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MARCH 7, 2022

ISSUE
3

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New Holland launches rough-terrain forklift

A12



CAT introduces new D1 Mulcher

A14



CASE gives first look at electric excavator

A19

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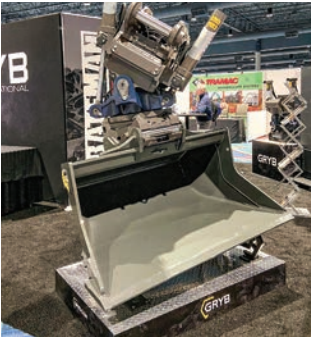
ISSUE 3
March 7, 2022

CONNECT WITH US
   

CAT ISSUES NEW CHALLENGE TO OPERATORS

A18

The 2022/23 Global Operator Challenge will be a 3-round contest, incorporating a wider range of machines and taking place in nearly 40 countries.



FEATURED **EQUIPMENT**
ATTACHMENTS

B3



FEATURED **EQUIPMENT**
DEMOLITION, WASTE & RECYCLING

B9

ADVERTISER INDEX

MARCH 7/2022

Alden Rents A1

Amaco Construction Equipment Inc..... A18

AMI Attachments A1

Balsam Promotions.....Insert

Bob Mark New Holland A14

Bobcat Dealers A20

Brandt Used Equipment A8

Bull Powertrain A21

Cardinal Saw A9

CG Equipment..... A1

Central Diesel Service..... A19

Convertermen A18

Cooper Equipment Rentals..... A1

Creighton Rock Drill Limited..... A1,A16

D/S Manufacturing..... A21

Delta Power Equipment..... A1

Don Cordingley Gradall A19

Equipment Sales & Service Limited..... A1

Finning CAT A17

Harding Equipment Inc..... A7

High Reach Inc..... A10

Hub Equipment B16

Hydrolexc A12

Jade Equipment..... A7

JBL Truck & Equipment Appraisal..... B7

JCB Dealers..... A24

JT Equipment A4

Liebherr..... B2

Link-Belt Excavators..... B8

Magnum Attachments..... B4

Marcel Equipment Limited A1,A6

McDowell B Equipment Ltd..... A1,A5

National Heavy Equipment Show..... B11

NLS Products..... Insert

OBW Equipment..... A1

Pine Ridge Lisco Edwards..... A22

Powerscreen of Canada A2

Sennebogen B15

Shaw Bros. Limited..... B6

Strongco Corporation A13

Sutton Stromart B4

Tarten Equipment Limited A9,B12

TCL Asset Group A16

The St. George Co..... A22

Top Lift Enterprises A1

Toromont CAT A11,B1

Tramac B10

Trans-Quebec Diesel..... B12

Tri-City Equipment B7

Wirtgen..... A23

Word Rock Drills A12

AUCTIONS

AllStar Auctions A1

North Toronto Auction..... A1

Rideau Auctions..... B11

LETTER FROM THE EDITOR

The debate over "right to repair" rages on in Canada

Last year, Bill C-272, proposed by MP Bryan May of Cambridge, Ontario, received unanimous approval in its second reading at Parliament.

This bill proposed amendments to the Copyright Act regarding the “right to repair.” The new legislation would allow access to a machine’s embedded source code through third-party devices for the purposes of maintenance or repair.

However, an election was called, causing the bill to die before final approval.

Now, the conversation about right to repair is ramping up again. On February 4th, Bill C-231 (An Act to amend the Competition Act (vehicle repair)) saw its first reading in the House.

The order in the bill states, “The Tribunal may make an order requiring the manufacturer of a vehicle

to provide the independent repair provider with access to the diagnostic and repair information described in subsection (1)—or make service parts available for purchase by the provider—on the same terms and in the same manner as the manufacturer makes the information and parts available to authorized repair providers.”

There is much debate over whether or not manufacturers should be made to give diagnostic and repair information to third-parties.

On one hand, the complexity of a machine’s technology is getting so sophisticated that many repair shops can’t afford the costs associated with retrieving diagnostic and repair information or the training and education needed to understand it. This puts independent repair providers at a disadvantage

compared to authorized repair providers.

On the other hand, the push for this type of legislation brings up concerns for manufacturers regarding things like safety and security risks, emissions regulations, intellectual property rights, warranty violations and the trade-in/resale of modified equipment.

The proposed amendments in Bill C-231 also states that “Nothing in this section is to be interpreted as requiring the disclosure of any information that is a trade secret.”

I think that this is a vague, blanket statement that needs to be further defined.

In general, I feel empathic toward independent repair providers in this situation. My step-father is a mechanic and owns a used car dealership and repair shop, so I have heard about how frus-



Max Carrington // Editor
editor@equipmentjournal.com

trating it can be to work with increasingly sophisticated technologies in vehicles.

Moreover, the technology in heavy equipment is seeing the same rapid rate of sophistication as other industries are, which makes me interested in hearing from readers about how you feel this could impact our industry. Feel free to reach out with any thoughts. 📧



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ARA forecasts positive revenue growth for US and Canada equipment rental markets

The latest updated quarterly American Rental Association (ARA) forecast for equipment rental revenue now calls for a 10.2 percent increase in 2022 to reach \$52.7 billion in the United States, a slight increase from the previous forecast in October 2021, reflecting the positive influence of expected increases in infrastructure spending.

The revenue forecast also calls for equipment rental, which includes construction, industrial and general tool revenue, to increase by 6 percent in 2023, 2.9 percent in 2024 and 3.4 percent in 2025 to reach \$59.5 billion.

Scott Hazelton, director, economics and country risk, IHS Markit, Andover, Mass., the company that provides data and analysis for the ARA Rentalytics forecasting service, says the continued strong forecast for growth corresponds with the optimism within the industry. "This is a market that will surpass the peak revenue levels of 2019. That means the impact of the coronavirus (COVID-19) on equipment rental revenue will be unwound by the end of the year," Hazelton says.

Construction and in-

dustrial equipment rental revenue is expected to lead the way with a 12 percent increase in 2022 to \$38.9 billion while general tool is expected to grow by 5 percent to reach \$13.9 billion this year.

The largest uncertainty facing the industry that could impact the U.S. forecast is the current rate of inflation, which was re-

cently reported to be 7.5 percent, year over year.

"It is clear that supply chains have a lot to do with the current inflation rate and unwinding the current backlogs will increase the supply of goods and bring prices back down," says John McClelland, Ph.D., ARA vice president for government affairs and chief economist.


"However, if it takes too long to unwind the supply chain bottlenecks, inflation can get backed into things like wages and cause the Federal Reserve to act more aggressively, slowing economic growth, which could have negative effects on the equipment and event rental industry," McClelland says.

Although supply chain issues have caused delays

in delivery of fleet to equipment rental companies, the ARA forecast projects a 36.7 percent increase in investment in inventory to reach \$14.4 billion in 2022, exceeding the previous annual high of nearly \$13.8 billion spent in 2019.

The forecast calls for another investment increase of 10.1 percent in 2023 to reach nearly \$15.9 billion.

The ARA forecast for equipment rental revenue in Canada mirrors the positive expectations of the United States, calling for 5.5 percent growth in 2022 to reach nearly

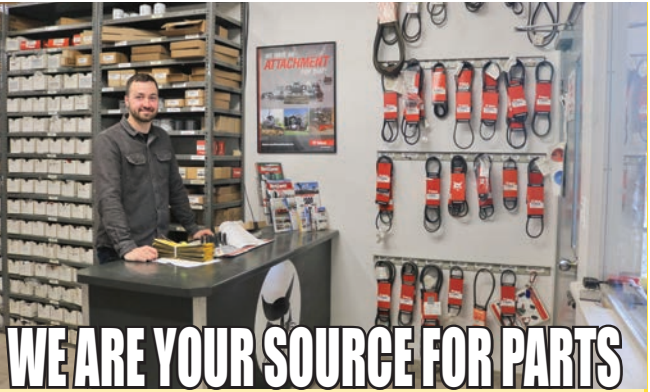
\$4.4 billion followed by growth of 5.7 percent in 2023, 3.5 percent in 2024 and 1.8 percent in 2025 to reach nearly \$4.9 billion. 



