufacturing lead times.

Belterra has proven itself to be a valuable partner, advisor and product expert to industries across Canada for more than four decades. The company's dedication to timely results, quality products, extensive selection and flexible service helps reduce costly downtime while improving efficiency and output.



With Quebec branches in Montreal, Québec City and Saguenay, Belterra is well positioned to take care of customer requests quickly.

Photo courtesy of Belterra

SCRRRA from 10

designed to process land clearing debris, pallets, clean industrial waste, stumps, logs, mulch, bark, shingles and whole trees as fast as it can be loaded, producing valuable end-product and giving Weise command over intense deadlines.

Across the United States, many composters run material through horizontal grinders in their approach to break down, turn and blend the primary grind. The 6800CT's rotor has a 15% larger screening area, wrapping more than 190° around the rotor and allowing production rates to surge beyond 200 tons/hour – an innovation for yard waste processors who want to produce high volumes at the lowest possible cost per ton.

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Vorm

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Weise explained that SCRRRA will use their grinder mostly for primary size reduction. The grinder will also be deployed for preventative measures. Their increased production capacity means processing the brush piles faster and reducing the risk of fire.

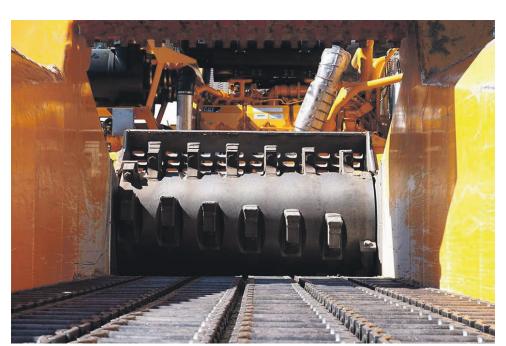
"Towns are going to see a very big improvement in how neat their transfer stations are and there's going to be a lot less worries about the brush piles catching on fire," Weise explained. "If there's a hurricane or tornado, we can go out and help."

Many of the brush piles contain various sized materials from small yard waste to large diameter wood from the local town crews.

The 40" diameter x 60" wide upturn rotor has a forged, thick, high-strength core with 24 weld-on hammers. The offset helix pattern cuts the full width of the rotor, distributing material across the hammers for natural efficiency. Complete with interchangeable tips that bolt on and a grinding chamber that opens for quick screen changes, the machine is friendly to operators who want to go from attacking brush to whole trees in minutes.

Producing a consistent end product is key to their operation's ability to sell and recycle mulch and compost. Their program will offer the benefit to residents for years to come and serves and an aspirational model that can be replicated across the country.

SCRRRA's member municipalities include East Lyme, Griswold, Groton, Ledyard, Montville, New London, North Stonington, Norwich, Preston, Sprague, Stonington and Waterford. To learn more about SCRRRA and their various programs, visit www.scrrra.org.



MDS systems may seem like old news, but advancements and state-of-the-art precision offer next level performance.

RockRoad Recycle.com PG 12 September 2019



When properly positioned, the DB-30 covers the entire area of the night's pour.

lipping through the government concrete standards of the Army Corps of Engineers for construction of an airfield apron and taxiways can make any seasoned pavement professional break out in a sweat. Considering the risk that a random core sample by an inspector could lead to demolishing and repaving part (or all) of the project, a company must be extremely confident in its ability to deliver a perfectly cured product.

Even before bidding the project, the contractor's engineering team requires the expertise to recognize the material and environmental factors needed to comply with the standards. When the U.S. government requested bids for a concrete project at an airfield in a desert environment, the intimate knowledge of arid climates and an extensive portfolio in government and aviation contracts made Southwest Concrete Paving Company (SWCP) a logical choice for the project.

Opened in 2008, SWCP (headquartered in Phoenix, AZ) is experienced in large public projects. The company's meticulous approach to meeting stringent government standards has elevated it to one of the top paving companies in the

region. "We've grown quickly, but that's because we hire great people and use modern technology," said SWCP Vice President David Nuttall. "For example, we own our own batch plant to create dedicated concrete mixtures and use specialized paving equipment to deliver high quality at a reasonable cost. We were also an early adopter of atomized mist technology for concrete hydration and dust suppression."

