EQUIPMENT JOURNAL

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JANUARY 22, 2018

ISSUE 1

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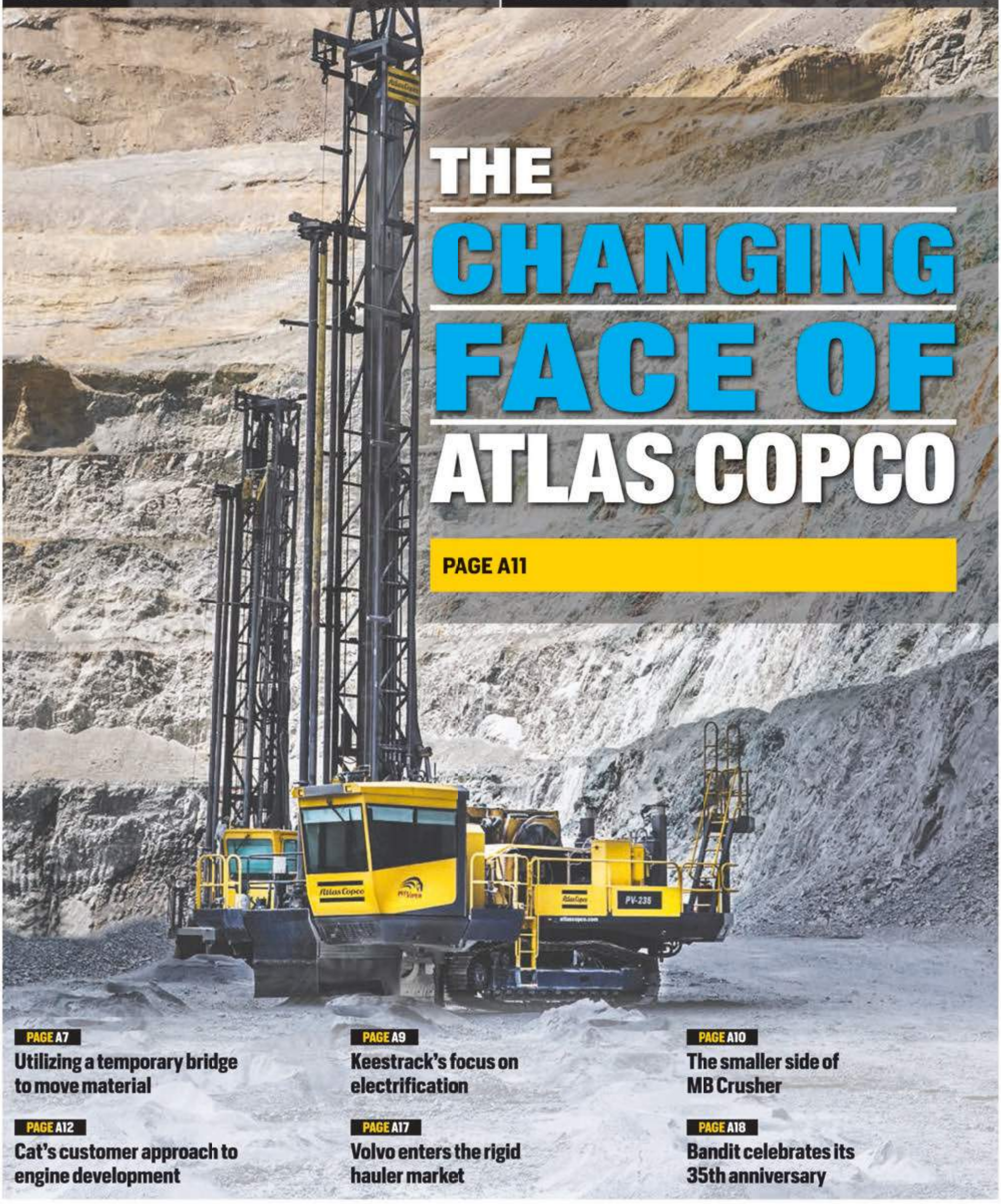

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HEAVY DUTY BUILT TO LAST

LETTER FROM THE EDITOR

A sober look needed for workplace safety

Bill Tremblay // Editor
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Like it or not, marijuana is about to become legal for recreational use in Canada, barring any unforeseen change of heart by the federal government.

Although some provinces have asked for more time to prepare, the Cannabis Act is slated to come into force this summer.

The ability to freely smoke weed has raised a few eyebrows in the construction world, as it should. In particular, the Ontario General Contractors Association (OGCA) has asked its provincial government to amend the Occupational Health and Safety Act. The requested amendment would expand the definition of industries where workers are prohibited to be under the influence of cannabis or other substances.

"The Ontario construction industry has a significant problem of employee's use of drugs and alcohol that impairs their productivity, gross motor skills, awareness and judgment, which results in workplace accidents," David Frame, director of government relations for the Ontario General Contractors Association, wrote in a letter to Attorney General Yasir Naqvi. "The legalization, commercialization and distribution of cannabis will increase the use among the workforce and, failing an aggressive intervention, will result in more workplace injuries and fatalities."

Frame also notes that substance abuse on the job is a growing issue in their workplaces, and the OGCA predicts legalization will help fuel the problem.

"We are asking the Ontario government to take decisive action to reduce the impact on the health and safety of Ontario workers," Frame writes.

Workplace Safety North has also highlighted similar concerns. Focusing on the forestry industry, they recently examined 86 health and safety concerns via a survey of workers and managers. They found substance abuse was the number one concern.

However, drug and alcohol use on the job isn't recorded in the same sense as workplace injuries.

"The type of data that's needed for understanding substance use affecting the workplace hasn't been as readily studied as other areas," Shawna Meister, a policy analyst for the Canadian Centre of Substance Use and Addiction, told the CBC.

Media and government attention has focused on the risks of driving while high, but any new public awareness campaigns should also include the workplace, particularly when heavy equipment is involved.

While it may seem obvious that operating a dozer while you're higher than a tower crane jib isn't smart, selling it from a government storefront may send a different message.

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A bridge for troubled waters

Ontario contractors utilize temporary bridge to move materials across the Speed River

Upgrading the Hespeler wastewater treatment plant in Cambridge, Ontario posed the challenge of transporting utility pipes across the Speed River.

As part of the upgrade, it was determined that the existing bridge, which previously supported utility pipes over the Speed River, was in need of rehabilitation. The contractor looked at various methods to span the gap during the renovation process. One method was to develop a cable-stayed tower and run the pipes suspended across the river. This is the typical method that has been used by pipe utility contractors in the past.

After studying the advantages of using a temporary Acrow bridge, however, the contractor concluded that it was the most efficient method to carry the pipes across the river and had the added bonus of providing workers with safe passage, as well. The Acrow bridge was ordered by Facca Incorporated, subcontractor to general contractor Liquiforce Construction, both of Ontario.

The rented structure was 48.8 metres long and 3.6 metres wide. It was able to carry two 460 mm diameter pipes. The bridge was assembled on rollers and pushed half way across the river. A crane was positioned on the far side to receive the bridge. No work was required to be done from the water at any time.

"The Acrow bridge was a good fit for the project. We liked the on-site speed and ease of assembly,"

Construction of the modular steel bridge began on Sept. 25, and the assembly and launch of the bridge was completed five days later. The temporary structure was in service for about six weeks and accelerated completion of the project, as well as a fixed-cost solution.

"The Acrow bridge was a good fit for the project. We liked the on-site speed and ease of assembly," said Ryan Wilbur, project manager for Facca. "We will always look into using an Acrow bridge for future projects if we find there is need for it."

Acrow bridges are commonly used for vehicle or recreational applications. Acrow President Ken Scott explained the pipe project shows the company's bridges have the ability to adapt to many different functions.

"An Acrow bridge is not just any other bridge," Scott said. "The components that make up the 700XS Acrow Panel Bridge are by definition versatile."

Acrow Bridge has been serving the transportation and construction industries for more than 60 years with a full line of modular steel bridging solutions for vehicle, rail, military and pedestrian use. The company's bridges have been used in more than 80 countries covering Africa, Asia, the Americas, Europe and the Middle East.

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Keestrack's focus on electrification

In its drive to reduce costs through the electrification of its track-mounted processing units, Keestrack is concentrating on hybrid crushing technology. Following fully hybrid H4 cone crushers and B4e jaw crushers, the company is now introducing the R5e hybrid impact crusher unit, designed to guarantee full capacity at low consumption costs with the aid of a directly driven 350 tonne per hour crusher and electrical transport and screen components.

Keestrack's track-mounted impact crusher units include three models, starting with the compact R3, a flexible 30 tonne "construction-site crusher." Keestrack's R6 flagship model has a total weight of 60 tonnes when fully equipped and remains a prominent machine among the 1300-impactors for recycling, large-scale projects and quarrying applications. Thanks to the licence-exempt dolly transport, it readily competes with the much heavier competition within the 450 tonne per hour performance class. As well, the large-scale "Destroyer" unit has been available for several years as an R6e model in a diesel-electric hybrid version with electric motors driving the conveyor belts and screen components.

Since 2014, the Keestrack R6e has been available with a 250-kW electric motor for the crusher and an electric 110 kW drive for the on-board hydraulic system, and an optional all-electric plug-in operation from the mains. Equipped with a high-performance, on-board diesel engine, the large-scale crushers remain flexible, while up to 45 per cent of the energy costs can be saved, even in semi-stationary operations.

Proof in numbers

The advantage is reflected in Keestrack's sales. In 2016, 80 per cent of the R6 machines sold were represented by diesel-electric or all-electric sales. This year, the total number of units sold in 2016 was reached before the end of the first six months — 90 per cent of these being in the form of hybrid or fully hybrid models.

The Keestrack R5 is a mid-range series of models with an about 42 tonne basic weight and a maximum 50 tonnes with an overband magnet and double-deck final screen, including oversize material recycler.

When it was introduced more than three years ago, the mobility and production rate of the diesel-hydraulic crusher proved to be virtually unrivalled for its performance class, according to Keestrack. Now following a series of upgrades, Keestrack presents the R5e, a diesel-electric version of its 350 tonne per hour all-round model.

Extensive electrification

Similar to the larger R6e impact crusher model, the R5e has a highly efficient 5,100 kg rotor, driven directly via the 345 kW Volvo six-cylinder diesel engine.

The operating hydraulics powers all the lifting cylinders on the chassis and conveyor belts, the track drive, the vibrating discharge chute and double-deck primary screen and the compact double-deck post-screen module with oversize/stockpile conveyor.

A 160-KVa generator now supplies the power to all other conveyor systems — including the 5-cubic metre vibrating feeder – and the new Keestrack Neodym overbelt magnets. On the basis of the anticipated higher mobility compared to the R6e, the Keestrack R5e does not offer plug-in network operation, but can drive the subsequently connected screens or stockpile via the 63 A supply.

With a total additional weight of 500-kg compared to the diesel-hydraulic version, the electrical unit guarantees the full mobility of the Keestrack R5e, which is also available with an optional dolly trailer.

The hybrid unit can be deployed just as quickly at the building site, while all conveyors and additional modules can be configured without lengthy additional assembly work or support.

The system uses load and level sensors to optimize production rate and quality during operations. All system functions can be controlled by radio remote as a standard option.

Practical tests have demonstrated a considerable decrease in fuel consumption of up to 45 per cent compared to diesel-hydraulic models, mainly due to a more even rotational speed of the high-torque Volvo diesel engine. Fundamentally, the extensive reduction of complex hydraulic lines results in lower cooling requirements, lower risks of leakage and lower maintenance demands during everyday operations.

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Meet the smaller side of the MB Crusher family

MB Crusher has designed and produced new machines that transform loaders, skid loaders and backhoe loaders into mobile crushing and screening tools.

The MB-L crusher buckets and MB-LS screening buckets can be used with any size of loader, skid loader, or backhoe loader, from 2.4 to 25 tons. They operate in a similar fashion of the range of crusher and screening buckets for excavators. They enable crushing and screening of inert materials to be carried out on site.

According to MB Crusher, the new attachments offer numerous benefits to companies, including: savings in terms of personnel because they only require one machine operator; reduced costs and processing times, as the material is processed on-site without the need for transportation to landfill or the need to buy new material; greater agility on site, especially in smaller sites or inside warehouses, as the MB-L and MB-S models are compact and easy-to-use; they are environmentally-friendly as waste material is recycled, reducing transportation to landfill and therefore vehicle pollution.

MB-L and MB-LS crusher buckets are fitted to a skid loader, or backhoe and operate by utilizing the machine's hydraulic system.

The MB-L models collect and crush debris from demolition or excavation sites. The size of the output material can be controlled by spacers inserted into the bucket.

MB-LS models are used to separate waste material, whether natural or construction debris, resulting from any type of work. The screened material can be reused in drainage work, to cover underground pipes and to refill excavation sites.

All MB-LS models are equipped with interchangeable modular panels. This allows the client to quickly change the size of the output material. The basket's unique and innovative conical shape is specially designed to increase hourly production performances and to screen all collected material.