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CAT 972M (2019) - 3,285 Hours
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VOLVO A30F (2012) - 9,250 Hours
23.5R25 Tires, Tail-gate, Straight Truck,
Arriving soon.



CAT 988H (2006) - 11,490 Hours
Coming In Soon. Will be Inspected &
All Needed Servicing & Repairs Completed.



CAT D7E (2012) - 3,554 Hours
Differential Steer, 26" Pads, **Semi U Blade**, Choice of Winch, Ripper or Drawbar, **Grade Control Joystick**, Rear Camera. **Exceptionally Clean Unit. Warranty.**



CAT 980M (2017) - 10,950 Hours
Aggregate Arrangement, Choice of Buckets,
Auto Grease, Payload Monitoring.
All Servicing & Repairs Completed.



CAT D8T LGP (2017)
3685 Hours - Idle Hours: 1608, Auto Reverse Cooling Fan, 38" ES Track Pads, CAT SU Blade with Tilt, High Speed Oil Change. **Warranty.**



CAT D8T LGP (2014) - 12,165 Hours
38" Pads, CAT SU Blade, Choice of Ripper or Winch,
Good U/C, Nice Tractor.



CAT 980M (2017) - 5,500 Hours
Aggregate Arrangement, Choice of Buckets,
Auto Grease, All Servicing & Repairs Completed.



KOMATSU WA500-8 (2017) - 6,659 Hours
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CAT 980M (2016) - 6,490 Hours
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Verdon and The Crosby Group expand load orientation technology in North America

Verdon and The Crosby Group have announced an expansion of Verdon's load orientation technology in North America. As a partner and Master Distributor of Verdon products for the Americas, The Crosby Group has invested in additional units for deployment in the United States and Canada, as well as key team members to support the growing business.

Verdon's innovative load orientation solutions include Everest 6, SpinPod 7.5 and SpinPod 30, a modular load orienting system for a broad range of working load limits.

Robert Desel, CEO of The Crosby Group, said that "Verdon's remote-controlled load orientation products provide a step-change in terms of the safety and productivity of our customers' lifting operations. Verdon's wireless products remotely orientate suspended loads without the need for taglines, using gyroscopes and sophisticated control systems, removing the need for personnel near or under loads. The combined strengths of Verdon's product with the rich rigging

heritage of The Crosby Group has allowed us to bring these benefits to job sites across the Americas."

CEO of Verdon, Tim Ekert, said, "We are thrilled to see the investment that The Crosby Group is making in support of our partnership. Verdon will have a greatly increased presence in the market to bring our products to new customers and industries and to provide an increased level of support to our existing customers."

According to the companies, the Verdon range of intelligent and safe lifting solutions can provide benefits to all industries. The Crosby Group services include land-based and offshore energy, construction and infrastructure, cargo handling and towing, marine, mining, and transportation.

Verdon claims that its solutions deliver an ROI of at least 25% per month, that its load orientation technology reduces downtime by 25% and hook time by 50% and that users see an immediate improvement in the safety and productivity of their lifting operations. ■

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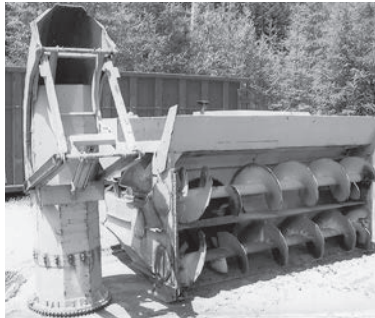
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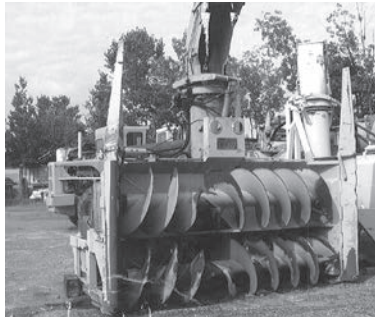
1990 SMI 5250A c/w 2 GM diesels, front & rear, 2000 T.P.H., very clean, low hrs. **\$65,000.**



1996 SMI 8400, 4000 tons per hour, G.M - G.M, 710 hp. **\$105,000**



1979 SMI BM-2200 GM-453, low hours, ex-municipality. **\$23,500.**



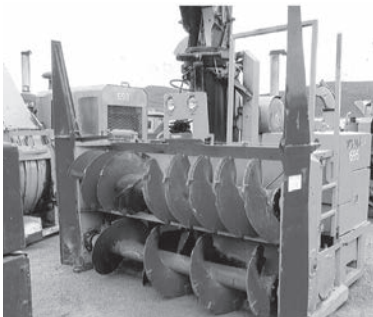
1983 VOHL DV-4000, J.D. motor, tel-chute. **\$44,500**



1978 SMI 5250, GM - GM, low hours, fresh paint. **\$39,500.**



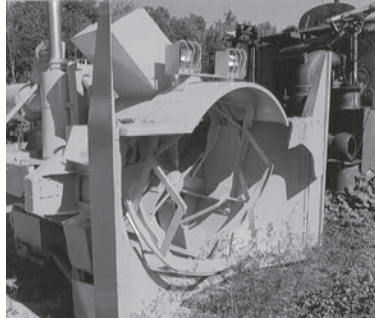
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 <div>2019 TEREX V200S Unit #: 0U001062</div> <div>\$46,900</div>	 <div>2019 JOHN DEERE 60G Unit #: 0U290091</div> <div>\$97,500</div>	 <div>2014 VOLVO G970 Unit #: 0U530088</div> <div>\$115,000</div>	 <div>2016 JCB 409 Unit #: 0U093511</div> <div>\$79,350</div>

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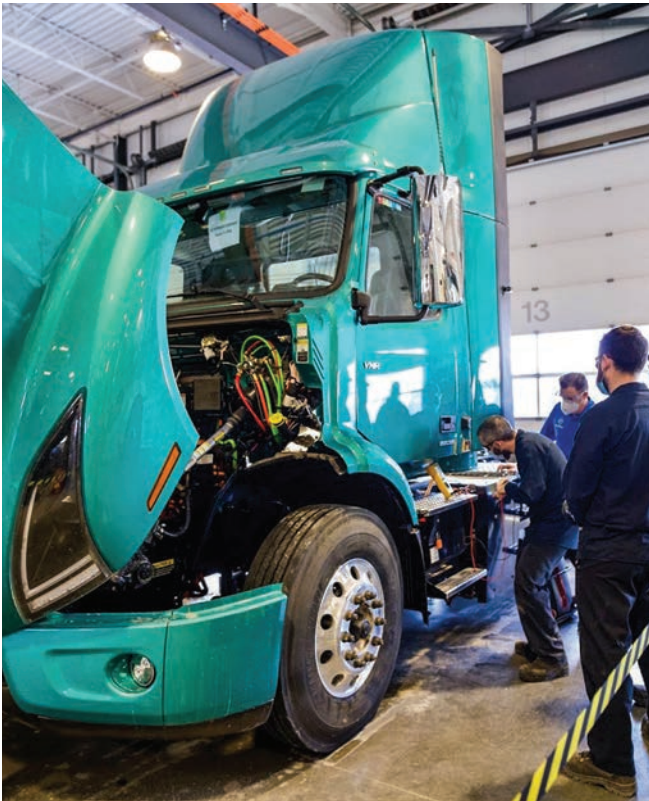
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Volvo Trucks announces its first two certified EV dealers in Canada

Volvo Trucks North America has designated two dealerships in Québec as the first two Volvo Trucks Certified Electric Vehicle (EV) Dealers in Canada. The sales and service teams at both Camions Volvo Montreal and Paré Centre du Camion have completed Volvo Trucks' robust training program requirements to ensure they are prepared to support the commercial deployment of Class 8 battery-electric trucks in the region.