Government Standards

There are criteria that set concrete standards for government aviation contracts above those of highway or freeway projects. From aggregate to pozzolans, a strict focus on quality assurance of airfields is required for very specific reasons. For example, the life cycle of a road is 15–20 years, depending on the amount and type of traffic and environmental conditions, whereas the life cycle of an airstrip apron is 40-60 years, regardless of environment. Due to the point loads and required tire pressure of jets and other aircraft, proper curing is critical. Engineers meticulously test for slump and moisture content every step of the way.

There's also the "pop-outs" caused by deleterious aggre-

gate. Poor mixture proportioning, substandard placing and finishing techniques or inconsistencies during the curing process could allow foreign object debris (FOD) to propagate from a poorly constructed pavement surface. Drivers on the road often experience FOD as it leaves irritating dings in their windshields; however, if the same debris were to get into a jet aircraft engine, it could cause millions of dollars in damage and potentially put lives in danger.

At the core of SWCP's approach is an obsession with quality. Inspecting the integrity of the product throughout the process, quality managers adhere to strict internal quality standards for materials, methods, schedules and equipment being utilized in the process. "By setting high standards internally, we are assured of always meeting or exceeding our clients' expectations,"David Rath, QCQA manager for SWCP, explained. "That's why we embraced the challenge of this project, because we were confident we could be compliant."

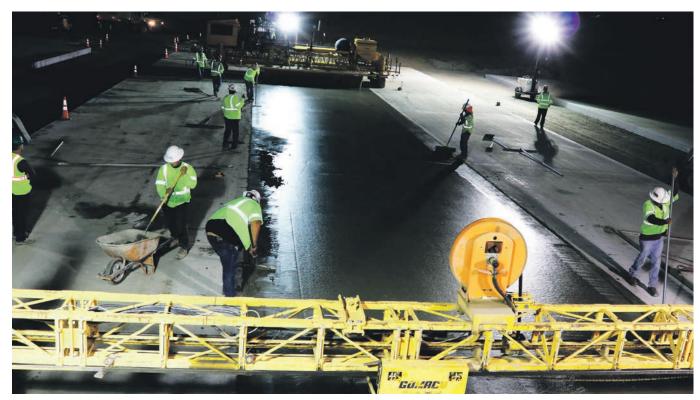
The consequence of not meeting the project standards can be ripping out entire sections of the project to create a compliant product. These flaws would need to be remedied

at the time and expense of the contractor, which can multiply the cost of construction and quickly make the project a losing proposition.

The Project

The 87,000 square yard (7,2743 m2) apron accommodates three giant 37,000 square foot (3,437 m2) hangars and is connected to the runway by a single taxiway. Along with smaller storage and office structures, the apron is essentially an open concrete pad for parking and taxiing aircraft.

As a 9-month, multiphase contract in a remote area, finding ways to do the project in an environmentally and fiscally sound manner was a key to success. Tasked with demolition of the previous apron and installation of the new one, SWCP partnered with local and federal government engineers to recycle the majority of the previous material and incorporate it into the engineered sub base beneath the new concrete.



Pouring at night regulates the temperature for consistent curing in the critical first few hours.

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The first step in creating the apron was to source local materials that would meet the vigorous Army Corps of Engineers quality standards and produce a concrete mixture that was placeable, durable and economical. In addition, the mix needed to compensate for extreme weather conditions and large daily and annual thermal gradients. The basic mixture consisted of washed sand, three separately-sized coarse aggregates, low alkali/sulfate resistant cement, class F fly ash, several chemical admixtures and (of course) water.

After placing, grading and compacting the sub-grade, sub base and aggregate base, the apron was ready for construction of the concrete slab designed to accommodate aircraft traffic for the next 60 years. Beginning each night after sundown when ambient conditions were least intrusive, the team laid down a 20 ft (6 m) wide, 14 in (0.36 m) thick slab of Portland cement concrete pavement. Preceded by a water truck to moisten the base layer, each pour extended approximately 1,100-1,400 linear ft (335-427 m), depositing about 0.85 cubic yards (23 ft3) of concrete for every linear foot of pavement that was placed.