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MB-L200	For skid loaders from 6 tons and backhoes and loaders between 7 and 10 tons.
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1987 FORD L8000, 12.5 ton boom truck, Ford eng. 210F-210 hp, Allison auto. trans., A/C w/air seat, stk# B140-29

1978 CAT 235, serial #32K1697, ditching bucket, stk# B160-173

WILATT ELECTRIC STACKER CONVEYOR 18"X45', hopper 7'x8', stk# B275-13

NISSAN 15500, 15,000 lbs., stk# B230-22

CAT V200B, 20,000 lbs., stk# B230-46

2014 BOBCAT E85, 8.5 metric tonne, long arm 15'6" dig depth, heat & A/C, skt# B100-531

2017 LINK-BELT 135MSR SPINACE, Isuzu diesel eng. 95 hp, 29,762 lbs O.W., stk #B160-180

2009 LINK-BELT 290X2, 60' Pierce long reach boom. 60" ditching bucket, stk# B160-82

2011 CAT 950H, cab w/heat & A/C, ride control, 3.75 cu.yd. GP bkt, stk# B110-142

2016 BOBCAT 417, 4400 lb., forklift, bucket and blade, stk# B100-639

2013 LIEBHERR L550, QC w/8 cu. yd. high dump bkt, 3386 hrs, excellent condition, stk# B110-205

2013 KOMPTECH CRAMBO 5000D Shredder, Cat C13 diesel, 415 hrs, excellent condition, stk# B276-111

2012 VOLVO A30F, 23.5R25 Michelin tires, A/C, box liner, block heater, stk# B145-135

2014 MCCLOSKEY TROMMEL 621RE, Port. tri-axle carrier trommel screening plant, Cat C6.6 diesel, 2042 hrs. Like new! Stk# B276-113

2010 CAT D8T, 100% new U/C, semi U blade-DAT avail, m/s ripper, stk# B130-66

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The changing face of Atlas Copco

It's been a busy few months for Atlas Copco, which will also now be known as Epiroc and Power Technique North America.

Early last year, Atlas Copco's board of directors announced it will prepare a proposal to the Annual General Meeting 2018 to split the group into two companies; Atlas Copco, which is focused on industrial customers, and Epiroc, which focuses on mining and civil engineering customers. The plan is to have both companies listed on the Nasdaq Stockholm stock exchange.

Epiroc was selected out of almost 1,000 names evaluated. Epi is a prefix meaning "on" or "at" in Latin and Greek. Roc signals stability and durability, and rock is one of the most important materials that the company works with.

"With Epiroc we have found a short, distinct and timeless name that is spot on for the mining and civil engineering business," said Annika Berglund, senior vice president of corporate communications and governmental affairs.

Power Technique North America

Atlas Copco has also announced Power Technique North America LLC as the new name of Construction Equipment North America LLC. The new name came into effect Jan. 1.

Power Technique was chosen as the name because American and Canadian customers recognize power as the defining characteristic of the core product categories in the portfolio: air, power and flow.

The business area will serve multiple segments, including construction, industrial, drilling, oil and gas and petrochemicals. It will continue to include the Atlas Copco, Chicago Pneumatic and American Pneumatic Tools brands.

"Our commitment to the construction industry is as strong as ever," said Scott Carnell, president of Power Technique North America. "However, we also serve customers in many other segments. The Power Technique name more accurately encompasses this and our overall product offering."

Moving forward, Power Technique North America will offer products including portable compressors, generators, light towers and pumps along with dedicated construction products including handheld pneumatic, electric and hydraulic tools and customized solutions.

The Power Technique North America corporate office remains at the company's new facility in Rock Hill, South Carolina and continues to support customers through dedicated service centres throughout North America.

"The evolution to Power Technique will enable us to focus on our three pillars — air, power and flow," Carnell said. "We will continue to provide on-site products and solutions that power sustainable productivity for our customers."

Divestments

The name change follows the divestment of the Atlas Copco Road Construction Equipment Division — including Dynapac rollers, pavers and planers — to French industrial and construction company Fayat Group.

The deal includes sales and service operations in 37 countries and production units in five countries.

As well, Atlas Copco has divested its concrete and compaction business to Husqvarna Group's Construction Division.

The products include complete ranges for concrete and compaction, such as plate compactors, tandem rollers and concrete vibrators. The transaction includes the production facility in Ruse, Bulgaria, and production assets in Nashik, India, along with sales and service operations worldwide.

"Our commitment to the construction industry remains as strong as ever; moving forward we will have a more streamlined product portfolio through which we can more deeply focus our resources to add further innovation and productivity for customers," said Andrew Walker, president for Atlas Copco's business area Power Technique.

"We believe that Husqvarna Construction will be a good home that can develop the concrete and compaction business further."

Acquisitions

While Atlas Copco has sold two divisions, it has acquired several other businesses. In Australia, the company has purchased Hy-Performance Fluid Power. The company provides remanufacturing, service and repair of hydraulic components for drill rigs.

"The strong team at Hy-Performance Fluid Power will play an important role as we continue to strengthen our value offering to our mining and infrastructure customers," said Helena Hedblom, president of Atlas Copco's mining and rock excavation technique business area.

Also in Australia, Atlas Copco has acquired Rockdrill Services. The company develops, remanufactures, services and repairs rock drills used for mining and rock excavation.

"The competent team at Rockdrill Services Australia will be crucial as we expand our presence in Australia and further increase productivity for our customers," Hedblom said.

In the United States, the company also announced the acquisition of Cate Drilling Solutions, based in Salt Lake City, Utah. The company is an Atlas Copco full service distributor for surface drilling products. Cate Drilling Solutions also has a state-of-the-art remanufacturing shop that further serves customer needs.

"Having the strong team at Cate Drilling Solutions as part of our group will enable us to get closer to and serve even better our mining customers in Central United States," Hedblom said.

All three of the acquired companies will be part of the mining and rock excavation service division of Epiroc. The acquisitions are expected to be completed in the first quarter 2018.

Finally, Renegade Drilling, based in Johannesburg, South Africa, also joins Epiroc, in the rock drilling tools division.

The South African company manufactures and distributes mining exploration drilling consumables, such as drill rods, in-the-hole tools and diamond drill bits.

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Caterpillar's customer approach to new engine development

To create the new C9.3B industrial engine, Caterpillar used a customer approach to development, allowing the company to address the diverse requirements of the global off-highway emissions landscape.

The 6 cylinder, 9.3 litre engine combines a new high-pressure, common rail fuel system and simplified air, electrical and aftertreatment systems to produce up to 456 hp and 2,088 Nm of torque out of a package that is nearly 140 kg lighter than its predecessor.

"It's really the result of hundreds of team members in Peoria focused on developing the next generation of engines," said Christopher Massey, commercial manager for Cat's industrial engine group. "The engine is really our next generation engine that's designed to meet these growing demands of our customers."

When designing the engine, Caterpillar's customers requested four key elements be included in the new model. The first request was for a simpler, lighter engine system.

"It makes it easier for them to integrate them into their products, and it makes it easier for their customers to use the product," Massey said.

The second request was for increased power. The C9.3B delivers about 18 per cent more power than its predecessor.

"Their machines are constantly growing and trying to be more productive and more efficient," Massey said.

Cat's customers also requested the engine is designed to include modular technology.

"The more common and modular they are, helps reduce the amount of R&D our customers need," Massey said.

The significant system upgrades build on the core engine, which has been in production since 2011 with more than 46,000 engines, logging more than 150 million hours in real world off-highway applications.

"All of these enhancements have to come at no sacrifice to engine life reliability or durability," Massey said. "Our customers expect constant improvements on that, which we invest in and work very heavily to deliver."

With a reliable core engine and diesel particulate filter solution already in place, Caterpillar's focus for EU Stage V construction customers has been on simplifying design and improving performance.

"One of the key influences for our customers is the global emissions regulations," Massey said.

"As we looked forward into 2020 and beyond, we realized the diversification of regulations around the world, which really drives complexity into our customers business as well as our products."

Along with taking 39 per cent of the aftertreatment packaging size out of the previous design, customers can opt for engine-mounted aftertreatment and full industrial power units straight from the factory.

For the more challenging installations, a remote-mounted aftertreatment is available that only requires wiring, coolant and diesel exhaust fluid effects added to the system.

With full engine production planned in the first quarter of 2018, Caterpillar says it is prepared to meet the needs of Stage V customers.

"We're investing heavily into our Caterpillar industrial engine product line," said David Nicoll, Caterpillar's global marketing director.

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AEM acquires analytics company

The Association of Equipment Manufacturers (AEM) announced that it has purchased Minneapolis-based Hargrove & Associates (HAI), a data processing and business analytics company.

At a time when the innovative use of data is transforming the manufacturing industry, the acquisition allows AEM to enhance and build upon its statistics program to better meet the needs of its membership.

AEM has been an HAI client since 1989. Both organizations believe this is an opportunity to further develop the relationship and the statistics platform.

"This investment is part of our commitment to our strategic plan which includes further developing our statistics program — a benefit of AEM membership," said Dennis Slater, president of AEM.

"Insights gained by our members through participation in AEM's statistic program give them an advantage in an increasingly competitive global marketplace. Through investment in HAI we look to sharpen this competitive advantage."

HAI will operate as a stand-alone subsidiary of AEM in its current Minneapolis office.

"We are looking forward to how this deepening of our 30-year working relationship with AEM will position both of our groups for exciting growth and technological opportunities while maintaining our strong commitment to the data program so valued by the equipment industry," said HAI President Claire Hargrove.

In addition to customer care and support, HAI employees will collaborate with AEM on projects using advanced data analytics that will help bring additional value to AEM members.

Sennebogen log handler at the forefront of synthetic gas facility

A Sennebogen 818 M log handler is at the forefront of a new synthetic gas facility near Knoxville, Tennessee.

The year-old AC Global Energy (ACGE) plant is designed to convert biomass into drop-in the tank fuel.

As one of the first commercial application of the clean energy tech, the facility was developed to process pulpwood into energy products.

At the front end of the process is a log-loading station that receives truckloads of wood, which is fed into a primary chipper. In the centre of the loading station is a purpose-built Sennebogen 818 M rubber-tired log-loader.

The machine unloads and stacks the wood, then feeds it to a Laimet helical chipper. The wood chips go through secondary processing before entering a patented cellulose to hydrogen process reactor for conversion into a hydrogen-rich synthetic gas.

According to John Borden, ACGE's business development manager in North America, the Knoxville plant is the first of multiple sites that the company foresees for other nearby centres in the future.

"The system is highly scalable, but it's also economical for smaller production sites, too," Borden said. "Any location with a good supply of biomass nearby can put this technology to work economically."

As the Knoxville operation increases production, Borden expects to see it processing as much as 500 tons of wood per day and output of more than 26 million litres of diesel each year. The facility's secondary streams include production of marketable co-products including wood vinegar and premium bio-char.

The Sennebogen 818 M provides ACGE with a purpose-built machine that can handle multiple duties as the operation works up to full capacity.

"We considered installing a more traditional stationary loader near the feed deck," Borden said. "But we decided that a rubber-tired log loader would give us more flexibility. We equipped it with a Timber Grab SGH rotary log grapple to load the incoming wood. We also have an orange peel attachment that the 818 M can use to transfer chips. We receive some of our biomass as chips, instead of logs, so the 818 M is always ready to handle those loads as well as feeding chips into the next stage of the process."

Borden is familiar with the end-to-end process, having worked the pilot team for four years.

"For our loading applications, Sennebogen was always the leader, in my mind," Borden said. "Our operators like the 818 very much, too. It handles very well, and the elevating cab gives them a very direct look into the trucks they're unloading."

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Case adds Pilot Control to N Series backhoe loaders

Case's N Series backhoe loaders now feature the company's all-new Pilot Control hydraulic system.

The new addition to the machines aim to improve precision and smoothness by allowing the operator more control in critical applications. Improvements have also been made to the hydraulic system in order to reduce cab noise for greater operator comfort.

Pilot Control is one of several new features added to Case's N Series backhoe loaders.

The fuel economy package, which was previously optional, is now standard. This includes eco mode switches for both the loader and backhoe functions, which allows for greater fuel savings, while providing optimal power. The package also includes the auto engine idle feature, which brings engine rpms down to idle when the backhoe controls are not used for a set period of time. The engine also shutdowns if the machine idles for a set period of time. Both auto engine idle and shutdown have adjustable settings to customize the timing to the operators' style and preference.

Engine protection shutdown is another new feature standard on the machines. The shutdown mode turns the engine off if temperature, drivetrain fluid temperature or engine oil pressure go out of normal operating range.

Other enhancements added to the product line, include:

- Electrical system features — including a battery disconnect switch and jumpstart terminal — are now standard on all N Series backhoes.
- A drivetrain update for improved roading and grading, as well as more pushing power under load and greater acceleration around jobsites.
- New externally adjustable Extendahoe wear pads that allow for easier maintenance while keeping tight tolerances, reducing strain and wear on components.

In addition to the new standard features, many new factory options are now available, including: a new LED adjustable light option that includes four front, four rear and two sidelights. As well, a bolt-on chaff screen attaches over the standard front grill, protecting the engine compartment and cooling package from finer airborne debris. New bolt-on front fenders that help protect the machine and operator from water, mud, dirt and debris while travelling off-road, are also optional.

Bobcat of Barrie

"Even though I couldn't imagine buying another brand, I always do research to compare and Bobcat machines always win."

Travis Cairns, owner of Southshore Group Inc. specializes in home renovations to landscape design and everything in between, takes a minute to pose for a picture with Derek Griffiths, Territory Manager for Bobcat of Barrie.