"Expanding our Volvo Trucks Certified EV Dealer network into Canada is an important milestone in our efforts to deploy our zero-tailpipe emissions Volvo VNR Electric trucks across all corners of North America," said Peter Voorhoeve, president, Volvo Trucks North America. "We commend our long-time dealer partners Camions Volvo Montreal and Paré Centre du Camion for taking on this important leadership role in Canada, helping Volvo Trucks develop the ecosystem needed to support electromobility efforts at scale in the Quebec province."

The rigorous Volvo Trucks Certified EV Dealer program was designed to ensure that sales representatives are fully trained to consult with customers that are considering deploying Volvo VNR Electric to ensure they are selecting a model configuration that is technically viable based on their operating requirements.

On the aftermarket side, the dealership certification ensures technicians have the proper technical training

required to maintain electric drivetrains and components, as well as understand all safety procedures to follow when working with high-voltage systems.

The certification also includes investments in the necessary vehicle diagnostics tools and requires the dealership to maintain a stock of key parts and components for the VNR Electric model to minimize service times and quickly get customers back on the road.

Paré Centre du Camion was founded in 1987 and has two locations in Quebec—Québec City and Lévis. Its Quebec City facility is equipped to service the Volvo VNR Electric trucks, including procuring an electric truck charger. Paré Centre du Camion has already trained and certified three technicians to perform maintenance and repairs on customers' Volvo VNR Electric trucks.

"We are thrilled to be one of the first two dealerships in Canada to complete the Volvo Trucks Certified EV Dealer designation and look forward to helping our fleet customers in the region transition to Volvo VNR Electric trucks to improve supply chain sustainability," said Marie-Claude Paré, dealer principal, Paré Centre du Camion. "We are big champions of Volvo Trucks' mission to lead the global transition to electromobility, and plan to share valuable feedback from our customers on their experience operating Volvo VNR Electrics in the extreme cold of Canadian winters."

Camions Volvo Montreal was founded in 2014 and is part of a network of eight Volvo Trucks dealerships. Its flagship Dorval location, the first location to receive the Volvo Trucks EV Certified dealership designation, now includes six truck bays that have been equipped to support battery-electric vehicle maintenance and repairs, including having access to a mobile EV charging unit. Six of Camions Volvo Montreal's 30 technicians have completed Volvo Trucks' required training program, with one specialist completing additional courses needed to become an internal training resource for other technicians.

"We are having weekly conversations with our customers who are very interested in the Volvo VNR Electric technology, including discussing which routes might be ideal to start with when integrating battery-electric trucks into their fleet," said Jean-Francois Bibeau, vice-president of sales, Camions Volvo Montreal. "We believe electromobility is the future of the global transport sector and look forward to partnering with Volvo Trucks to support electromobility projects as customer demand continues to grow."

New JLG scissor lifts offer high capacities for both indoor and outdoor work



JLG Industries, Inc has announced the availability of two new scissor lift models—the electric-drive ES2646 and the hydraulic-drive R2646. With a platform height of 26 ft (7.92 m), a class-leading capacity of 1,200 lbs (544.31 kg) and the ability to work both indoors and out, these new JLG® machines are aimed at increasing productivity on the job site.

"With a wide variety of jobs to be done, the 20% increase in capacity of the ES and R2646 models, as compared to competitive models in the size class, allows scissor lift operators to carry more materials, like pipes and panels, as well as tools such as welders, to the work area," says Bob Begley, director of product management for JLG scissor lifts, vertical lifts and low-level access lifts. "This

means that overhead tasks can be completed quicker and more efficiently."

The ES2646 and R2646 models share a common chassis and platform, offering 32 ft (9.75 m) of working height and the ability to carry two occupants to height in two applications (one occupant to height when being used outdoors).

The new ES2646 model is available with JLG's optional CleanGuard leak containment system for work on sensitive flooring.

Also, the new R2646 is equipped with active pothole protection that provides increased ground clearance when working on demanding terrain.

These new JLG scissor lifts also share common technologies, such as variable tilt to increase the work envelope during use on uneven

surfaces, and can accommodate a variety of options and accessories, including JLG® Mobile Control, QuikAccess Rails and QuikFold Rails. ■

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Ontario funds building of ready-mix concrete plant in Parry Sound area

The Ontario government is providing \$400,000 through the Northern Ontario Heritage Fund Corporation (NOHFC) to The Sarjeant Co. Ltd. to build a ready-mix concrete plant in Parry Sound area. This funding will help create jobs and ensure a reliable source of high-quality concrete is available for local construction projects.

“The aggregate industry directly employs 7,600 Ontarians and supports 357,000 jobs, and we know that targeted investments like these will help grow and support the province’s construction sector”

said Norm Miller, MPP for Parry Sound-Muskoka. “Our government knows that having a reliable source of high-quality concrete for local construction projects is crucial to keeping costs down for construction companies, and our government will always support the hardworking men and women within the sector.”

The construction of The Sarjeant Co. Ltd.’s new facility will increase its ready-mix concrete production capacity to meet the growing demand for concrete driven by strong population growth and increased

residential, institutional and commercial construction in the Parry Sound area.

“Supporting local businesses as they expand creates jobs, keeps the North competitive and attracts new investment,” said Greg Rickford, Minister of Northern Development, Mines, Natural Resources and Forestry. “Our government’s investments are helping businesses thrive, leading to economic prosperity in our communities and providing real opportunities for northerners.”

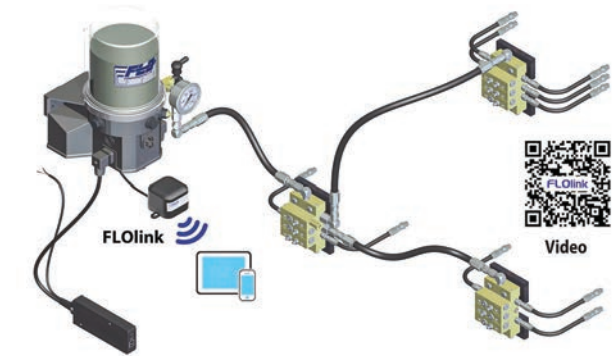
Ready-mix concrete is a com-

bination of cement, water and aggregates—such as sand, gravel or crushed stone—that is delivered to a construction site ready-to-pour, reducing labour and costs for the construction company.

“The Ontario Government’s investment in northern development was a catalyst for The Sarjeant Company’s expansion into the Parry Sound area and beyond,” said Wayne Wilson, owner of The Sarjeant Co. Ltd. “We wish to thank MPP Miller and the Northern Ontario Heritage Fund Corporation for their warm welcome to

the Parry Sound area and their dedication to local business and economic growth in Ontario’s North.”

The NOHFC promotes economic prosperity across Northern Ontario by providing financial assistance to projects—big and small, rural and urban—that stimulate growth, job creation and skills development. Since June 2018, the NOHFC has invested more than \$432 million in 4,025 projects in Northern Ontario, leveraging more than \$1.4 billion in investment and creating or sustaining over 6,200 jobs. ■



FLO to exhibit telematics monitoring system for auto-greasers at NHES

FLO Components Ltd. will be exhibiting FLOlink at the National Heavy Equipment Show 2022—“the world’s first fully independent Remote Monitoring Telematics Program, specifically for Automatic Lubrication Systems (ALS)”, according to FLO’s

Marketing Specialist, Gabriel Lopez.

According to FLO, most ALS fail due to the pump reservoir running empty with nobody noticing, creating the potential for bearing damage. FLOlink sends email alerts when the grease reservoir is

low or if the auto-greaser fails.

“We recognized that there was a need in the industry for more data with respect to ALS low lube levels and lube failures. We wanted to give customers’ key personnel direct wireless data access to ALS on specific machines. We wanted them to have access to independent ALS specific data that isn’t buried in massive machine reports generated by the machine’s regular telematics.”