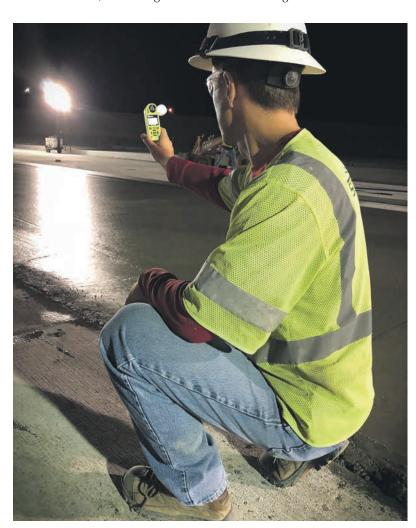
Over an average 8-hour shift, a \approx 1,250 ft (381 m) long slab was poured. After initial placement, the finishing phase included a texture machine, followed by an atomized mist cannon to prevent rapid evaporation of surface moisture from the fresh concrete. Once the bleed water dissipated, which took approximately 15-30 minutes depending on conditions, a curing compound comprised of paraffin wax was laid over the top as an evaporation retardant.

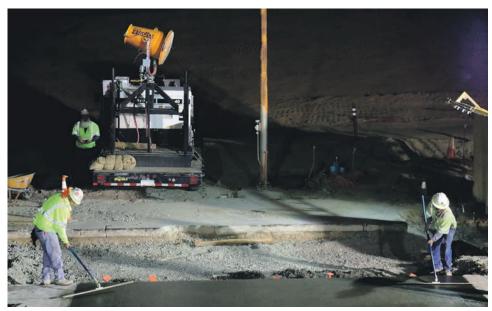
Controlling Temperature and Moisture Content In Hot Weather

During the summer days, high winds and low humidity in conjunction with temperature are defining factors, at times making the concrete more difficult to work before it's cured. Paving crews in arid conditions generally work through the night in order to control surface temperature and slump. Critical factors include ambient temperature, concrete temperature, wind speed and humidity. As the concrete mix temperature increases, slump will decrease approximately 20 mm (0.8 in.) for each 10° C (or 20° F) rise in temperature.

Sprinklers were used all day to wet down the aggregates, which need to be moist because the exposed pores will absorb water until they are full. If batched into concrete with free pore space, the aggregate pores will rob water from the mixture, which is the primary reason for wetting the surface. On windy days, although the ambient temperature may be high, there is also some evaporative cooling effect on the rock by keeping it wet.

Once the sun went down, the atomized misting cannon was moved to the front of the paving machine to lay an even surface of moisture across the base layer. When pouring, the moisture content of the concrete mixture is precise, but the dry ground can draw the moisture out of the meal, increasing the chances of cracking.





The self-contained unit follows as the project progresses.

When working with placement conditions that are hot, dry and windy, placing concrete as soon as possible after batching is essential to success. Using the National Ready Mixed Concrete Association (NRMCA) nomographic scale for the estimation of surface evaporation rates, engineers closely tested and monitored evaporation. To help control and maintain humidity levels to reduce the risk of early surface cracking, operators placed the industrial atomized misting cannon behind the paving machine to maintain a consistent humidity around the concrete paved area until operators applied the curing compound.

"The night temperatures fluctuated, but often remained above 80° F (27° C)," Rath pointed out. "In those conditions, the relative humidity across the curing slab has to consistently stay above 40%. If the surface conditions aren't precisely controlled, the concrete surface will be prematurely exposed to tensile stresses that it cannot withstand before the hydration of the cement has passed a certain stage. This causes small cracks known as plastic shrinkage, which can significantly reduce the life of the concrete."

Atomized Mist Technology

"Over five years ago, we bought our first DustBoss® and it's been working extremely well for us," said Glenn Gray, equipment manager at SWCP. "It's a self-contained unit that offers wide area coverage, without relying on power cords or hoses. That's why we chose the DB-30 and fabricated our own rig. It gives us the mobility and versatility we required for this and several other projects."