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Travis Cairns, owner of Southshore Group Inc., started his business at the young age of 22 in the Barrie area over 15 years ago. After finishing school, he started working in an auto factory and was doing side jobs for a friend in landscaping. He quickly learned that he had a passion for landscaping and decided to open his own business. At the beginning, he was doing mostly interlock/stone landscaping. His company has grown over the years and is now also installing pools, doing larger stone work/ retaining walls and even a second entity that does residential/commercial renovations and additions. "I am the type of person who likes to build slowly, steadily, to provide excellent service to my customers to have a long-term relationship with them", states Travis.

"When I was first looking to purchase equipment, Bobcat of Barrie was conveniently located a couple doors down from my yard. After using the machines and because of the service and personal care Bobcat of Barrie provides me is why I won't buy equipment anywhere else."

The first Bobcat® machine he bought was an S175 compact skid-steer loader. As the jobs got bigger, he then bought the Bobcat TL180 compact track loader, which he has since sold to upgrade to the more modern Bobcat T595 compact track loader (in 2017). He also owns a Bobcat 324 and E42 compact excavator. They use these machines for both the Landscape and the Renovation entities of Southshore Group.

"Bobcat machines are comfortable, have great visibility, excellent power and great lift height and weight. I always get all the bells & whistles, including heat & A/C. They have great serviceability. If you take the machines in for the suggested maintenance, you won't have many breakdowns. Just normal wear and tear. Even though I couldn't imagine buying another brand, I always do research to compare and Bobcat machines always win."

"Another big thing for me is all the Bobcat attachments they have available. I have 3 different buckets for each machine (tooth/smooth), and thumbs which I use all the time for moving rocks for retaining walls. Bobcat of Barrie has attachment rentals as well in case I need an attachment I don't need all the time."

"We did a big job for Casino Rama not too long ago and the Bobcat machines were instrumental in getting the job done right and quickly. There was 8,000 sq.ft. of old cracked concrete sidewalks that we had to break up, remove and re-pour. We also had to remove 2000 sq. ft. of interlock in front of the hotel that had been ruined by salt and we replaced with interlock from Techo-bloc, which is the only paving stone warrantied against salt. All of this work had to be done while the Casino and Hotel were operating and customers were coming and going. Bobcat machines made our job easier because they are compact but powerful."

"Derek Griffiths, sales specialist for Bobcat of Barrie has been great. When I first started working with him, he immediately came and introduced himself, gave me a whole bunch of specs., listened to my needs, allowed me to demo machines, is always quick to return my calls or figure out any issues. Any hesitation I had with working with him, was overcome immediately."

Thank you Travis.

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Planned expansion reduces space for CONEXPO in 2020

An expansion of the Las Vegas Convention Center will impact exhibit space for CONEXPO-CON/AGG 2020.

The Gold Lot at the convention centre will not be available for use during the 2020 event. However, the Association of Equipment Manufacturers (AEM) is working with the MGM Group to find a new space near the facility.

"Looking toward the future, AEM is very excited about the growth potential of CONEXPO-CON/AGG," said AEM vice president of Exhibitions and Event Services Dana Wuesthoff. "In the meantime, we are maintaining the show size with plans to accommodate the needs of the industry in the future."

The secondary location would aim to accommodate indoor and outdoor space, as well as show services for exhibitors and attendees. Once an agreement between AEM and the MGM Group is finalized, more details on the name, location and features of the new space will be announced.

The IFPE show, held in conjunction with CONEXPO will not be affected by the convention centre expansion.

AEM is working closely with the Las Vegas Convention and Visitors Authorities (LVCA) and other show organizers to support the expansion effort, which will include a new exhibit hall in the Gold Lot, renovations to existing exhibit halls and enhancements to meeting space.

The project is slated to commence in 2018 and conclude in 2022.

The 1.4 million-square-foot expansion will include at least 600,000 square feet of new, leasable exhibit space.

"AEM is actively engaging on your behalf for the success of the event," Wuesthoff said. "We're looking forward to expanding our show footprint with the addition of the new lot we will be using in 2020 and the new Gold Lot exhibit hall that will be complete in 2021. In working collaboratively with our membership through the various planning and management committees, we see this additional space as a positive solution to the ever-increasing need for event space."

Transport Canada implements new regulations on truck tractors

New regulations by Transport Canada now require commercial trucks and buses to adopt two new technologies.

Under the new rule, truck tractors sold in Canada require electronic stability control and electronic logging devices.

Electronic stability control systems are a collision avoidance technology that may reduce crashes by helping drivers maintain control, prevent rollovers and improve directional stability. Electronic stability control technology is now required in new truck tractors and school buses. Intercity buses will require electronic stability control by June 2018.

"We're constantly looking at how technology can improve road safety, and electronic stability control and electronic logging devices fit the bill," said Transport Minister Marc Garneau. "These new measures not only make trucks and buses safer, but they also have a trickle-down effect of making the roads safer for all Canadians."

As well, separate proposed regulations will introduce mandatory electronic logging devices for federally regulated motor carriers and their drivers.

According to Transport Canada, electronic logging devices help a driver to remain compliant with the federal Commercial Vehicle Drivers Hours of Service Regulations, which reduces the potential for driver fatigue. Electronic logging devices also reduce the administrative burden related to paper log books.

"Electronic logging devices are going to ensure optimum compliance with hours of service regulation for truck drivers, which is going to reduce commercial vehicle collisions related to fatigue and cognitive driver distraction," said Stephen Laskowski, president of the Ontario Trucking Association. "Every Canadian travelling provincial roads should be applauding this measure introduced by Minister Garneau and encouraging their provincial government to enforce this critical safety rule as soon as possible."

Electronic logging devices that meet a new National Safety Code technical standard will become mandatory in 2020. Devices in use now will be allowed until 2022.

Canada's new regulations for both technologies are closely aligned with similar regulations in the United States to improve safety and to support economic growth, trade and shipping.

As part of regulatory development, Transport Canada is looking to align its regulations with the United States, provided it is in the best interest of Canadians. By aligning Canadian and United States logging device regulations, Canadian operators are able to use the same logging device in both countries.

"The Private Motor Truck Council of Canada and its members are extremely pleased about this announcement. Our membership has been involved in the consultations with the department and are firm believers that this regulation will benefit the entire industry," said Mike Millian, president of the Private Motor Truck Council of Canada.

"Electronic logs will make compliance easier to verify, ensuring all carriers are following the hours of service rules. This will result in a levelling of the playing field within the industry and improved road safety for all."

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1983 PAYSTAR 5000, 4x4, Cummins 270, auto trans, front harness - clean. $19,500.

Mustang introduces "the world's most powerful" skid steer loader

Mustang is positioning its new 4200V as the "world's most powerful" skid steer loader.

The loader was originally released at CONEXPO as a preview machine. Following a slight change to its body style, the machine was recently launched to the company's dealers.

This 4200V features a Tier IV Deutz 120 hp engine and 1,905 kg of rated operating capacity. This is an increase of 21.7 hp and 91 kg in operating capacity over the 4000V, Mustang's previous model in this size range.

"The Mustang 4200V brings to market the most powerful skid steer loader with a 120.7 hp Deutz engine and 1,905 kg of rated operating capacity. Built to handle the toughest applications, the 4200V excels in demolition, heavy construction, and road building and infrastructure," said Nathan Ryan, Mustang's global product line manager for skid steer loaders. "The 4200V comes fully equipped to run high performance attachments in a spacious operator station with standard high flow auxiliary hydraulics and 14-pin connector."

For added performance for large jobs, the 4200V offers 354 foot pounds of torque. With an operating weight of 5,291 kg, the 4200V is the largest skid steer loader that is offered in the market today, according to Mustang.

A vertical lift path of almost 3.6 metres allows for excellent dumping and loading performance.

The 4200V skid steer is also configured as a tool carrier – coming standard with the features needed to operate attachments such as mulching heads, cold planers and rock wheels.

High flow auxiliary hydraulics are standard equipment and offer hydraulic flows of up to 155 litres. Five easily accessible auxiliary hydraulic lines with flat-face couplers are available on the front of the machine, near the operator's station for easy access.

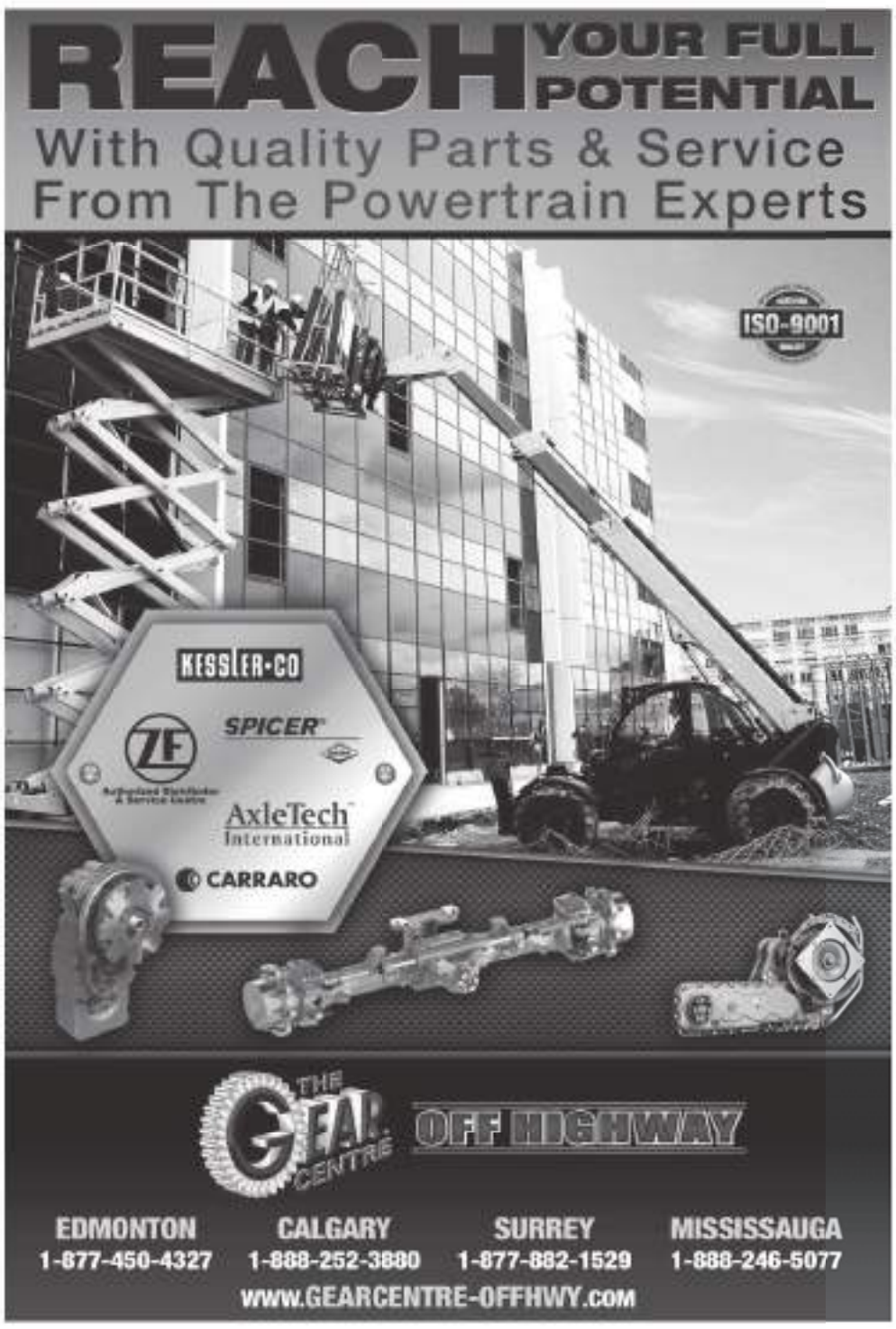
The large skid steer loader comes standard with cab, heat and air-conditioning; 14-pin connector for easy attachment use; two-speed for travel around the jobsite; and Mustang's patented hydraglide for a smoother ride and less material spillage from the attachment.

The 4200V cab includes a suspension seat and pilot joystick controls, while visibility is improved through a large, domed glass front door and wide side windows.

A foot throttle or hand throttle allows the operator to increase travel speed or machine functions. As well, an optional rear view back up camera provides increased visibility to the rear of the machine.

Available in February, the V4200 will include a radio with hands-free Bluetooth, allowing for the operator to make calls or stream music.

Optional features include an impact resistant door, 7.5 cm seatbelt and shoulder strap, brake release and rotating beacon.



Talbert unveils 35-ton lowbed trailer

Talbert Manufacturing has introduced its new 35CC-HRG lowbed trailer.

The lowboy unit is rated at 31,750 kg overall and 31,750 kg within a 3.6 metre load base. It also features Talbert's removable hydraulic gooseneck for fast and easy equipment loading and unloading.

"Equipment is getting bigger, wider, taller and heavier," said Troy Geisler, Talbert Manufacturing's vice president of sales and marketing. "We've built a reputation on accommodating that need, but contractors also have smaller equipment they need to safely transport to and from jobsites every day. This is why we also offer dependable trailers designed specifically for that purpose."