Lopez says FLO customers now have “remote, real-time, up-to-the-minute status monitoring of any number of systems with FLOlink installed. This enables customers at any time, to check where each machine is, its current ALS status, its status history and more. Best of all, it will operate with most brands of Autogreasers, not just FLO’s.”

According to FLO, FLOlink users can more effectively manage and reduce refill service visits (as the lube truck visits only when the pump is low on grease) and reduce

cost by receiving immediate, real-time alerts when lubricant is low or the system is in fault, before it becomes a problem.

“People can come check out the FLOlink demos in our booth and while there, they can enter our new contest for a chance at walking away with a Lincoln 1884 PowerLuber Grease Gun (approximate value CDN \$615) on the last day of the show,” said Lopez.

“The Lincoln PowerLuber is the most advanced grease gun in its class, featuring a multi-function LCD that displays the quantity of grease dispensed, quantity of grease remaining in the cartridge and battery charge level. It also alerts the operator of blocked fittings and loss of prime. Its 20-volt, high-amperage, lithium-ion battery provides superior run time, and its two-speed design delivers outstanding flow and pressure. The grease gun comes in a heavy-duty carrying case and includes two rechargeable batteries and a charger.” ■



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New Holland Construction introduces rough-terrain F50C forklift

New Holland Construction has announced the introduction of the F50C rough-terrain forklift, marking the addition of an all-new product to its lineup of light construction equipment.

“With the introduction of the F50C, we’re growing our portfolio with a relevant product that is designed for the specialty applications for which New Holland is known,” said Tyler Mills, director of New Holland Construction.

New Holland has designed

the F50C with a suite of features organized around two main objectives: ease of operation and overall efficiency.

Smoother ride

The F50C is equipped with an automatic load control system for rough-terrain forklifts. This feature provides on-the-go mast cushioning to stabilize the mast under load, allowing operators to work efficiently and safely over any terrain without fear of material loss.

A key byproduct of load

control provides a more comfortable operating experience by reducing shock from the mast. Operators will appreciate the additional stability while transporting and loading materials, as New Holland will offer a 12-foot mast with a 5,000-lb. lift capacity as standard.

New Holland also offers an integrated hydraulic produce bin clamp. This simple solution allows the operator to carry multiple produce bins safely in a single pass.

“By implementing these

options, it gives an operator more control and efficiency for any job they are managing, regardless of location,” Mills says. “Productivity-enhancing features are especially valuable when harvesting time-sensitive crops, and we expect the F50C to be right at home in orchards and vineyards.”

Fuel & maintenance efficiency

New Holland has once again partnered with FPT Industrial to power the F50C with the proven F34 3.4-liter diesel engine. Delivering 74 HP without using DEF or diesel particulate

filters (DPF), the F34 is a workhorse engine with 600-hour service intervals and regeneration. Together, this engine and after-treatment system package ensures operators can work uninterrupted, save time and resources on routine maintenance, while retaining the power needed to lift and haul materials as expected.

Keeping in mind the variable terrain in specialty operations, New Holland has included 4WD, a 4x4 power shuttle transmission and differential lock standard on all F50C forklifts. These features, plus its 10-inch ground clearance, high-clearance

counterweight, LED lighting package and shields all help operators navigate varying terrain with ease.

“We wanted to simplify the maintenance required for the F50C, and we did just that. Our goal is to keep it running to reduce shop time and downtime spent on maintenance,” Mills says.

The F50C rough-terrain forklift will make its public debut at the 2022 World Ag Expo, February 8-10, 2022, in Tulare, California. It will be on display in the New Holland booth in the South Exhibits at the International Agri-Center. 



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CAT launches new D1 Mulcher with high-performance powertrain



Complete with its high-performance powertrain, closed-loop hydraulics and upgraded screening, the new CAT D1 Mulcher is designed to optimize performance when clearing a mix of small- to medium-diameter materials.

Design-matched with the rugged Cat HM518 Mulcher, the D1 Mulcher clears a 188.2 cm (72 in) wide strip on each pass.

According to CAT, it is the right machine for right-of-way construction and maintenance, site development, tree management and firebreak clearing.

The new mulcher is powered by the 77.6 kW (104 hp) CAT C3.6 Diesel Engine meeting U.S. EPA Tier 4 Final/EU Stage V emission standards. An alternate emissions package for the C3.6 is available to meet Tier 3-equivalent standards.

The machine's lower sloping hood line improves visibility to the mulching head, allowing the operator to better assess the job site from the cab.

Additionally, a standard auto reversing fan purges debris from the radiator and enclosures, plus the hinged grill requires no tools to access the radiator for cleaning.

Isolating machine vibration from the operator to reduce fatigue, the CAT HM518 Mulcher controls are mounted on the air-suspension seat.

Inside the pressurized, heated and air-conditioned cab, an intuitive operator interface features a 25.4 cm (10 in) colour touchscreen monitor with standard reversing camera display to help improve all-around visibility to the jobsite.

Also, an in-cab drum indicator offers quick glance of drum speed and direction to help the operator manage ground speed and mulching productivity.

Featuring cladding material in high-wear areas,

CAT claims the new HM518 Mulcher frame offers increased service life.

Offering a drum speed range of 2,150 to 2,450 rpm, the drum's 38 fixed teeth feature a single-bolt carbide tooth retention design for simple replacement.


Its closed-loop hydraulic circuit includes load-sensing hydraulics to prevent rotor damage when hitting an obstruction.

The HM518 Mulcher has a 78.7 cm (31 in) maximum lift height, 36.8 cm (14.5 in) maximum tilt and 25-degree maximum angle to either side.

Standard sweeps, screens, windows plus rear guard help to protect both the operator and machine when mulching.

According to CAT, a specially-designed tractor platform makes sure the D1 Mulcher is balanced and rugged to increase efficiency when operating in challenging applications.

CAT offers the option of conventional (XL) or low-ground-pressure (LGP) undercarriage design, offering 40.4 cm (16 in) or 63.5 cm (25 in) track shoe widths respectively.

Finally, to increase machine versatility, CAT offers an optional variable-pitch/angle/tilt (VPAT) blade in XL, LGP or Intermediate configuration. 

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Mecalac adds seven dealers to North American network

Mecalac has welcomed seven new North American dealers to its growing network.

Located in Virginia, New York, Tennessee, Idaho, Kentucky and Colorado in the U.S. as well as British Columbia, Canada, the expanded dealer network offers customers increased equipment access and support.


The new location in British Columbia is Gear Equipment; a company that originates out of Ontario, but has been able to expand to the western part of the country.

"Mecalac is fully committed to expanding its presence in the market by continuing to add dealers who share our philosophy and give customers practical resources to help improve productivity," said Peter Bigwood, general manager for Mecalac North America. "Expansion in these regions also allows us to grow

awareness of Mecalac's innovative designs and better serve our existing customer base."

According to the company, dealers that partner with Mecalac believe in the game-changing productivity Mecalac machines offer and share the vision of reshaping the way contractors work to increase safety and efficiency on every jobsite.

Additionally, the company claims it seeks to partner with dealers who share a passion for finding new solutions to common jobsite challenges, and by going the extra mile to service their customers.

Many of the new dealers feature Mecalac's complete line of advanced machines—the MCR Series of crawler skid excavators, the MWR Series of wheeled excavators, AS Series swing loaders and dedicated railroad excavators. 

Please welcome Michael Lettner our new CE specialist with Bob Mark New Holland covering our Campbellford & Napanee store locations. Michael looks forward to partnering with customers between Peterborough and Kingston, helping their bottom line with solutions from Hyundai & New Holland.

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Teck to pilot electric transport truck at Highland Valley Copper Operations in BC

Teck Resources Limited and MEDATech announced the pilot of a fully electric on-highway transport truck to haul copper concentrate, marking the first use of a battery-electric truck to haul copper concentrate worldwide.