Due to the need for mobility, SWCP secured the DustBoss DB- 30^{TM} to the back of a flatbed truck with a 250 gallon (946 L) water tank and a portable generator to create a completely mobile and autonomous unit, designed for conditions that lack adequate access to water and power.

The water cannon could be removed and placed on a hydraulic fork lift as high as 40 ft (12 m) in the air. This allowed improved targeting of the atomized mist sprayed over and around the newly poured concrete to provide the humidity and surface moisture needed for proper finishing. Using the variable height and the DB-30's adjustable 0 to 50° vertical angle settings, operators were able to control the humidity levels and coverage area while compensating for wind.

Water from the tank is forced through a circular stainless steel manifold with 30 atomizing spray nozzles at the front of a heavy-duty cone-shaped barrel design. A powerful 7.5 HP fan at the back of the cannon, producing 9,200 CFM (260.50 CMM) of air flow, launches millions of tiny droplets in a 100-foot (30 meter) cone. With 180° horizontal oscillation, the unit has a coverage area of 17,000 square feet (1,580 square meters). Using only 9.8 GPM (10.6 LPM), the unit raises the humidity of an entire area with evenly distributed droplets between 50-200 microns in diameter (approx. the size of fine dust), without causing pooling or runoff.

The unit is designed to be set up by a single worker and operated autonomously without further attention. Able to be operated by remote control, the DB-30 also has a touch screen panel for adjusting the settings (oscillation, pump settings, etc.). The panel is encased in a NEMA 3R cabinet to protect it from the harmful elements of outdoor operation such as dust, rain and contaminants.

Testing the surface humidity on a regular basis helps regulate the curing process.

RockRoad Recycle.com PG 14 September 2019

Zanker Recycling: First West Coast AI-powered robotic waste sorting system is operational



SAN JOSE, CA – San Jose-based Zanker Recycling, a national leader in C&D materials processing systems and recycling, and Plexus Recycling Technologies, the North American distributor of ZenRobotics, the world's leading and most experienced AI robotics team for sorting waste materials, announced recently that ZenRobotics' ZRR2 AI Robots are operational at Zanker Recycling's San Jose site.

"The advantage of deploying AI robotics to recycling differentiates Zanker from our competitors," said Michael Gross, director of sustainability for Zanker Recycling. "Reaching the diversion goals for our multiple judications is extremely important to us, which is why we chose Plexus Recycling Technologies as our partner in reaching these goals."

The ZenRobotics ZRR2 AI operates 20 hours per day with total system production of 150,000 tons/year, increasing diversion of recyclables by 20%.

Students from the nearby Boys & Girls Club of Silicon Valley, located in Alviso, participated in the naming of Zanker's four Al robots. The winning entries were Clean-up Carl, Magneto, Snatcher and Thrasher, and the submitting students each received a \$250 gift certificate.

In a new twist for recycling systems, material feeding is highly automated from the beginning of the process. The front end operates 50% of the time to process inbound material. In the middle of the system are two large dosing bunkers that store up to 100 tons of material. The ZenRobotics Brain controls these along with all equipment downstream to allow a very smooth-running operation focused on recovery and efficiency.

"This is the most advanced waste material processing facility in the world," said Dane Campbell, the project's system engineer from T3CHCOMP. "We have combined the very

The Zanker Recycling facilities are national leaders in construction of demolition debris diversion and composting.

Photos courtesy of Zanker Recycling best equipment available into one fantastic recycling system for Zanker Recycling." Plexus Recycling Technologies provided key European equipment such as the ZenRobotic Recyclers, Komptech's Terminator and Ballistor fines drumscreen.

The system's electrical controls are provided by Hertlein Industries, one the most experienced and knowledgeable teams ever used for controlling and integrating waste material processing systems.