Talbert offers the 35CC-HRG with optional features such as fixed or platform goosenecks, various front and rear ramps, as well as multiple swing radii, deck lengths and widths. The trailer also may be equipped with a beavertail and ramp so users can drive equipment over the rear of the trailer rather than detach the unit's gooseneck. This allows for fast equipment loading and unloading in confined areas.

"Our customers require a great deal of versatility. Each day or week could consist of moving a variety of equipment," Geisler said. "This is why we take the time to listen and design our trailers to provide the most flexibility, tailoring each unit to the specific needs of the customer."

The 35CC-HRG is part of Talbert's close-couple lowbed series. The trailer's two axles are close coupled and may be designed to accept an optional pin-on axle for loads requiring three axles in a row.

The overall length of the 35CC-HRG is 13.3 metres, which includes a 60 cm long deck that is 2.6 metres wide, and a 3 metre rear bridge section.

Swinging outriggers provide 30 cm of additional width on each side of the deck to accommodate oversized equipment. Contractors can also remove the outriggers to minimize weight and for easy maintenance.

Volvo CE is entering the rigid hauler market

With four new Volvo-branded trucks, the Terex rigid haulers will eventually be phased out

Volvo Construction Equipment plans to phase out Terex Trucks rigid haulers in favour of new machines with its own branding.

Volvo has announced the 45-ton R45D, 60-ton R60D, 72-ton R70D and the flagship 100-ton R100E will be released sometime in the second quarter of the year.

The development of the new four-model range relied heavily on the rigid hauler expertise of Volvo CE's subsidiary Terex Trucks, combined with the technological strength of the Volvo Group. The range will initially be launched in less regulated markets.

As a result of the launch of the Volvo-branded rigid haulers, production of Terex Trucks rigid haulers will eventually cease.

"Our purchase of Terex Trucks in 2014 was a strategic decision that allowed Volvo to offer customers a rigid hauler option," said Thomas Bitter, senior vice president of the marketing and product portfolio at Volvo CE.

"Since then, we've been working to design a completely new rigid hauler that builds on Terex Trucks' 84-year heritage, while also incorporating Volvo CE's industry-leading technology and core values of quality, safety and environmental care.

"Today we move to the next stage, and the new Volvo machines, especially the E-Series R100E, are the outcome of this work. We're confident that they will impress customers working in the mining and quarrying segments."

The E-Series R100E is an all new Volvo CE 100-ton rigid hauler that combines market and customer knowledge with proven components, new technologies and a new design.

Based on the existing Terex Trucks TR-Series, development of the D-Series R45D, R60D and R70D Volvo rigid haulers follows an in-depth engineering review, ensuring the machines meet Volvo standards in their target markets and segments.

Improvements include greater visibility and safety systems, along with Volvo technical support and branding.

New flagship

The new flagship R100E was designed to delivers high performance and productivity, low total cost of ownership, easy serviceability and good operator comfort. With its high capacity and hauling speeds, new V-shaped body, efficient hydraulics, intelligent monitoring systems and operator environment, the R100E will help customers move more material in less time.

"Terex Trucks' rigid haulers are known for performing well in tough conditions, while also being easy to maintain and delivering low cost of ownership," says Paul Douglas, Volvo CE's vice president of rigid haulers and Terex Trucks. "Our proven design has provided a strong DNA on which to help develop Volvo CE's innovative entry into this product line. The new E-Series R100E is a completely new machine that delivers stability, a long service life, high profitability, durability and comfort. And moreover, it's quick and simple to operate and maintain."

The new Volvo-branded rigid haulers will be manufactured at the rebranded Volvo Motherwell production facility in Scotland and sold exclusively through the Volvo dealer network.

Terex Trucks-branded articulated haulers will continue to be designed, built and developed at the Motherwell facility, and distributed using the pre-existing Terex Trucks independent dealer network.

Strong demand for forestry equipment predicted over the next three years

According to The Freedonia Group, global demand for forestry equipment is forecast to reach $9.2 billion in 2021 on gains of 4.5 per cent per year, more than four times faster than in the 2011 to 2016 period.

The gains will be driven by the transition from manual to mechanical logging solutions in the developing economies of Africa, The Middle East, Asia and Latin America.

As well, gains are attributed to the rise of logging methods, such as cut-to-length, that require more sophisticated and expensive forestry equipment in industrialized nations like Canada and Finland.

The forecast is included in Global Forestry Equipment, 2nd Edition, a new study from The Freedonia Group, a Cleveland-based industry research firm.

Western Europe, the world's largest exporter of forestry equipment, will see its trade surplus increase by $200 million to $1 billion in 2021.

Western Europe

Factors driving these gains include the reputation of West European forestry equipment suppliers, whose R&D budgets deliver cutting edge products, and the massive scale of their global distribution networks.

Trade surplus

The Asia/Pacific region, the only other global market with a trade surplus in the industry, will see an increase of $70 million as local producers and foreign multinationals invest heavily in new production capacity and upgrading existing facilities.

Felling machinery will see the fastest gains of all product segments through 2021.

Demand for felling machinery is projected to rise nearly five per cent per year through 2021 as market conditions improve in the United States and other mature markets, and logging sector mechanization rates in developing nations increase.

Sales of separately sold parts and attachments will rise four per cent annually as the global stock of forestry equipment grows and more advanced attachments are developed.

In dollar terms, chippers and grinders will experience the fastest growth in the forecast period, as global demand for wood pellets as a power plant feedstock rises and the use of on-site processing equipment in developing nations increases.

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JCB introduces its 215 skid steer loader to Canada

The JCB 215 vertical lift skid steer loader has made its Canadian debut.

The company unveiled the machine at the 2018 Landscape Ontario Congress trade show in Toronto.

Designed as a small-platform skid steer with large-platform capability, the JCB 215 is powered by the 74 hp JCB Diesel by Kohler engine, which requires no diesel particulate filter or diesel engine fluid.

The 215 wheeled skid steer has a rated operating capacity (ROC) of 958 kg in standard configuration or 1,024 kg with an optional dealer-fit counterweight package. The 215 is also available as a compact track loader, with an ROC of 955 kg in standard configuration or 970 kg with the optional counterweight package. A similarly capable 210 radial lift model is also available in skid steer and compact track loader configurations. All 215 and 210 machines are capable of operating high flow attachments up to 113 litres per minute.

"JCB machines provide Canadian landscapers with the power and performance they demand, and the build quality and reliability they need to be successful in our challenging environment," said Trent Fedak, general manager of sales for JCB in Canada.

The company also featured its 3TS-8T Teleskid at the trade show. The JCB Teleskid is the only skid steer and compact track loader with a telescopic boom, allowing operators to lift above 4 metres, reach forward 2.4 metres and dig 90 cm below grade. It is also the only skid steer to combine the advantages of vertical and radial lift capabilities in a single machine.

The Teleskid is equipped with a 74 hp JCB EcoMax engine, that requires no diesel particulate filter or diesel engine fluid. Available wheeled and tracked models offer rated operating capacities of 1,455 kg and 1,676 kg , respectively.

"The Teleskid, in particular, is a game-changer, allowing operators to lift higher, reach further and dig deeper than with any other skid steer on the market,' Fedak said.

Also at the show was the JCB 48Z-1 compact excavator. The zero tail swing machine boasts a JCB Diesel by Kohler engine that produces 48 hp and 166 ft-lb of torque. A fully bushed dig end with 500-hour greasing intervals reduces downtime and daily maintenance, cutting total cost of ownership for the customer and increasing productivity.

Bandit celebrates its 35th anniversary

Bandit Industries started out as Foremost Fabrications in a small one-room shop by Mike Morey Sr. and Diane Morey.

Now 35 years later, more than 60,000 Bandit machines are in use all around the world, and more than 200 dealer locations to serve customers in six continents. While the company began with six employees in a small mid-Michigan warehouse, Bandit now employs more than 400 people in more than 26,000 square metres of manufacturing space.

The company will spend all of 2018 celebrating its 35th anniversary at its Michigan facility, with a world-wide dealer network, and with many thousands of customers spanning multiple industries.

"Thirty-five years is a long time to be in business," said Bandit president and co-owner Jerry Morey. "That's why we're going to take some time in 2018 to appreciate where we've been, what we've accomplished and how we want to keep innovating and evolving — for our employees, for our customers and for our industry."

Bandit owners Jerry Morey and Mike Morey Sr.

The company's first chipper was a Model 100 Brush Bandit. That chipper caught on in the industry, backed by Bandit's commitment to quality and customers. It became so popular in the industry that most people knew Foremost Fabrications as "Bandit," so in 1986, the company took the name officially as Bandit Industries.

Bandit has grown by leaps and bounds in the last 35 years, continually refining its machines, adding new models, new product lines, growing our dealer network and customer base. Today, the company's lineup includes 50 models of hand-fed chippers, stump grinders, skid-steer attachments, whole tree chippers and The Beast horizontal grinders.

During the growth over the last three decades, Bandit never lost sight of who it is and what is does, said Morey.

"Bandit is a company dedicated to producing the highest quality equipment for the hardest working men and women," Morey said. "For the last 35 years, we've worked tirelessly to build the best equipment, and in 2018, we reaffirm our commitment to them, and to our industry."

Terex auger drill heads to Antarctica

A Terex Utilities Model 330 auger drill is heading to Antarctica to assist the National Science Foundation obtain sea ice samples.

In December, Terex Utilities shipped the drill to Leidos, a contractor working for the foundation in Antarctica. Designed to meet the specific needs of the Antarctic Support Contract, the 330 auger drill features a unique mounting configuration and numerous insulation and heating modifications to operate in the extreme environment.

The new drill replaces a Model 330 that has been in service by the contractor since 1990.

The 330, with blade-style auger tooling, features carbide tips and will be used to drill 120 cm diameter holes up to six metres deep through the sea ice.

The equipment is used by Leidos to support the National Science Foundation's mission to monitor effects on sea ice from global warming and pollution. Once the hole is drilled, scientists use robotic probes to explore beneath the ice, taking thickness measurements and gathering samples of ice and water.

"It's not every week we get to work on a unit that will be used for scientific research. Our team took pride in building the 330 that won't miss a beat on the job, knowing that our work is helping scientists explore a continent that is so far from our home in South Dakota," said Chad Rudebusch, branch manager at the Terex Watertown Service Center.

To meet the unique requirements for the Antarctic meant designing the 330 auger drill to perform in temperatures as low as -43 C and to travel over uneven, icy terrain. This meant utilizing engine and hydraulic heaters, special seals, hoses and oil, as well as employing a pre-start engine system that allows the working components to warm up before being fired up.

In normal utility applications, the drill is often truck or crawler track carrier mounted. For this application, it was necessary to design the unit to mount on a crawler trailer that is towed behind a snowcat-style vehicle. A carefully balanced mounting configuration is required to allow transporting the equipment over the rugged Antarctic terrain.

"The Model 330 will be working in some of the harshest conditions possible. We take pride in delivering the best possible solutions for our customers," said Gary Rice, Terex South regional sales manager.

As an example of this, the Terex Utilities team recommended a proven design of auger tooling that delivers better performance in drilling ice.

"The process of cutting through ice is more like shaving the ice. It's different than drilling through rock. We spec'd a blade style auger that stands up to the abrasion caused by drilling through ice and will maximize product life and performance," Rice said.

The 330 will ship from Watertown, South Dakota, to California, then to New Zealand. After that, it will be transported to Antarctica. It's expected to arrive in the first quarter of 2018, just in time for summer in Antarctica.

In the Iron with Toromont Cat: To rent or buy heavy equipment

In this episode of In the Iron with Toromont Cat, construction solutions manager, Brian Davis explains the upward trend towards renting as opposed to buying equipment and discusses five reasons to consider when deciding which option might be right for you.

Renting vs. buying

Davis explains, that according to 2009 reports, while the construction industry continues to make a slow but steady recovery, about 59 per cent of construction business owners still prefer to buy equipment as opposed to renting.

However, these reports also suggest renting is becoming an increasingly popular option, seeing a seven per cent increase each consecutive year since 2009.

As well, renting is projected to continue similar growth beyond 2018. Initially, renting began to see positive growth as a result of uncertainty in the market, but is now becoming a viable option for many construction business owners.

Renting improves your cash flow

One of the five advantages renting offers is the ability to improve your cash flow.

Unlike buying that requires a large upfront cash outlay or other extraneous financial charges, 100 per cent of rental costs can be recovered solely from the revenue generated from the project worked on. With renting, additional costs such as warranties, insurance, transport and storage are not incurred and are handled by the rental house.

Lower business risk

As renting does not require a long-term commitment, the risk of equipment standing idle between projects is eliminated.

This also brings peace of mind, as with buying, there is an overlying worry that if you encounter lengthy idle times, your equipment is more susceptible to slowly depreciating in value before eventually becoming obsolete. Not only is this not a worry when renting, but renting may also significantly improve uptime, as replacement machines are generally available if you encounter problems with your rental unit mid-job.

Increased flexibility

Buying may sometimes be somewhat constricting in regard to what projects you can take, as a given machine can only complete a set number of tasks.

Most rental houses have wide selections within their fleet and are far wider than what any single construction company may own.

Taking advantage of rental houses with extensive fleets allow you to extend your reach to projects you're able to bid on.

Try before you buy

Heavy equipment is changing daily as technology continues to establish greater dominance in the industry. Renting not only serves as a cost-effective means to avoid your equipment becoming obsolete, but also allows you the opportunity to test out new technology. Furthermore, time saving features of the latest equipment can improve your workers' productivity, allowing you to improve your profitability.