The truck will travel between Teck's Highland Valley Copper Operations (HVC) in south-central British Columbia (BC) and a rail loading facility in Ashcroft, BC.

This pilot of the MEDATech ALTDRIVE-powered fifth-wheel Western Star will help to advance Teck's goal of displacing the equivalent of 1,000 internal combustion (ICE) vehicles by 2025.

According to the company, it will provide valuable learnings for the electrification of its vehicle fleet on the path to achieving the company's goal of reducing the carbon intensity of its operations by 33% by 2030 and becoming a carbon-neutral operator by 2050.

"Testing and implementing

new electric vehicle technologies is one way we are taking concrete steps towards achieving our goal of being carbon neutral across our operations," said Don Lindsay, President and CEO, Teck. "Teck is already one of the world's lowest carbon-intensity producers of copper, zinc and steelmaking coal, which are key materials to enable the low-carbon transition, and we are committed to further reducing the carbon intensity of our operations to support a cleaner future."

The pilot is expected to begin in summer 2022 and is projected to eliminate 418 tonnes of CO2 annually—the equivalent of approximately 90 passenger cars—for the first pilot vehicle, while also reducing costs through fuel savings and reduced maintenance.

"The fully-electric ALTDRIVE system is designed for this haul cycle at HVC requiring a vehicle that weighs 65,000 kg loaded, 25,000 kg unloaded and completes the same four to five 95-kilometre

roundtrips every workday," says Robert Rennie, President, MEDATech. "Since the truck batteries will charge on the downhill haul through regenerative braking, the rig will require only a short battery recharge at the Ashcroft, BC rail terminal so the haul cycle time is expected to be the same as a conventional truck."

Teck claims that the battery-electric drive system is expected to work more efficiently than a

comparable diesel engine, outputting a constant 620kW (approximately 830 horsepower) and is configured to continuously output almost double the amount of torque.

This pilot project builds on Teck's GHG reduction initiatives, including the recently announced agreement to work towards deploying 30 of Caterpillar's zero-emissions large haul trucks at its steel-making coal operations in the Elk Valley. ■



CZM expands Long Reach series with launch of lightweight LR50 drill rig

CZM Foundation Equipment has introduced an additional model, the LR50, to their Long Reach series of machines. The Long Reach series is a design that brought the performance of CZM's EK line to a boom-mounted set up with increased reach.

The LR50 is the smallest model of CZM's Long Reach series mounted on a CAT 323 NextGen base.

Highlights of this machine include 173 horsepower, 52,900 foot pounds of torque, maximum drilling diameter of 8 feet, and standard drilling depth of 40 feet.

Additionally, it features a main winch line pull of 27,120 pounds with 2 gears for high speed and pulling force, and an operational weight of 75,000 pounds.

The rotary offers three operation and spinoff speeds as well as automatic gear shifting. According to CZM, Its maximum reach of 12 ft 9 inches makes it ideal for

utility drilling, substation work and limited access jobs.

The Long Reach machines are equipped with a specially designed boom with 2 lift cylinders, allowing for a higher torque and crowd force to be applied to the tool. The tool aligns with interlocking Kelly bars making it efficient in rock and hard soil drilling. Round Friction bars are also available for high production in softer soils.

This model is extremely lightweight and can be transported in one load with the Kelly bar on. Also, it is easily set up without the need of support equipment. It is equipped with CZM's control system, which allows for the monitoring of drilling parameters, performance of some automatic functions and recording of diagnostics and maintenance data.

Additionally, CZM is capable remotely accessing its telematics system to troubleshoot and resolve issues. ■



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Caterpillar launches bigger, more competitive Global Operator Challenge for 2022/23

Caterpillar Inc. invites machine operators around the globe to take on the world in the 2022/2023 Global Operator Challenge. The challenge tests the skills and precision of equipment operators as they prove their excellence in operating CAT machinery and their ability to master any piece of construction equipment safely and efficiently.

“More than 80 CAT dealers will host local, one-of-a-kind competitions, celebrating equipment operators and enabling them to showcase their exceptional skills in fun

and dynamic ways,” said Tony Fassino, group president, Construction Industries, Caterpillar Inc. “Whether their expertise lies in digging a trench, moving aggregates, or managing demolition, our Global Operator Challenge will be demanding for even the most experienced operators. We can’t wait to see what they can do with our machines.”

Sixty-seven CAT dealers hosted local competitions in the 2019/2020 challenge, and operators from 30 countries participated. The 2022/2023 competition will be Cater-

pillar’s largest construction industry event of its kind.

Calling all operators

The first round of the Global Operator Challenge consists of local qualifiers, hosted by CAT dealers starting in March and running through September 2022.

To make this year’s competition even more challenging, Caterpillar has added the requirement that every event must feature three different challenges on three separate pieces of equipment. Therefore, operators must master a broad assortment

of equipment to qualify for the next round.

Those who qualify in the local dealer events will then move onto regional semi-final competitions in October 2022.

Nine finalists will emerge from the regional semifinals and participate in the global finals competition in Caterpillar’s outdoor Festival Grounds exhibit F4455 during CONEXPO-CON/AGG in Las Vegas, March 2023.

The winner of the competition will receive an all-expense-paid trip for two to one Caterpillar facility worldwide.


Commenting on being crowned the 2019/2020 Global Operator Challenge champion, Jaus Neigum, owner of Industrial Backhoe Ltd. in Medicine Hat,



Alberta, Canada, said: “I’ve been operating CAT machines for more than 15 years. Having the opportunity to demonstrate my skills and compete against peers from around the world was one of the most rewarding experiences in my career. If you’re an operator of heavy equipment, this is a contest you don’t want to miss. And, if you’re a business owner like me and my partners, I encourage you to put forward your best operators, because this competition is going to be even bigger and better than the last one.”

During each portion of the Global Operator Challenge, participants execute a variety of tasks, such as

digging a trench, loading a precise amount of dirt, and hauling or maneuvering the equipment through a variety of obstacles. Scoring is based on the operator’s skills, efficiency, as well as his or her competence in using integrated technology to enhance the machine’s performance.

CAT next generation machines will allow these operators to take advantage of available technologies to complete the challenges, such as CAT Payload, Grade and Command. Other features like CAT Grade Assist, rear view cameras, return to dig and return to carry will also aid the operators in completing the challenges. 

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MacLean launches road grader for underground environment

The GR5 mining vehicle is an evolution for MacLean, starting back in 2018 when the company collaborated with the specialty engineering firm Medatech to retrofit a battery electric grader for Borden Gold in northern Ontario (then owned and operated by Goldcorp).

Based on the engineering and manufacturing learnings from this one-off custom project, MacLean embarked on a collaborative process to better understand the grader vehicle category, so that it could be successfully adapted from road to underground mining applications.

Working closely with road grader industry professionals from a former Canadian Grader OEM with decades of respected industry expertise, MacLean went back to the drawing board to develop a fit-for-purpose design for the underground environment.

While most products in this category tend to be considered too lightweight for the work, the GR5 is purposely sized to match the tractive effort and drawbar pull of full-sized surface graders.

The unit features a CAN bus control system that allows joystick control technology to be deployed for both steering and application

functions simultaneously to ease operator comfort and control, while also boasting an onboard vehicle telemetry package that can monitor the performance and health of the vehicle.

On the powertrain side, the unit can be either battery electric or diesel-powered, and comes equipped standard with a six-wheel infinitely adjustable drive system using dual hydrostatic motors and active traction control.

Size, maneuverability, visibility, simplicity, and ruggedness were key design factors.

As a result, the unit is similar in height to the rest of the MacLean Utility Vehicle product line, designed to work optimally in 5m x 5m headings.

Also, the unit's design includes a combination of frame articulation and front wheel-steering, which, according to the company, minimizes its turning radius underground. Its moldboard system uses a simpler design than its surface grader counterparts to ensure durability and reliability.