"Zanker Recycling's investment into the best-available technology with the Plexus designed system is a testament to the ownership and management's commitment to increasing diversion rates," said Marcel Vallen, CEO of Plexus and Komptech Americas. "We could not have partnered with a better group of people than Zanker to unveil the power of automation with robotics in the waste industry. All of our teams that contributed to this success are incredibly excited."

San Jose-based Zanker Recycling, owned by Zanker Road Resource Management Ltd., is a privately-owned solid waste and recycling company that began operations in 1985 by developing a landfill into a full-service resource management and composting/recycling facility. In 1998, Zanker Recycling expanded operations by permitting an adjacent landfill site as a construction and demolition debris processing facility. These two facilities process more than 2,600 tons of mixed debris per day. Currently, Zanker Recycling operates four nationally-recognized recycling facilities. The Zanker Recycling facilities are national leaders in construction of demolition debris diversion and composting. Through its aggressive and innovative recycling efforts, Zanker Recycling diverts more than 80% of waste they receive from landfilling.



The ZenRobotics ZRR2 Al operates 20 hours/day with total system production of 150,000 tons/year, increasing diversion of recyclables by 20%.

Dust Boss from 13

High Winds and Low Humidity

The desert can have unpredictable weather patterns, not only with wild variations in temperature and rare flash flooding, but the biggest challenge is high winds. Wind can pull water from the surface and throw off moisture levels. If the evaporation rate is out of control, operators have to stop the pour and the entire site comes to a standstill until the high winds die down. This downtime can lead to cost overruns and throw off the project timeline, but using an atomized misting cannon can help prevent this costly outcome.

The Menzel Formula included in the American Concrete Institute guidelines helps calculate the evaporation rate with an added wind variable in the formula. However, it's not a matter of just adding more water to the mixture because it is going to be windy that day; surface water levels need to be maintained for proper concrete finishing. The mobility and adjustability of the DB-30 allowed crews to reposition and recalibrate the settings of the atomized mist cannon to raise the humidity above the paved surface and prevent water from being sheared away by high winds.

"Some of the wind conditions would have

stopped construction cold in the past," said Rath. "Positioning the DustBoss upwind, allowing the air to carry the humidity with it, kept us up and running on several occasions. Otherwise, we might have had to go back, rip out what we poured and start again."

Results

Wrapping up the finishing touches of the project, core samples of the concrete taken by inspectors demonstrated high quality, with no compliance issues. The meticulous planning, technical skill of the staff and use of modern technology allowed SWCP to complete the project on time and on budget with no major downtime.

"The DustBoss has enabled us to work in conditions that may have caused us to postpone operations in the past," said Gray. "The cost effectiveness and reliability alone make it a staple for much of our work. On top of that, the flexibility, mobility, reliability — and the fact that we can turn it on and walk away — all add to its low cost of ownership."

The technology has proven to be applicable across several segments within SWCP's

business, from road construction to military and public airports. Enhanced control over the finishing process help improve the outcome and extend the life of the finished product. This attention to detail and quality has become a hallmark of SWCP projects.

"DustBoss technology has added to our success," Gray concluded. "The fact that they're highly durable American-made products supported by excellent service definitely sets them apart from the competition."



Specialized nozzles create a mist that's propelled by a powerful industrial fan.

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RockRoadRecycle.com PG 16 September 2019



What does the 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?

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 Mark 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 possibly 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.

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 Department of Labor, under President George W. Bush from 2001-03, and as a special 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 as 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 com-

panies 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 work sites 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 grievance 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 the 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.





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Take charge of the future: Education at CONEXPO-CON/AGG and IFPE 2020

Education is always a vital component of both CONEXPO-CON/AGG and IFPE to help attendees not only survive, but thrive in a changing and global industry.

Attendees at the 2020 shows can take advantage of more than 180 education sessions packed with timely and actionable information, developed with the guidance of leading industry groups and delivered by industry experts.

New for 2020 are mix-and-match sessions between CONEXPO-CON/AGG and IFPE for company teams to cost-effectively obtain learning sessions targeted to their needs.

"The line-up of programming is not only larger than it has ever been but includes a fresh line-up of speakers stacked side-by-side with core programming that is always highly attended," said Eileen Dickson, vice president education, National Ready Mixed Concrete Association and CONEXPO-CON/AGG Education Committee chair.