More time and better focus

While not all rental houses offer service and maintenance for rental units, many companies are beginning to offer repair and maintenance services for rented equipment, eliminating this burden from your daily tasks. They come out to you to service rental units, freeing up these tasks from your time, so that you can focus on delivering exceptional, quality, on-time and on-budget work for your customers.

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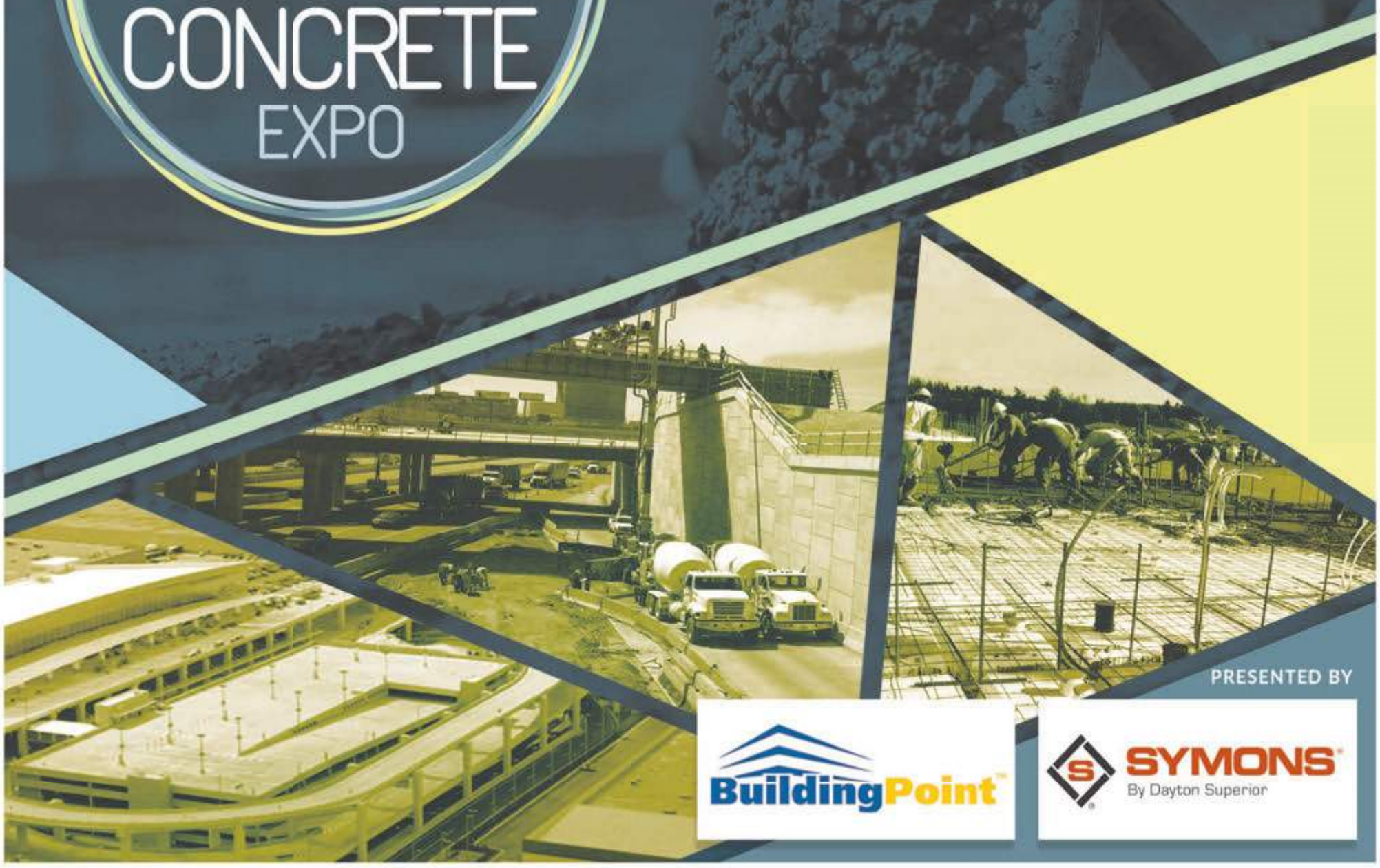

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Kinshofer shears deliver big power in a small package

Kinshofer's new hydraulic mobile excavator shears are promising to deliver the same power as shears that are two sizes larger.

According to the company, The DXS Series shears feature industry-leading power-to-weight ratios, jaw opening sizes, cycle times and hydraulic efficiency. The attachment series, which debuts with the DXS-50 model, is ideal for scrap processing, tire recycling and demolition.

"We designed the DXS Series to enhance contractors' productivity and ROI," said Francois Martin, general manager of Kinshofer North America. "Traditionally, more power means a larger cylinder, which results in a bigger, heavier shear and, often, a larger machine. The DXS-50 has the same-sized cylinder as shears in the same weight class, but with 20 per cent more power."

DemaPower tech

Kinshofer's DemaPower cylinder technology is what gives the DXS-50 the same power as shears two sizes larger, according to the company. The cylinder uses four chambers instead of two, resulting in 20 per cent more surface area within the cylinder. This allows the DXS Series to exert up to 25 per cent more power from a smaller attachment. The 4,500 kg DXS-50 features a closing force of 1,203 tons, compared to 922 tons from its 4,100-kg predecessor, the DRS-45.

Like the DRS-45, the DXS-50 is suited for 25- to 35-ton carriers when boom mounted, and 32- to 50-ton carriers when stick mounted. This allows contractors to achieve a closing force equivalent to shears two sizes up, requiring a minimum 32-ton carrier, on an excavator weighing 7 tons less.

In addition, the cylinder technology allowed Kinshofer to design the DXS-50 with a jaw opening of 74 cm wide and 78 cm deep.

The DXS-50 reduces carrier fuel consumption by up to 20 per cent compared to similar models. The attachment's efficient design also allows it to function normally when the carrier is set in economy mode.

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

The double-acting speed valves and cylinder technology also provide the DXS-50 superior jaw closing and opening speeds. The cycle time is as fast as 5.5 seconds, 50 per cent faster than any model in its weight class.

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

The DXS-50 also features a piercing tip that can be welded again and replaced.

Extended boom option released for 800MH-Series tracked harvesters

John Deere has introduced a new extended stick boom option for the 800MH-Series tracked harvesters.

With a design based on customer feedback, the new extended boom stick offers a longer reach option, enabling operators to minimize the number of cut trails.

"With the addition of the extended stick boom option, we are able to meet the needs of customers who require a longer reach, helping them to be more efficient in the woods while meeting local regulations," said Jim O'Halloran, product marketing manager for John Deere tracked harvesters and feller bunchers.

"With the extended boom, operators are able to harvest larger areas, reducing the frequency of required movement of the machine.

"This not only benefits the surrounding terrain, but also improves the efficiency of the machine."

Designed for use with smaller attachments, the new extended stick boom option reaches 9.9 metres.

As well, the extended option features a narrow boom tip, allowing the operator to reach past standing timber in thinning applications.

This also helps operators minimize damage to the trees being harvested.

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Aecon sale moves forward

The Ontario Superior Court of Justice (Commercial List) has approved the sale of Aecon to CCCC International Holding Limited (CCCI).

Aecon applied for the final order of the Ontario Superior Court of Justice for approval of the arrangement on Dec. 22. The company's shareholders also approved the previously announced 'plan of arrangement' to allow CCCC International acquire all issued and outstanding shares of the company two days before the court decision.

About 99.4 per cent of the votes cast by Aecon shareholders were in favour of the arrangement.

Approval was required from at least two-thirds of the votes cast by shareholders plus a simple majority of disinterested shareholders, voting either in person or by proxy.

Completion of the arrangement remains subject to other customary closing conditions, including the court order and approval under the Investment Canada Act.

Assuming the satisfaction or waiver of these closing conditions, the arrangement is expected to close by the end of the first quarter of 2018.

CCCI is the overseas investment and financing arm and a wholly-owned subsidiary of China Communications Construction Company Limited (CCCC), one of the world's largest engineering and construction groups. Its core business activities include infrastructure construction, infrastructure design and dredging.

Aecon Group and CCCC International have announced they have entered into a definitive agreement under which CCCI will acquire all of the issued and outstanding common shares of Aecon for $20.37 per share in cash, representing an enterprise value of $1.51 billion.

The purchase price represents a 42 per cent premium to Aecon's unaffected share price on August 24 and a 9.2x EV/LTM EBITDA multiple. The board of directors of Aecon previously unanimously recommended this transaction.

Since its creation, Aecon has been involved in the construction of some of Canada's most iconic landmarks, including the CN Tower, St. Lawrence Seaway, Vancouver Sky Train and Montreal's Trudeau International Airport.

For the second quarter of 2017, Aecon reported revenue of $686 million compared to $839 million in the second quarter of 2016.

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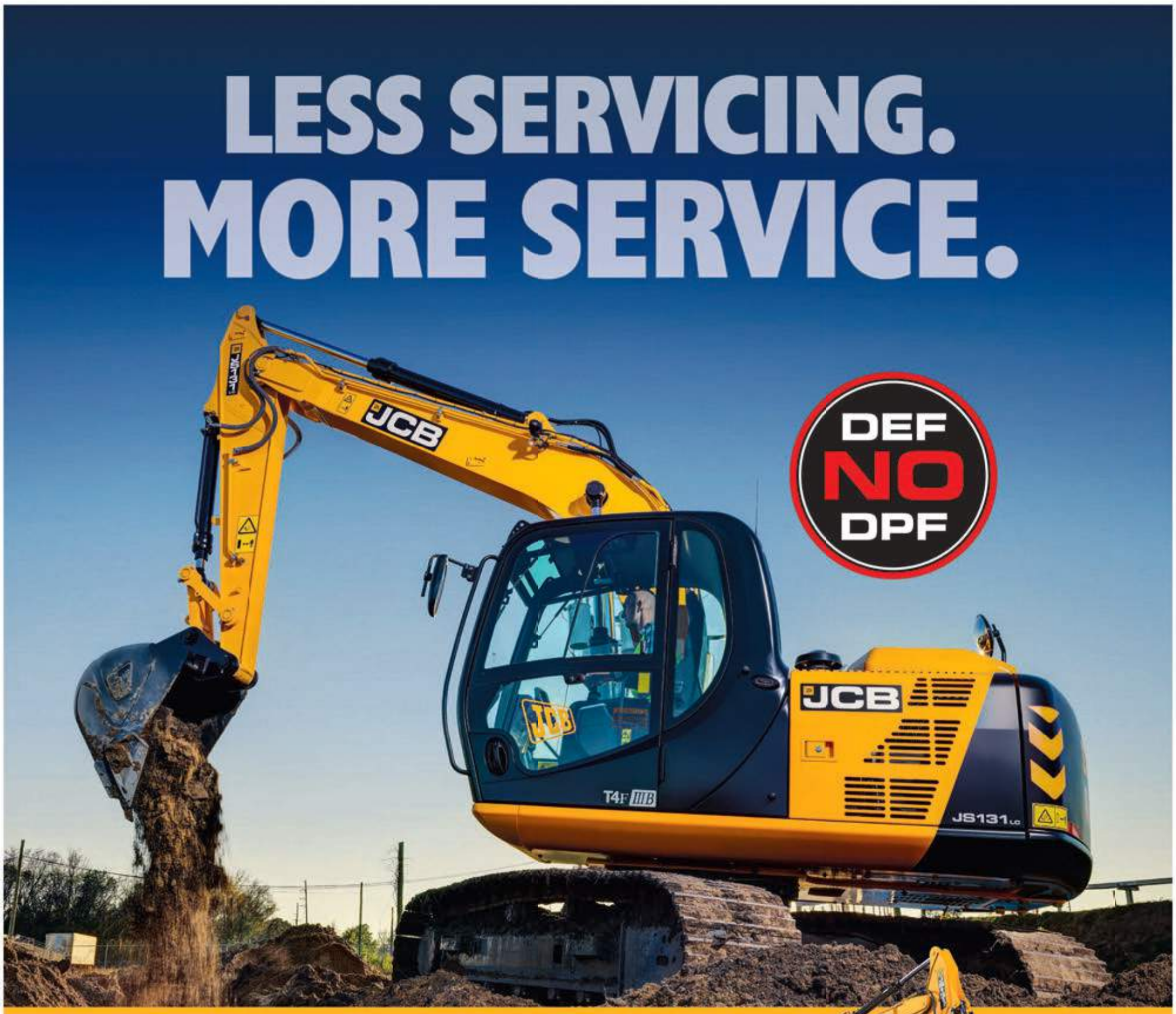

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TimberWest turns to RFID tech to avoid human and machine interactions

TimberWest has numerous large mobile machines working at its sort yards and logistics facilities.

The specialized machines perform a number of tasks such as unloading trucks, transferring logs within the facility and moving logs shipside for loading.

When you see the machines in motion, the sites look like a well-orchestrated ballet. Every machine operator knows his or her part in the dance, and every member of the ground crew understands the importance of maintaining the prescribed separation of human and machine.

Given the nature of TimberWest's work, safety is critical. Whenever possible, the company removes risk, which is complemented by clear standards and procedures that rely on compliance with appropriate supervision.