"When we designed the GR5 Grader we started from the ground-up, where we literally began with a clean slate and developed the rig using

the latest in proven technologies and components," notes Dan Stern, Senior Product Manager. "The GR5's cab environment, for example, was developed using an Oculus Rift VR headset to map out placement of controls, verify visibility and sightlines, and ultimately get a good sense of what this rig would feel like to operate before any steel was cut."

"The product development approach on this unit is a great example of what we like to call MacLean 'Application Intelligence,' where we take our mobile equipment engineering expertise and combine it with our knowledge of the mining environment to design units that are fit for the job they need to do underground," adds David Jacques,



Vice President of Engineering at MacLean. "We truly believe we've 'made the grade' and developed a winning product that leverages our core knowledge of the underground environment and combines it with application knowledge from grader design experts to address the actual needs of the mining industry - it all comes back to our Application Intelligence."

"The state of ramps is always an important factor in a mine's haulage performance, and it becomes even more important in the context of full-fleet electrification that mining companies around the globe are actively pursuing," remarks Maarten van Koppen, Vice President of Product Management at MacLean. "I know this first-hand

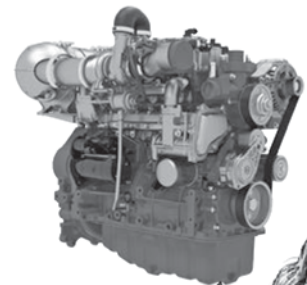
from my time as a mining engineer at Borden Gold, where I was part of the team responsible for designing and developing that project.

To maximize the benefits of down-ramp energy regeneration, mines need well-maintained roadbeds, and we've got the solution." ■



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CASE gives first look at upcoming CX15 EV battery electric mini excavator

CASE Construction Equipment provided the first glimpse of an expanded mini excavator offering at the CNH Industrial Capital Markets Day event held on February 22, 2022 in Miami Beach, Florida.

The showcase included the first look at the CASE CX15 EV, an electric mini excavator with plans for the North American market in 2023.

The CASE CX15 EV is a 2,900-pound mini excavator powered by a 16 kW electric motor—it features retractable tracks that get machine width down to about 31 inches for going through doors and working in confined spaces. Also, it can work very close to structures and obstacles with a minimum swing radius design.

The 21.5 kWh lithium-ion battery is charged either by the 110V/220V on-board charger, or via an external rapid charger that can have the machine charged extremely fast, typically within 90 minutes.

Depending on the type of work, the CASE CX15 EV will provide enough power to work through a full eight-hour work day.

A load-sensing hydraulic system delivers smooth and powerful performance that allows the operator to dial the machine in to each task.

"From reduced emissions to noise reduction and lower lifetime fuel and maintenance costs, the CASE CX15 EV will be a powerful, efficient and sustainable addition to our mini excavator lineup," says Brad Stemper, head of construction equipment product management—North America, CASE. "This machine is the next step in our electrification journey—and we are committed to bringing the industry a complementary portfolio of diesel and electric equipment to meet the needs of the broadest range of applications and operations." ■

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“We found it hard to find another machine that could compete with this unique Bobcat machine and what it can do for us.”



(L to R) Eric Leduc (Fleet Supervisor), Darin Roy (Fleet Coordinator), Stephan Gagnon (Operator), Justin Forman (Parts Technician) for City of North Bay and Colin McDowell (Sales Specialist) for McDowell B Equipment.

The City of North Bay Fleet Department works 23.5-hour per week day, 7 days a week to provide essential services and contingency operations for the City of North Bay. Fleet oversees the acquisition, repairs and replacement for over \$50 million in assets from specialty tools and pumps to aerial firetrucks and transit buses. The unique fleet is diverse with over 250 types of equipment and vehicles for unique city jobs. Their fleet oversees equipment in many departments such as Public Works, Transit, Fire, Parks, Arenas, Survey and Landfill operations. A new fuel system was commissioned by Fleet in 2017 for Public Works which puts out up to 1.7 million litres of gasoline and diesel to all City vehicles including Hydro, Police and Emergency services. All purchasing for equipment goes through a refined Request for Proposal/Quote (RFP/RFQ) process that ensures fair and competitive bids where they evaluate the effectiveness of the equipment, the features that it comes with, the service they will get with it, and the benefits to making sure the operators will have the best piece of equipment for the job at hand. Demonstrations are brought in with this process, and operator input is essential for getting the most utilization out of their equipment.

In 2018, they put in place a new Fleet Management Information System (FMIS) that tracks in real-time what all the technicians are working on, what jobs they have to do, what parts are in stock and are required to be ordered and what new equipment may need to be purchased to facilitate lifecycle management and buying decisions.

In 2022 the Public Works and Parks Division has also taken over the Merrick Landfill operations site, in which they do all the acquisitions and maintenance for all heavy equipment needed (compactor, dozer, loader, etc.). They believe in proper periodic maintenance to extend the lifecycles of all equipment for better utilization. Therefore, their goal is to purchase the right machines that are reliable and have great longevity. This new Landfill operation is bringing more work in-house instead of being contractor maintained. The corporation believes bringing this work in will bring efficiencies forward and potential savings over the life of the landfill.

Their recent purchase of the Bobcat® Toolcat UW56 utility work machine was done through their RFQ process. The operators rated the vehicle highly for its uniqueness and ability to do many tasks. It's a 4x4 with a heavy payload. You can have multiple operators thereby eliminating a trailing vehicle. You can use it all year round for snow removal, clean-up, grounds keeping, and using different attachments for the big flower boxes/planters. "It also keeps our emissions down and saves time and cost for an additional operator by only having one vehicle and being greener is important to us," said Eric Leduc, fleet supervisor. "We found it hard to find another machine that could compete with this unique Bobcat machine and what it can do for us. Utilization, fleet management, versatility, all the boxes are checked with this machine," stated Darin Roy, fleet coordinator.

When operator Chris was asked why he likes the Bobcat Toolcat utility vehicles, he said "They are very versatile, handle well, comfortable, hydraulics very responsive, has good horsepower for the size of the machine and has great visibility." Stephan Gagnon, operator added, "4 wheel steering can take corners really well, can use different attachments like a broom and buckets. It is the best machine for downtown jobs in spring/summer especially."

"McDowell B Equipment is great to deal with and we have dealt with them for years" stated Darin. "They bring a service truck right to our site if we need it. We are very happy with their service. Colin McDowell has been great as well. He has spent time with everyone here to complete in-class and practical training, operating the machine as well," stated Eric. "We would be happy to recommend them."

Thank you, Darin and Eric.



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Kinperium Industries acquires K-Tec & Ashland equipment manufacturers

Kinperium Industries has announced that it has acquired K.A. Group, consisting of K-Tec Earthmovers & Ashland Industries.

Kinperium partnered with the owners and management of K-Tec & Ashland to acquire a majority stake of the company.

K-Tec & Ashland are manufacturers of pull-pan earthmoving scrapers and implements for the construction, mining, and agriculture end-markets.

The two scraper brands previously joined forces in a 2020 merger, providing for production facilities in Rosenort, Manitoba,

Canada and Ashland, Wisconsin, USA.

With the aggressive growth goals the company has set out, both factories and all current employees are geared up to continue their efforts under new ownership.

The factories on both sides of the border are each looking to add additional staff to their teams and future facility expansion projects to fulfill the existing order book of earthmoving equipment.

“Our new partnership with K-Tec and Ashland is truly groundbreaking,” said Bill Kostenko, Chairman of Kinperium Industries Inc.

“Ashland has a deep heritage of success in the agricultural and industrial construction markets, while K-Tec’s quality, rugged earthmoving equipment excels in the heavy construction and mining markets. We believe that these complementary brands are well positioned to expand their industry leading market share, and Kinperium looks forward to supporting the long-term growth of the organization. One of the major factors that attracted us to the K.A. Group is the strength and enthusiasm of the management team. We look forward to supporting this existing



team to continue the momentum that they have created for the K.A. Group.”