CONEXPO-CON/AGG 2020 education features 10 tracks covering a variety of equipment applications, site development, fleet management, business best practices, technology, safety and attracting and retaining talent.

IFPE education is grouped in two tracks: Hydraulics & Pneumatics at Work and The Business of Fluid Power. Its popular college courses return and new is an IFPE Research Symposium.

CONEXPO-CON/AGG and IFPE are North America's premier events for the construction industries and the fluid power, power transmission and motion control industries. One ticket provides access to both of the co-located shows, set for March 10 - 14 in Las Vegas.

CONEXPO-CON/AGG **Education:** Targeting the **Construction Industries**

CONEXPO-CON/AGG 2020 education tracks will offer the latest trends and best practices focused on aggregates; asphalt; concrete; cranes, rigging and aerial lifts; earthmoving and site development; equipment management and maintenance; business management; and safety, plus technology solutions and attracting, engaging and retaining

"The education committee took great care in putting to-



gether a program that grows attendee knowledge on building their business on all fronts, whether the technical skills needed in the field or best practices to build their business," said Graham Brent, CEO of the NCCCO Foundation and CONEXPO-CON/AGG Education Committee vice chair.

CONEXPO-CON/AGG 2020 education includes:

- Driving New Innovation at Complacent Companies James Benham, JB Knowledge
- Drones on Construction Sites for All Contractors Ryan Murguia/Zach Pieper, Quantum Land Design
- Gain a Competitive Advantage Through Construction Technology Tauhira Hoossainy, Milwaukee Tool
- How to Win the War for Talent Gregg Schoppman, FMI
- Safety Training Ninja Regina McMichael, the Learning Factory Inc.
- Technology Trends: Lessons Learned Helga Jacobsen, United Rentals
- Top 10 Reasons Why Construction Businesses Fail Larry Kokklenberg, Center for **Business Development**

IFPE Education: Focused on Fluid Power

The IFPE College Courses emphasize hands-on technical knowledge on the effective use of hydraulics in mobile equipment. Content includes Fundamentals of Hydraulic Systems; Electro Hydrostatic Actuation; Safety Hydraulics; Best Practices for Modern Machinery; Hydraulics in the Digital Age: Hydraulic Fluid Properties, Efficiency and Contamination Control; and Digital Design.

The IFPE Research Symposium is hosted by IFPE co-owner National Fluid Power Association (NFPA) and runs during lunch (11:30 a.m. - 12:30 p.m.) March 11 - 13. Sessions will showcase the latest fluid power research at U.S. universities being funded by the U.S. Department of Energy to improve energy efficiency of off-road vehicle hydraulic

"We focused on developing education programs that offer attendees the latest ideas and innovations in fluid power technology, applications and research. Our classes and sessions deliver critical information for engineers and others involved in the design and manufacturing process," said Eric Lanke, president/CEO, NFPA.

IFPE 2020 education includes:

- Additive Manufacturing Vince Anewenter, Milwaukee School of Engineering
- Industry of the Future Prasad Ganorkar, McKinsey & Company
- IoT: Sharing Data Across Customer Boundaries Adam Livesay, Elevat
- Mobile Hydraulic Robotics: Autonomous Machines Chris Woodard and John O'Neill, Danfoss
- Workforce Development Lynn Beyer, NFPA

Learn more and register online at <u>conexpoconagg.com</u> and <u>ifpe.com</u>. ■

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 -Case 850K 6-way dozer
- -Case 850D 6-way dozer -Komatsu D38E 6-way
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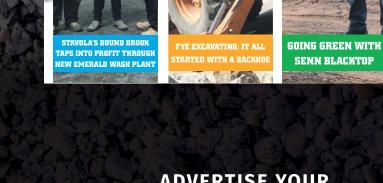
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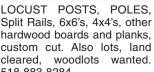
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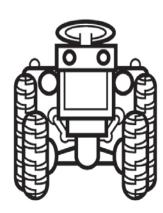


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