Proximity sensors

When TimberWest learned of new proximity sensor technology, manufactured by ScanLink and distributed through Finning, designed to help avoid unplanned human and machine interactions, they were eager to try it out. The new technology adds a secondary layer of precaution to the already standardized back-up alarm outfitted on every industrial machine from mail delivery trucks to wheel loaders.

They selected their logistics facility in Crofton, B.C., known as the South Island Logistics Facility, to pilot the technology.

How it works

The sensor technology is mounted on the mobile equipment. It becomes triggered by an RFID chip miniaturized down to a sticker, which is easily applied to the hard hat of the ground crew. The RFID tech is similar to the technology that allows you to pay by tapping your credit card, but it works across longer distances.

The proximity sensor includes software that permits the user to adjust the range on the sensors magnetic field generator (MFG) which will only trigger when an individual is in the designated proximity range. When the sensor is triggered by RFID, a distinct and unique alarm will sound both inside and outside of the operator's cab. This unique alarm has the intended effect of warning both the machine operator and the ground-crew to immediately vacate the area and move to safe ground.

Take the example of wheel loaders, one of the most common mobile industrial machines operating at TimberWest's facility. They are constantly moving through the jobsite, unloading logs from trucks and maneuvering from one end of the facility to the next. It was a natural decision for TimberWest to pilot the new safety technology with one of the CAT 980K wheel loaders, and learn from the operators and ground crew about how they felt the system added to their overall safety experience.

When the machine arrived, Doug Scott, an operator with our contractor Spuzzum, was the first to try it out. He liked that the loader loudly sounds the unique beeping alarm both inside and outside of the cab.

"The thing is, I am sitting in a cab about 8 feet above the ground. When you back-up a machine this size, the rear window doesn't allow you a full view of what is on the ground below," Scott said. "While we have clear rules that prevent ground crew being around the machine, the sensor makes a world of difference in helping make sure there are no mistakes."

Customized machines

Scott became a champion for the technology and began working closely with his team — led by Jesse Stromquist, head of Spuzzum Contracting.

"We really got to customize the CAT 980K all thanks to Finning. We decided to add a camera to the sensor, and a screen inside the cab giving the machine operator a real-world view of what was happening behind him," Stromquist said.

"I love it. And I really like that Finning hears us when we tell them how we want to tailor the technology to meet our needs," Scott added. "We got the camera system in place, and then tested it out and asked that we widen the camera view. Finning worked with us to get the appropriate app set-up which gives us control of the view we want to achieve on the screen."

Stromquist would now like to see the RFID stickers equipped to more objects on the jobsite.

"The RFID stickers are really great," Stromquist said. "We would like more of them on site, because as the crew suggested, it makes sense to add these stickers to objects that may be out of the operator's field of vision and cause damage to the machine. The more tools we have in our belt, the better off we are at the end of the day. Now, the RFID stickers not only help us protect our workers, they can also help us avoid damage to items and equipment in the yard."

Feedback from the crew on the new system has been positive.

"Everyone on site really likes knowing that an extra level of safety has been added to one of the most active and important machines in the yard," said John Shearing, contract manager of the South Island Logistics Facility for TimberWest.

"Our goal at TimberWest is to provide all of our workers with a safe and healthy workplace. With the help of industry partners and innovative technology, we have taken a proactive step in that direction."

TimberWest is excited for the future; safety innovation and technology go hand-in-hand, and this pilot project has demonstrated how beneficial new technology can be on the work site.

Jeff Zweig, president & CEO of TimberWest, calls the RFID technology a "home run" for the jobsite.

"With this type of innovation, and others that are emerging, we can expect a step-change improvement in safety performance," Zweig said. "There is nothing more gratifying than that."

The benefits, and barriers, to adopting telematics

There's "too much data and not enough insights" when it comes to the adoption of telematics in construction, according to David Swan, product manager at Skyjack Inc.

At the Ontario chapter of Associated Equipment Distributors' annual Holiday Power Breakfast, Swan outlined the benefits and barriers to telematics in construction.

During his keynote speech, Swan explained telematics solutions are delivering the wrong data for the construction industry.

"It's just not the important data," he said. "What we often see with new technology is people ask the wrong questions. They ask, 'what can we do?' instead of 'what should we do? People are so impressed that something is possible, at first."

For example, in an environment like construction, where the machines are more or less stationary, the equipment location map is usually the first data delivered to the user.

"This is the least important information, but it's the first information we get," Swan said, noting it may assist with delivery and theft prevention. "When I open a web portal, the first thing I see is my machines sitting stationary. The map is just not for our industry for the most part."

As well, the amount of data provided is counterproductive. Swan explained the ideal telematics program would outline the main problems that cost a company money.

"The rest is just noise that prevents me from taking advantage of the data," he said. "We aren't interested in a terabyte of data a day. If it's not making things simpler, it's not doing anything."

How the information is delivered is also problematic. Swan pointed to the simplicity of Facebook or Google maps as user-friendly examples of technology at work.

"Everyone can figure those out fairly quickly. There's been a focus on how people process information, rather than an attempt to provide a pile of information," Swan said. "It's about presenting information in the right way. It's not a lack of skilled labour."

The number of telematics solutions available creates other issues. Swan explained every equipment manufacturer has their own telematics program, which isn't ideal for the owner of a fleet comprised of various brands.

"You're asking people to learn as many different types of software as they have machine types," he said. "They may all be spectacular programs and present information in a useful way, but if I have 20 different makes of machines, I can't have 20 different apps open. That's no less complicated than doing things manually."

The price tag may equal barriers for some equipment owners. Installing telematics costs $20 to $30 per month, plus about $300 for hardware per machine.

"That's OK if you're talking about a $200,000 piece of machinery, but if you're talking about a $15,000 piece of machinery, no one is going to employ that solution," Swan said. "Telematics doesn't work for low cost machines right now and it needs to."

The solution, according to Swan, is a connected fleet product tailored to construction.

"It has to start from ground zero. It's not saying, 'this is what a telematics solution looks like'," he said.

As well, the user interface should be aimed at mobile roles in construction, instead of the idea that someone's going to sit down at a desktop and sort through piles of data to get insights."

"We have to sell flexibility," Swan said. "Ideally, machines have to roll off the line with a data stream and the key points identified, and say, 'where do you want us to put this data'?"

The benefits

Although the data may be excessive, it is important for owners to have direct access to data, Swan explained.

"We're getting real insights instead of speculation. The idea is you're getting away from hoping and guessing," he said.

For service technicians, telematics provide on-site machine location, walk up diagnostics, remote access and predictive maintenance.

For the contractor, there is the potential for fuel savings, bottom up safety ownership and more uptime.

For rental companies, telematics deliver significant improvements in uptime and return on investment. For example, a service tech isn't required to record operating hours, as the data is directly delivered.

"You're not having a service tech sitting in a shop to write all that down," Swan said.

Swan added the software also creates the potential for rental companies to bill based on hours of operation.

As well, telematics allows the machine's owner to connect it to the operator and how they operate the machine.

"That empowers them to own their safety and performance record," Swan said. "There's this idea that when everything is transparent, everyone acts better, not to sound too big brother."

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Ammann to highlight technology at World of Asphalt 2018

Ammann's technologically-advanced asphalt-related products will be featured at the 2018 World of Asphalt.

Ammann has had a presence in Europe for nearly 150 years. It recently began distribution of asphalt-mixing plants in North America, and brings with it a host of experience, technologies and highly successful products.

"These plants are tried and tested at hundreds of locations and in all types of conditions around the world," said Jenelle Strawbridge, national sales manager of asphalt plants for Ammann in the United States. "Ammann technology is renowned for enabling use of high percentages of recycled asphalt and reducing emissions and fuel usage. All these efforts result in improved customer profitability. Our experts look forward to sharing that story at World of Asphalt."

High recycling technology plant

The first Ammann Universal ABP HRT (High Recycling Technology) Asphalt-Mixing Plant in North America has been installed in Columbus, Ohio. It began producing mix in early December.

The ABP HRT plant is an ideal for asphalt manufacturers who need to incorporate large proportions of recycled asphalt without sacrificing production capacity and quality. The HRT is a two-in-one plant featuring both warm and cold recycling systems that may be used simultaneously.

There are two warm recycling systems to choose from. One is the conventional concurrent flow dryer for recycled asphalt additions of up to 60 per cent. The second is Ammann's latest development in warm recycling, the RAH100, which can utilize 100 per cent recycled asphalt.

The visual difference between the HRT and traditional plants is the vertical stacking of the recycled asphalt-bearing components. This configuration reduces wear and sticking and shortens the travel distance of hot recycled asphalt material.

The plant has a production capacity of 440 short tons per hour. It can utilize foamed bitumen, pigments and other additives.

Mobile, specialty plant

The ACM Prime asphalt-mixing plant is ideal for those who have a number of small jobs in varied locations and where frequent transport is required.

The Prime is also suited for an initial acquisition for paving contractors looking to introduce asphalt production into their business. The plant excels at specialty mixes, such as those used for paving tennis courts and running tracks.

The ACM 140 Prime offers output of up to 154 short tons per hour. It is engineered for smaller volumes and therefore produces them efficiently, delivering cost savings in fuel and electrical energy consumption. Recycled asphalt may be utilized with this plant.

The entire plant and three cold feeder bins fit on two axles during transport. When working, its total length is 21.6 metres, making it a good fit on production sites where space is tight. The plant's control system and interface makes it easy to use, according to Ammann. Entering recipes is done with the click of a mouse. A flat screen displays the entire plant and process in a simple view.

RSS 120-M shredder

The RSS 120-M shredder, iron separator and screener is a mobile machine that prepares recycled asphalt for use in an asphalt plant.

The shredder's patented crushing system maintains desired grain sizes, which dramatically reduces the fines that make recycled asphalt sticky and difficult to work with.

With its ability to function as a shredder, iron separator and screener, the RSS 120-M is essentially a three-in-one machine. It can go from installation to production in as quickly as 30 minutes. A single operator can run the machine, and the parameters can be adjusted locally or remotely.

The RSS 120-M is a fuel efficient, all-weather performer that is able to crush hard as well as soft materials, such as clays. It can process about 200 short tons of recycling materials per hour.

A variety of green efforts are built into the machine, including a dust reduction system and minimized sound and emission levels. Routine maintenance is simple, and all parts and components are easily accessible.

World of Asphalt takes place March 6 to 8 in Houston, Texas.

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B2W launches scheduling solution

B2W Software has launched a new scheduling solution that allows contractors to collaboratively place employees and heavy equipment.

B2W Schedule centralizes resource planning, scheduling and dispatching processes and moves the tasks online to allow real-time collaboration.

"Success in every construction sector hinges on people, material and equipment. The fourth asset that is often overlooked is data," said Greg Norris, B2W's marketing director. "The interconnectivity of these assets is key to operating successfully."

B2W Schedule allows users across workflows to assign and view crews, labour, equipment and material resources on desktop or mobile devices.

The schedule is customizable with single-day, multi-day or multi-week views.

"In designing this element, we knew we needed to bring in a multi-day view so that you can see and plan your resources assignments," said Mark Hooks, senior solutions engineer at B2W.

"A single day on the screen can be limiting. You can see your schedules for a day or up to two weeks, at a glance."

As well, individual users are able to manage scheduling based on their areas of responsibility — from scheduling crews and setting daily production targets, to placing equipment at its required jobsite.

"As you create these different schedules, there's a lot of security parameters in the backend," Hooks said.

"These limits who creates, views and uses each schedule. You can have as many different schedules or schedule views as you want."

B2W Schedule is designed to replace the mix of whiteboards, spreadsheets, phone calls and other offline tools commonly used by heavy construction contractors for resource scheduling and dispatching.

"When you're relying on white boards or phone calls its difficult to get accurate up to date information," Norris said.

The new tool enhances B2W's ONE Platform, which also includes unified elements for estimating, field tracking, equipment maintenance and data capture and analysis.

"Coordinating so many moving pieces over time, across job sites and in dynamic conditions, may be the most critical challenge heavy construction contractors face in keeping projects on budget and on schedule," said Paul McKeon, CEO and founder of B2W Software.

"The unique advantage with B2W Schedule is that it connects stakeholders throughout an enterprise, including field users, in real time and empowers them to optimize resources by seeing and managing the schedule collaboratively."

B2W Software also includes:

- Quick navigation between past, current and future dates.
- A map view that incorporates GPS and telematics data to validate location.
- The ability to identify resource needs and conflicts.
- A move planner view to efficiently manage equipment moves and notify internal and external resources via text message or email.

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NVIDIA and Komatsu partner to bring AI to jobsites

Technology originally created for video games will help make autonomous machines a reality for Komatsu

The GPU, originally created for the PC gaming market, will help bring Artificial Intelligence (AI) to heavy equipment.

Jensen Huang, CEO of NVIDIA Corporation, announced a partnership with Komatsu to improve safety and productivity at construction jobsites during his keynote speech at GTC Japan, one of the company's seven annual tech conferences.

"Artificial intelligence is sweeping across industries, and its next frontier is autonomous intelligent machines," Huang said.

"Future machines will perceive their surroundings and be continuously alert, helping operators work more efficiently and safely. The construction and mining industries will benefit greatly from these advances."

Komatsu plans to introduce NVIDIA GPUs (Graphic Processing Unit) to its Smartconstruction jobsites.