“Kinperium is a family office which focuses on the generational, stable success of businesses,” said Mike Palitsky, President/CEO of K.A. Group. “I firmly believe that this structure is exactly in-line with the culture

that we are enjoying at K.A. Group today. From the start, we identified Kinperium as our number one partner candidate. We are thankful that we can now begin our working relationship together for a promising future of long-term growth.”

“K.A. Group also sincerely thanks our previous owner group, Owner Resource Group (“ORG”) for their foundational support, connections, and structure that they established for our company to flourish over the last 3 years.”

Kinperium closed the transaction on January 31, 2022. Financial terms of the deal were not disclosed. **■**

Greenland launches GEX-8000 electric industrial excavator

Greenland Technologies Holding Corporation has announced the launch of its latest industrial vehicle, the GEX-8000 Industrial Electric Excavator.

This marks another major expansion in Greenland's product roadmap of industrial vehicles that provide sustainable solutions to industries traditionally dominated by heavy emission equipment.

vehicle market's most innovative companies. Our goal is to meet all of our customers' needs from warehousing vehicles to loaders, heavier excavation vehicles and more. That is why we continue to prioritize and invest in our long-term roadmap. We are in a growth phase that we expect will accelerate as we bring our recently announced new manufacturing capacity online, while continuing



The GEX-8000 Industrial Electric Excavator is powered by a 141 kWh lithium battery that boasts a rapid 2 hour charge time with 9 hours of operating time per charge.

With an 8.0 ton rated load, the powerful yet zero operating emissions GEX-8000 is positioned to help further modernize the global industrial equipment market.

According to the company, it is perfect for on-site applications in industries ranging from agriculture and urban construction to waste management and property management.

Raymond Wang, CEO of Greenland, commented, "This is an exciting development for us and we can't wait to show off our latest vehicle to customers, which we believe delivers superior performance and a faster return on investment than traditional industrial vehicles. We continue to execute on our product roadmap and solidify Greenland's position as one of the industrial electric



to leverage additional sales and technology partnerships. We believe Greenland's value proposition is compelling from both a financial and environmental standpoint, and we look forward to leveraging this to drive higher sales growth as we move forward." **■**

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Cummins set to acquire Meritor at a value of \$3.7 billion

Cummins and Meritor have announced that they have entered into a definitive agreement under which Cummins will acquire Meritor, a global leader of

drivetrain, mobility, braking, aftermarket and electric powertrain solutions for commercial vehicle and industrial markets.

Under the terms of the

agreement, Cummins will pay \$36.50 in cash per Meritor share, for a total transaction value of approximately \$3.7 billion, including assumed debt and net of acquired cash.

"The acquisition of Meritor is an important milestone for Cummins. Meritor is an industry leader, and the addition of their complementary strengths will help us address one of the most critical technology challenges of our age: developing economically viable zero carbon solutions for commercial and industrial applications," said Tom Linebarger, Chairman and CEO, Cummins. "Climate change is the existential crisis of our time and this acquisition accelerates our ability to address it. Our customers need economically viable decarbonized solutions."

"In addition, our communities and our planet depend on companies like Cummins to invest in and develop these solutions," Linebarger added. This acquisition adds products to our components business that are independent of powertrain technology, and by leveraging our global footprint we expect to accelerate the growth in Meritor's core axle and brake businesses. There is also a compelling finan-

cial case for this acquisition, with significant synergies expected in SG&A, supply chain operations and facilities optimization."

"This agreement with Cummins builds on Meritor's track-record of outstanding performance and service to our customers. Our offerings will continue to play an important, strategic role as commercial vehicles transform to become electric and autonomous," said Chris Villavarayan, CEO and President of Meritor. "At closing, Meritor shareholders will receive immediate value at a compelling 48% premium to the Meritor trading price as of Feb. 18, 2022, and customers will benefit from enhanced capabilities in technology and the ability to accelerate investment in axle and brake development and EV adoption. Our global team members and their commitment to excellence helped make this transaction possible and will fuel our innovations as we embark on this next chapter in our longstanding legacy."

Strategic rationale

According to Cummins, the integration of Meritor's people, technology and capabilities will position Cummins as one of the few



companies able to provide integrated powertrain solutions across combustion and electric power applications.

Cummins believes eAxles will be a critical integration point within hybrid and electric drivetrains.

By accelerating Meritor's investment in electrification and integrating development within its New Power business, Cummins expects to deliver market-leading solutions to global customers.

The company, which is headquartered in Troy, Michigan, has more than 9,600 employees serving commercial truck, trailer, off-highway, defense, specialty and aftermarket customers around the world.

The acquisition of Meritor is expected to be immediately accretive to Cummins' adjusted EPS and is expected to generate annual pre-tax

run-rate synergies of approximately \$130 million by year three after closing.

Also, Cummins intends to finance the transaction using a combination of cash on the company's balance sheet and debt and remains committed to maintaining its strong credit ratings.

The Board of Directors of Meritor has unanimously approved the agreement with Cummins and recommends that Meritor shareholders vote in favor of the transaction at the Special Meeting of Shareholders to be called in connection with the transaction.

The transaction, which is subject to customary closing conditions and receipt of applicable regulatory approvals and Meritor shareholder approval, is expected to close by the end of the calendar year. ■

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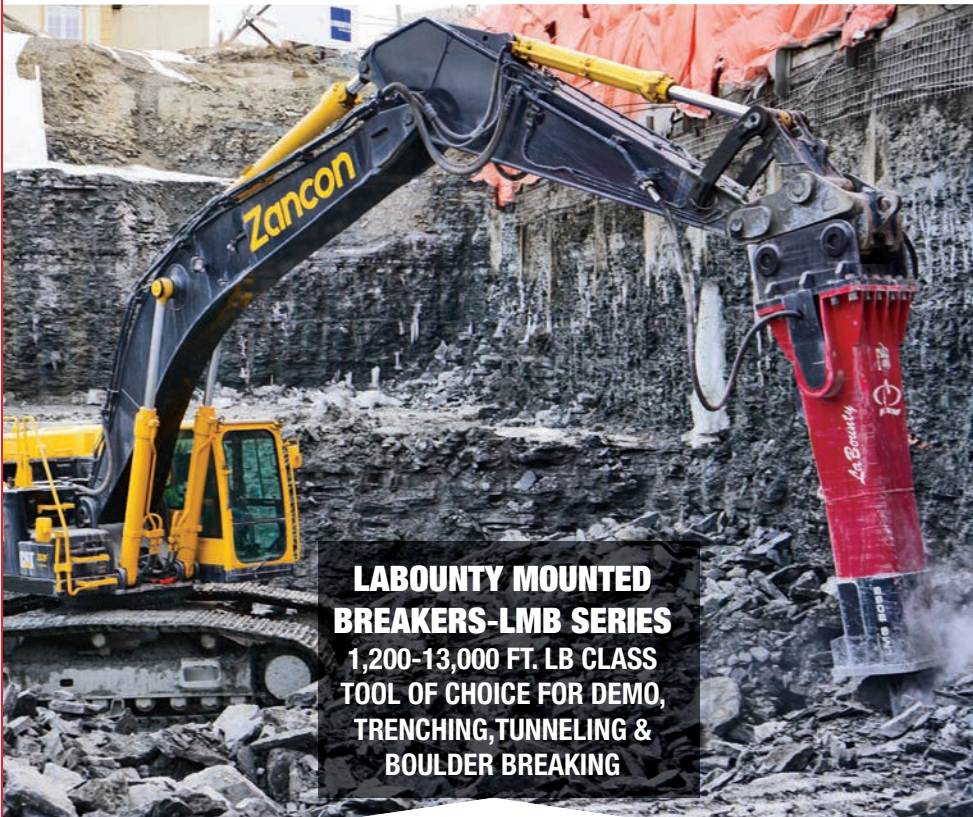
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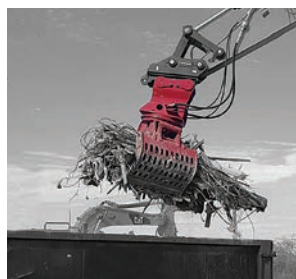

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AED Foundation raises over \$200k to support equipment industry

The Association of Equipment Distributors (AED) announced that it raised over \$200,000 at its annual fundraising gala held during its 2022 Summit in Orlando.