The GPUs will communicate with drones from Skycatch (a Komatsu partner) which will collect 3D images, generate terrain data and visualize site conditions.

Working with NVIDIA, OPTiM Corp. (another Komatsu partner and IoT-management software company) will provide an application to correlate terrain data to jobsite workers and construction machines for visualization.

"We'll start integrating NVIDIA GPUs into our construction sites," said Yuichi Iwamoto, senior executive officer, chief technology officer at Komatsu. "By leveraging NVIDIA's experience in image processing, virtualization and AI, we can further transform construction areas into jobsites of the future."

Smartconstruction

Komatsu created the Smartconstruction business in 2015 as a response to Japan's shrinking skilled workforce.

Smartconstruction connects information related to jobsite workers and objects, such as construction machines and earth.

Since its launch, Komatsu has deployed Smartconstruction at more than 4,000 jobsites in Japan.

Japan's construction industry is particularly challenged because of the nation's severe labour shortage due to an aging population. Of the 3.4 million skilled workers in the domestic industry (as of 2014), roughly 1.1 million, or one-third, are likely to leave in the next decade, according to the Japan Federation of Construction Contractors.

The company plans to introduce the business around the world in the future.

Jetson

The NVIDIA Jetson AI platform will serve as the brain of heavy machinery deployed on jobsites.

When Jetson, which works with NVIDIA's cloud technology, is installed in construction machines, it will be able to provide 360-degree images, enabling prompt recognition of workers and other machines nearby, thereby preventing dangerous contacts and collisions.

As well, Jetson, a credit-card sized platform that delivers AI computing at the edge, will be used with the stereo cameras installed in the cabs of construction equipment, and will recognize continuously changing jobsite conditions on a real-time basis. This will aim to provide accurate instructions to machine operators.

Future plans call for use not only for automatic control of devices, but also for high-resolution rendering and virtual simulation of construction and quarry jobsite operations.

By utilizing NVIDIA's technologies and expertise in image processing, virtual simulation and AI, Komatsu will further promote the Smartconstruction business and accelerate the pace of achieving its "construction jobsites of the future."

Volvo's new tool for soil compactors

Volvo's new Compact Assist for Soil ensures compactor operators of any skill level will easily spot gaps in coverage and won't spend time on unnecessary passes once the soil is sufficiently compacted.

Compact Assist for Soil offers real-time guidance by displaying the number of passes and compaction meter value, showing operators the exact number of passes across the entire work area, as well as whether those areas have reached sufficient compaction.

"It takes all the guesswork out of soil compaction, allowing operators at any experience level to save time and money, and get the job done right the first time," said Bill Laing, product manager at Volvo Construction Equipment. "Compact Assist for Soil is a game-changer for soil compaction — that's why we're seeing so many states developing intelligent compaction specifications for soil compaction jobs."

At 25 cm, the Volvo Co-Pilot interface is the largest intelligent compaction interface in the industry, according to the company. The Co-Pilot displays each compactor pass and drum overlap with a unique colour, allowing the operator to easily spot gaps to maintain even coverage. As well, the operator may also toggle to the compaction meter value screen to see which areas have achieved sufficient compaction and which areas may need another pass.

The compaction meter value estimates the relative comparison of material stiffness, while the drum bounce detection feature alerts the operator when there is over-compacted material.

Data storage

Data gathered from pass mapping is stored on Volvo Co-Pilot's internal 14 gb hard drive. Data may also be backed up wirelessly to the cloud, or backed up to a USB drive. All data is exported in VETA format, and it may be uploaded at intervals as frequent as 15 minutes, or as infrequent as once per week. Product alignment files may be loaded in 2D CAD and displayed on the screen.

Connecting to a free or subscription NRTK network allows over-the-air RTK connection without the need for an RTK base station. All updates to Compact Assist for Soil may be completed over the air, so customers can be assured they will have the latest version of the software as new features and applications become available.

Furthermore, Co-Pilot serves as the interface for several previously launched applications, including Dig Assist, an intuitive machine control solution for Volvo excavators; Load Assist, a complete load weighing management system for Volvo wheel loaders; and Compact Assist for Asphalt with Density Direct, the Volvo Intelligent Compaction system, which offers a real-time density mapping tool.

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John Deere launches TimberOffice Data Transfer

John Deere has announced its new TimberOffice Data Transfer app.

The new app, available for Android and iOS, aims to simplify data transfer from forestry machines to the office.

The app, now available for cut-to-length forestry machines, allows the user to secure production and work statistics, even when used in a working environment with weak or non-existent mobile service.

"We wanted to provide a solution that allows users to easily transfer the data they need to successfully manage their business – even when working outside of cellular service," said Matt Flood, John Deere ForestSight product manager. "TimberOffice Data Transfer turns a smartphone into a temporary storage device that automatically transfers the data when cellular connectivity is reestablished."

Using the app requires users to plug a TimberOffice Data Transfer Wi-Fi device into their TimberMatic measuring and control system to create a connection between the app and the machine. Once the connection is established, data is transferred to the mobile device with a single touch. When a mobile network is available, the app automatically sends selected data to pre-assigned emails or production management systems, without requiring the user to go back into the app.

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Canada's first Grove TMS9000-2's main boom has helped R&D Crane Rental save hours on the job by eliminating the need to install a swingaway jib

Lighter, longer, stronger. That was the mantra behind the design of the Grove TMS9000-2, when Manitowoc introduced the crane last February.

It was these same attributes that led R&D Crane Rental to be the first Canadian company to take delivery of the new-model truck crane.

For the Burnside, Nova Scotia-based rental company, the TMS9000-2 represented an opportunity to grow its business.

"We're a relatively new company, and we wanted to add a crane to our fleet that would boost our reputation in Canada," said Alex Jenkins, operations manager of R&D.

"We feel that the TMS9000-2 has done that. The main selling point for us was the longer main boom. Other comparable cranes only have 142 ft. of main boom, while the TMS9000-2 gives you 169 ft. That extra reach has saved us hours on the job since we don't have to take a swingaway jib on and off the crane."

The TMS9000-2's added reach is already coming in handy on the jobsite. R&D is putting the crane to work to help build a new Marriott-branded hotel in Halifax, where the crane is hoisting formwork panels at radii ranging from 42 to 45 metres. The crane is expected to work on the project until the end of the month.

Jenkins also credits the crane's weight and 115-ton capacity with giving R&D an edge.

"The TMS9000-2 has a comparable gross weight to that of a lower-capacity crane, but you also get extra boom length. This makes it easier to get proper road permits in our region," Jenkins said. "The crane has worked almost every day since we acquired it. It gives us the reach we need to adapt to a wide range of jobsites."

R&D is a division of the Cherubini Group of companies and provides crane services to numerous industries, including construction, commercial, marine, wind and residential. R&D's team of certified operators, engineers and managers have used Manitowoc cranes on a number of projects, including the McDonald Bridge project near Halifax, where the company used a Manitowoc 16000.

The company purchased the TMS9000-2 from Shawmut Equipment, a Manchester, Connecticut-based dealer of Manitowoc, Grove, Potain and National Crane products that has served New England and the Atlantic provinces of Canada since 1957.

With the crane's increased reach comes increased capacity across all load charts. The crane's 115-ton capacity makes it the strongest four-axle truck crane on the market with the best load charts in its class, according to the company. Both the boom and chassis are stronger on the TMS9000-2 than previous cranes, so there is more capacity across all radii. On average, load charts with maximum counterweight have improved by about five per cent over its predecessor, the TMS9000E.

The new model also shares the same counterweight system as the TMS9000E, so owners are able to interchange counterweights and wing weights from the previous-generation crane, giving them flexibility in configurations across an entire fleet.

Crane Control System

Overall operational efficiency is improved with the inclusion of the Crane Control System (CCS), Manitowoc's standardized operating system that works across several crane brands and models. The TMS9000-2 offers six simple predefined boom sequences to maximize crane utilization. As well, it incorporates powerful features found in CCS-equipped Grove all-terrain products. This includes a highly intuitive boom configuration mode that makes it quick and easy to select the optimum boom position and length for a specific lift. The operator simply inputs lift parameters and the system calculates the best configuration.

"The Manitowoc Way"

The Grove TMS9000-2 reflects advancements in design and manufacturing borne from "The Manitowoc Way," the company's program to deliver innovation at increased velocity that improves customer return on investment. The program puts the company's customers at the focus of new products and seeks to include them early in the design stage.

For the TMS9000-2, a multi-disciplinary, cross-functional team was put together to design the new-generation crane. This included representatives from design and engineering, quality control, production planning, sales, purchasing and manufacturing. Manitowoc customers were also included, as they were asked to provide feedback that would directly benefit them on the jobsite and increase their own profitability.

This accomplished two goals for Grove. First, customers had direct influence on the crane at an earlier stage, which will lead to increased utilization and return on investment in the field. Second, the speed at which the crane was brought to market was dramatically improved, with the TMS9000-2 being produced at only one third of the time it took to introduce previous generation cranes.

"The Grove TMS9000-2 represents a significant advance in truck crane power and flexibility. With improved roadability, reach and capacity, companies will be able to complete a wider range of jobs at a lower cost, increasing utilization and return on investment," said Harrison Hipple, product manager for truck-mounted cranes at Manitowoc.

"We know for a fact that customers are eager to have this new crane join their fleets because they have been with us from the beginning, helping us design a crane that will have a real impact on their own profitability."

10 tips for a successful crane set up

By Dica CEO Kris Koberg

It can be difficult to know if the ground beneath your crane will support the weight and pressure under your outriggers, yet knowing this is critical to safe crane set up. In response to this need, United States standards and regulatory bodies now place greater emphasis on understanding ground conditions and using crane mats or outrigger pads that are sufficient to provide the necessary foundation support.

Here are 10 crane safety tips to guide you to a successful crane set up:

1. Know your responsibilities. In the United States, OSHA states that cranes must be assembled on ground that is firm, drained and graded sufficiently, in conjunction with supporting materials, such as blocking, cribbing, pads and mats, to provide adequate support and levelness. ASME states that outrigger blocking or cribbing must have sufficient strength to prevent crushing, bending or shear failure. And it needs to be of such thickness, width and length as to completely support the float, transmit the load to the supporting surface and prevent shifting, toppling or excessive settlement under the load.

2. Know the bearing strength of ground and soil. As this is an extremely complex combination, it's a good idea to seek the advice of a geotechnical engineer. A low-cost way to determine ground conditions is to use a dynamic cone penetrometer, which is portable and easy to use. This information can be compared to ground bearing pressure charts for different soil types.

3. Identify any sub-surface hazards and avoid if possible.

4. Evaluate and improve the ground if needed. Ways to improve the ground include compaction, removing loose surface layers or bringing in rock or other dense inorganic material. If the ground is wet, allow time to get the moisture out.

5. Know the maximum pressure the crane will exert on each outrigger during the operation, or the maximum outrigger reaction force. Crane manufacturers provide this information for each crane model, and generally it can be found in your operation manual. Many also offer free software solutions that allow you to input the lift data, which then outputs the outrigger reaction forces that will be generated.

6. Select the right size crane or outrigger pad. Undersized pads can put you in an unstable condition, but oversized pads are inefficient in terms of purchase, labour and transportation costs. Several methods are commonly used in the industry. Dica has evaluated each of these methods and has found various methods produce widely varying conclusions and most methods don't take into account the ground condition. Dica strongly suggests that you should use a sizing method that takes into account ground conditions (ground bearing capacity) and actual outrigger loads.

7. Choose crane pads or outrigger pads that are designed and constructed to meet or exceed the bearing, flex and shear strength required. Their purpose is to distribute the load from the outrigger float over a large enough area that the bearing pressure to the ground surface is acceptable. They must be stiff enough that the crane will not go out of level as the load swings.

8. Never place blocking, cribbing, pads or mats under the outrigger beam. Only use them under the outrigger floats or pontoons.

9. Monitor every lift. If the outrigger pad or crane mat is deflecting or bending, stop the lift. If the pad or mat is being driven into the ground, stop the lift. The load pressure is in excess of the ground bearing pressure. A larger surface area or improved ground conditions are needed to support the load.

10. Use common sense. If it doesn't look right, stop. If it doesn't act right, stop. If it doesn't feel right, stop. Products are never a replacement for common sense. Use your common sense.

DICA employs a three-step fitting process, including identification of the key data points for the equipment and the maximum outrigger reaction force. Then we work with customers to determine soil bearing capacity. Finally, we determine the proper material, construction and thickness needed for the outrigger pad or crane mat to distribute the load over the intended area.

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Genie's first articulated XC boom hits the North American market

Genie's first articulated XC boom model that boasts the benefits of a dual-envelope design is now available in North America.

The Z-45 XC boom is the redesigned Xtra Capacity version of the popular rough-terrain Genie Z-45/25 J RT diesel powered articulating boom.

The machine offers a maximum working height of 15.9 metres, a maximum horizontal outreach of 7.55 metres and an up-and-over clearance of 7.5 metres, the Genie XC unit boasts the benefits of a dual-envelope design, providing an unrestricted load capacity of 300 kg and a restricted capacity of 454 kg.

"Providing operators with the ability to perform a wider range of heavier lift and access tasks on rough terrain, using a single machine, without the support of other equipment, the Genie Z-45 XC articulated boom is well-suited for aerial applications on unfinished construction sites," said Marie Engstrom, product manager at Genie.

Positive drive traction

The model also features the unique Genie full-time, positive drive traction and an updated oscillating axle system.

The refined oscillating axle system is designed to enhance the machine's ability to travel on various grounds conditions, particularly on rough terrain or hills. The axle system provides the Z-45 XC boom with up to 45 per cent gradeability on undeveloped jobsites

The boom comes equipped with a standard 48 hp Deutz Tier 4 D2.9 litre engine, and may be driven at full height with up to a 300 kg load. Other features include a tight turning radius and zero tail swing and a self-levelling platform with 160 degree hydraulic platform rotation and rough terrain tires.

New features

To increase performance, decrease calibration time and improve overall productivity, the machine also includes the ability to do zero-load field calibration. It is equipped with a load sense cell that continuously checks the weight in the platform and adjusts the allowable range of motion to match the load chart.

Genie Lift Power

As well, the Z-45 XC is available with the optional Genie Lift Power generator solution. The system includes a dedicated hydraulic circuit, a right-sized breaker and no pressure switch to reliably run the unit, which keeps it cooler and allows for the power to lift and drive during operation.

The Genie Lift Power system is available in three options — 3 kW, 7 kW and 12 kW — to meet the needs of operators worldwide.

"It's designed with intuitive, proportional controls that offer the high-precision positioning and ease of operation that operators value so highly," Engstrom said.

"Operators will find that because of its higher capacity capabilities, they will be able to handle a wider range of heavier tasks with just one machine. The fact that operators will need to reload less often will also help them to save time and work more productively."

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JLG launches online training for CSA and ANSI

With changes on the horizon for the Canadian Standards Association (CSA) and the American National Standards Institute (ANSI), JLG Industries has launched several new resources to assist its customers understand and comply with the revamped regulations.

ANSI A92 and CSA B354 standards govern the access equipment industry and address machine design, safe use and training in North America. As the standards are updated, equipment dealers, operators and owners will need to adjust training, jobsite safety and machine selection. The anticipated changes will move North American manufactured machines towards a global model.

"JLG is working to inform and educate our customers on the impact the new standard will have on their fleets and within the daily operations of their businesses," said Jennifer Stiansen, director of marketing for JLG Industries. "To that end, we've developed a variety of resource materials we hope our customers will utilize as they prepare for the new standards."

The online resources include; a downloadable guide to understanding ANSI A92 and & CSA B354 standards, including information about why the standards are changing and who the changing standards will impact.

"JLG is working to inform and educate our customers on the impact the new standard will have on their fleets and within the daily operations of their businesses, to that end, we've developed a variety of resource materials we hope our customers will utilize as they prepare for the new standards."

As well, JLG is outlining new terminology and classifications for aerial work platforms, now called mobile elevating work platforms (MEWPs) and providing a list of JLG-compliant equipment and training options to help customers meet updated requirements. Furthermore, the company is issuing alerts regarding new developments that could affect equipment and training processes.

The new ANSI A92 standard is expected to be published in early 2018. One year from the date of publication any aerial machine manufactured in the United States must meet the new standard. Machines manufactured prior to that date will continue to be governed by the existing standard. The new CSA B354 standard was published in May 2017.

To learn more about JLG's resources, visit https://www.jlg.com/en/destination/ansi.

LOOKING BACK

LIFTING EQUIPMENT

Pictured here in the late 1940s is a Bay City Model 30 crane hoisting concrete at a building site. One notable machine built by Bay City Dredge Company around 1915 was a rail mounted dredge designed to help drain the swampy areas of the Southern United States. One restored unit is still displayed alongside the Tamiami Trail highway in Southern Florida.

Having been renamed Bay City Shovels Inc. early on, they produced half-swing shovel gas-powered models and by 1930 had built a fully revolving three-quarter-yard capacity machine with available backhoe, boom and shovel front attachments.

Bay City always assigned model numbers as per weight of the machine. For example, the Model 30 pictured here weighed 30,000 lbs.

Interesting to note is the lack of safety equipment for the workers during this era. Lack of hardhats and fall arrest devices didn't seem to deter getting the work done but at the peril of the workers. They certainly had to have ultimate confidence in the crane operator's ability.

To see more than 60 restored pieces of vintage construction equipment in action be sure to attend Historical Construction Equipment Association (HCEA) Canada's 2018 events, including Wheels and Tracks in Motion (held June 9 and 10) and the Last Blast (held Oct. 13).

Both events take place at the Simcoe County Museum near Barrie, Ontario.

HCEA Canada is a Proud Community Heritage Partner of the Simcoe County Museum.

Merlo helps refresh Montreal's Old Port

Since its early days as a trading post for furs in the early 1600s, Montreal's Old Port has welcomed millions of visitors.

However, with more than 400 years of history, restoration is inevitable.

Last year, a pair of Merlo machines — a Panoramic 50.18HM and a Roto 40.30 MCSS — were recruited to supply hydraulic scaffolding for a masonry restoration project in the historic port.

"They're quite particular because it's historical, you pretty much need to put the exact same bricks in the same place," said Michel Robert, Merlo's director of marketing and communications.

"All the exterior walls needed to be the exact same from before you started to work on it. It's pretty insane."

Time is of the essence

Bordering a 2.5 km stretch of the St. Lawrence River, the Old Port is the most popular tourist site in Quebec, with more than seven million visitors each year.

With that amount of traffic, the job had to be completed quickly, which is why the Merlo machines were used, according to Robert.

"The area is tight in size and work had to be completed as fast as possible, so they chose Merlo to work with," Robert said.

"It was a big job inside and out."

The continuous rotation of the Roto turret also provided an advantage to the masons at work.

"To make sure you don't reposition the equipment, the Roto is turning 360 degrees without moving," Robert said. "The machine wasn't moving at all, but they were able to go around and do everything in that tight area."

The Roto also includes telescopic boom stabilizers; the largest cab in its category and FOPS approved; an integrated anti-overturn system; and advanced fuel efficiency with the Eco Power Drive system.

As well, the Roto 40.30 MCSS is equipped with a 4,000 kg maximum load capacity; a 176 hp Tier 4 turbo engine; a maximum lift height of 29.2 metres; and a maximum reach of 25.4 metres.

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ISSUE	SCHEDULED EVENT	DATES & PLACES
3	World of Asphalt	March 6 - 8 - Houston, TX
4	Atlantic Heavy Equipment Show	April 5 - 6 - Moncton, NB
5	ExpoGrands Travaux	April 27 - 28 - Montreal, QC
7	Association of Ontario Road Supervisors	June 6 - 7 - Belleville, ON
7	The Big Event - Canadian Mining Show	June 6 - 7 - Timmins, ON

PEOPLE & COMPANIES MAKING CHANGES //

ON THE MOVE

NEW HIRES // APPOINTMENTS // OTHER ANNOUNCEMENTS

GENIE EXPANDS ITS NORTH AMERICAN SALES TEAM

Genie has hired six new sales representatives in North America to represent the company.

For Ontario, Brad Trask transitions to the Genie sales team. Trask started in the aerial industry in 1994, in manufacturing, research and development and product support.

He joined Genie in 2006, as a product support representative and moved into a manager role for the team prior to taking on the new position.

"Brad has been a valuable member of the Genie product support team in Canada," said Tom Saxelby, Genie's vice president of sales. "His knowledge of the customers and the market in Ontario will be a great asset for Genie in this role."

Tim Schmidt joins Genie as a regional sales manager for the central region, covering Manitoba, North Dakota, South Dakota and Minnesota, after holding a territory manager position with Ritchie Brothers.

"Tim has extensive experience and relationships with national accounts and independent customers throughout the region, which will help him successfully take on the responsibilities of his new position," Saxelby said.

In the United States, Dickey Bennet rejoins Genie as regional sales manager for Louisiana, Arkansas and Mississippi. Bennett previously worked as a sale representative for Wacker Neuson.

Justin Kelley has accepted a territory sales manager position with the Genie team in the western region, including northern California and the majority of Nevada.

As well, David Porter joins the Genie team as the regional sales manager for the mid-Atlantic region, including Maryland, District of Columbia, Virginia and North Carolina.

Mike Shaw has accepted the position with Genie as a senior regional sales manager on the CAT team in the western region.

"Our sales force plays an important role in developing and maintaining relationships with our customers," Saxelby said. "In these new roles, Dickey, Justin, David, Tim, Mike and Brad are well-positioned to help Genie continue to meet the needs of the rental industry and aerial market."

Brad Trask

Tim Schmidt

FORMER INFRASTRUCTURE MINISTER JOINS ORBA

David Caplan has joined the Ontario Road Builders Association (ORBA) as chief operation officer.

As a familiar name in the industry, Caplan brings extensive knowledge to the infrastructure sector of the ORBA. Caplan is best known as the province's first Minister of Infrastructure, where he led the development of Renew Ontario and created Infrastructure Ontario.

He later served as minister of Health and Long Term Care.

After leaving Queen's Park in 2011, Caplan assumed the role of vice chair of Global Public Affairs, one of Canada's largest independent public relations firms.

Caplan has received numerous awards for his work in the public sector, including the Daniel Brunham Award for a Comprehensive Plan from the American Planning Association (APA); the Leonard Gertler Award of Distinction, Excellence in Planning award from the Ontario Professional Planners Institute; and the Award for Planning Excellence from the Canadian Institute for Planners.

Outside of infrastructure, Caplan volunteers on numerous boards, including Epilepsy Toronto and the Yee Hong Foundation.

E-Z DRILL VICE PRESIDENT OF SALES, RANDY STEVENS, RETIRES

Randy Stevens, vice president of sales at E-Z Drill has announced his retirement.

Stevens has been with the company for more than 28 years, joining just two years after E-Z Drill was founded.

"It's been fun to watch E-Z Drill evolve from the small startup it was when I joined into the well-known and respected business it's become today," Stevens said. "It's also an honour to have had a hand in making that happen."

Since his first day at the company, Stevens maintained a sales role within the business, helping dealers and contractors across North America and abroad. He's seen the company's line of drills grow from just a couple of standard drills to a complete line of drilling solutions, including on-grade and slab-rider drills with one to five gangs as well as self-propelled machines and vertical drills.

"It's not easy to make a name for yourself in this industry," said Rick Walstad, E-Z Drill president and CEO. "But keeping our customers the key focus is what has driven our success, and we credit Randy for a huge part of that."

Stevens said the highlights of his career include seeing E-Z Drill units succeed on high-profile projects, from U.S. Steel in Pittsburgh to the Indianapolis Speedway to San Diego's Coronado Bridge.

He also helped contractors secure the equipment they needed to quickly complete large-scale airport and air base projects around the globe.

"The needs of the industry are always changing, but E-Z Drill is a proactive company. We do what needs to be done to help contractors finish their jobs quickly and cost-effectively. That's the culture," Stevens said.

"I'm excited to sit back and see what the future holds for E-Z Drill."

Randy Stevens

The company was established in 1987 and manufactures slab rider, on-grade and equipment-mounted drills up to five gangs as well as vertical utility models and concrete drilling accessories.

H&R CONSTRUCTION PRESIDENT RETIRES

Larry D. Mohr, president and CEO of H&R Construction Parts and Equipment, has announced his retirement.

Aaron B. Lian, who served as the company's COO assumed the president's role on Jan. 1. Mohr joined the company in 1988 and served as president and CEO since 2015.

During his tenure, he helped lead the transition of the company to a fully owned subsidiary of the Sumitomo Corporation in 2017.

"Mr. Mohr has been an invaluable part of the H&R team and has led this company successfully during his tenure," said Tadashi Nakatsuka, H&R's Chairman. "While Mr. Mohr will certainly be missed, I am equally as confident in the leadership of Mr. Lian."

Lian becomes president and CEO of H&R Construction after serving as Chief Operating Officer since September 2016. He previously worked at Schwing America where he served as vice president and general manager in St. Paul, Minnesota and was responsible for managing and leading the company's ready-mix products division. Prior to Schwing America, Lian worked at the ESCO Corporation for 24 years, most recently as the managing director of ESCO Europe.

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MANITOU GROUP NAMES NEW NORTH AMERICAN CHIEF EXECUTIVE OFFICER

Manitou Group has announced the appointment of Mark Hanson as regional vice president and CEO of Manitou North America.

"We are excited to welcome Mark at a time when Manitou Group is bringing many new innovative products to global markets," said Laurent Bonnaure, executive vice president of global sales and marketing for Manitou Group.

"Mark has a great team in place, and his strong leadership and industry expertise will help Manitou, Gehl and Mustang become market leaders in North America."

Hanson's appointment as regional vice president and CEO builds on his more than 28 years of industry experience, including 11 years with Hertz Equipment Rentals Corporation and 11 years with Genie Industries, both in executive sales and marketing roles.

Most recently, Hanson served as vice president of sales for eight years at Generac Mobile Products where he led the North American sales and national account teams.

"I could not be more excited to be joining Manitou Group's global leadership team leading Manitou North America," Hanson said.

"The opportunity to expand our product and service offering in the North American market is substantial. We will be strongly focused on delivering an exceptional customer experience and product support to all of our Manitou, Gehl and Mustang brand customers."

Mark Hanson

Hanson holds a Bachelor of Science degree in business administration and marketing from California State University, as well as a Master of Business Administration and Sustainable Business from Presidio Graduate School.

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