Funds raised will be used to support Foundation programs and its mission to address the equipment industry's technician shortage.

The 6th Annual AED Foundation Gala was generously supported by live auction host sponsor, Ritchie Bros; Technicians of the Year sponsor, Knapheide; gold sponsor, Sentry Insurance and silver sponsor, BOK Financial.

"We would like to thank all of our sponsors and donors for helping us raise critical funds to allow The AED Foundation to continue to grow and support the equipment industry. We would like to extend a special thank you to Ritchie Bros. for making it possible," said Brian P. McGuire, President of The AED Foundation. "We were pleased to recognize our outstanding class of 2022 technicians of the year, which is one of the ways we can showcase the critical role technicians play in our industry."

The gala also afforded The AED Foundation the opportunity to recognize key leaders within the equipment distribution industry as well as



Jeff Scott (AED), Terry Dolan (CASE CE), Brian McGuire (AED).

honoring the 2022 Technicians of the Year.

Award winners included:

The Lester J. Heath III Award, given in honour of Lester Heath, the first President of The AED Foundation, to an individual demonstrating outstanding contributions to the Foundation through involvement and support of Foundation activities including training, accreditation and workforce development was given to Fred F. Berry, Jr., Berry Companies, Inc; Earl K. Harbaugh, Ditch Witch Midwest and Jay Paradis, Brandeis Machinery & Supply Co.

The Foundation Champion Award, in recognition of distinguished service or merit of a manufacturer or service provider that has provided significant contributions to the workforce goals of The AED Foundation, was given to CASE Construction Equipment.

The Foundation Partner

Award, in recognition of distinguished service or merit of a manufacturer or service provider that has provided significant contributions to the professional education goals of The AED Foundation, was given to e-Emphasys Technologies Inc.

AED Foundation—Knapheide Technicians of the Year:

- **Canada:** Brad Herbert, Finning Canada
- **Great Lakes:** Randy Engblom, Modern Machinery Co., Inc.
- **Midwest:** Brian Miller, Southeastern Equipment Co. Inc.
- **Northeast:** James Massey, Junttan USA Inc.
- **South Central:** Clark Rutledge, Murphy Tractor & Equipment Co., Inc.
- **Southeast:** Nicholas Rivera, Lyle Machinery Co.
- **West:** Nathan Ladd, Bobcat of the Rockies
- **West:** Adam Ramirez, Coastline Equipment ■

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GRYB International brings SMP Parts tiltrotators to North America

GRYB International has announced the launch of the GTR Tiltrotator. The Quebec-based company has a new agreement with Sweden's SMP Parts to provide the North American market with co-branded tiltrotators

"We couldn't be more excited to include the GTR series tiltrotators into our product line, this new addition will ensure that we have the right solution for our customers, every time," said Remi Beaudoin, President, GRYB International.

Having started their history in the Scandinavian market in the 1980s and growing throughout Europe, tiltrotators are quickly gaining popularity in the US and Canada. This is largely in part due to the ability to greatly increase job site efficiency, through reduced fuel and labour costs.

"With SMP's long history, and innovation in tiltrotators, and our shared passion for providing the highest customer satisfaction, we know that we can help you improve your efficiency, lower your operating costs, and help you to dig smarter," said Jesse Roy, Vice President of Sales, GRYB International.

GTR Tiltrotators will be offered for machines ranging from 2-30 tons and in various configurations including, an optional grab module, FC (Fast Connect) oil system and quick coupler options.

Also, the tiltrotators feature endless rotation and tilting of up to 40° in all directions. They feature a grease lubricated gear housing, requiring less maintenance and helping to avoid oil leaks resulting from broken seals.

GRYB will manufacture a complete line of attachments dedicated to the tiltrotators, including digging and grading buckets, rippers, grading beams, and grapples through Bateman Manufacturing.

According to the company, ideal markets for its range of attachments and tiltrotators include construction, ground and road work, utilities, rail, and demolition and landscaping.

GRYB International provides an extensive range of material handling solutions. Its divisions include GRYB Attachments (Victoriaville QC), Bateman Manufacturing (Oro-Medonte, ON), Winkle Industries (Alliance, OH), Shearex (Roxton Falls, QC) and Serco Loaders (Two Harbors, MN).

Additionally, GRYB Attachments offers personalized and customized on-site turn-key installation services and training. The company claims that this offering aims at fostering safe and proper operation of a customer's new equipment attachments.

Furthermore, GRYB has an on-the-road service team that can repair attachments, no matter the brand.

According to GRYB, the distribution agreement between GRYB International and SMP Parts will bring the advantages of European design and innovation, with some of the highest quality attachments in North America.

GRYB's offering of a hands-on approach with customers looks to be an important attribute as it delves into the tiltrotator market, given the heightened complexity of the coupling system.

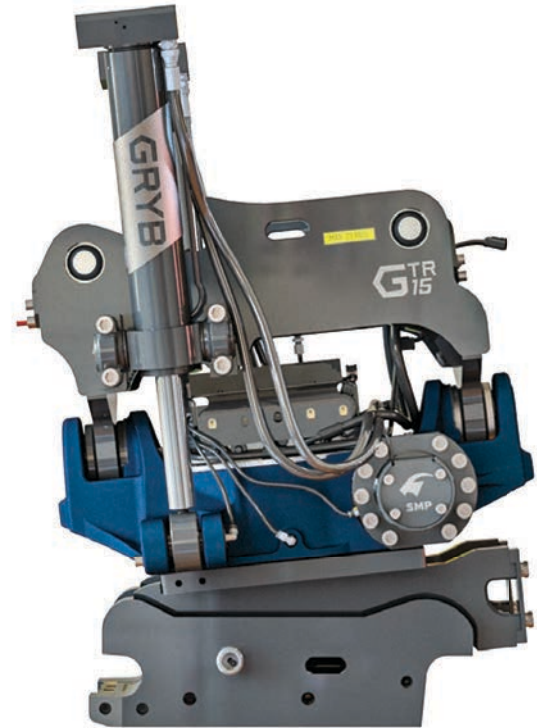
SMP Parts and the Open-S Alliance

Open-S is a common standard for the hydraulic interface between quick coupler, tiltrotator and attachments. With an open standard, machine operators and contractors can more easily choose quick couplers, tiltrotators and work tools from manufacturers that are in compliance with the standard, and be confident that they will work together.

Nearing the end of 2021, SMP Parts became a full member of the Open-S alliance. So, the tiltrotators distributed by GRYB International will feature the standardized hydraulic interface.

"Standardization is an important part of improving both the user experience and the enhanced safety of our customers. By becoming members of the Open-S Alliance we take our responsibility in creating one global standard whereby the safety of products must never be compromised," says Patrik Lindqvist, CEO and President of SMP Parts.

"We have had a clear goal at SMP Parts, to be one of the suppliers included in the Open-S Alliance, precisely because it both increases our competitiveness and because it gives our end customers more opportunities to use SMP products," says Mattias Andersson, Chief Technical Officer at SMP Parts.



Fecon introduces narrower Blackhawk BK6218

Fecon has introduced the BK6218 forestry mulcher, with all of the features of the popular Blackhawk mulcher frame, but in a narrower frame.

Ideal for precision mulching, this narrower, more agile version quickly and efficiently shreds standing vegetation and processes material on the ground.

Utilizing shear bars and knife tools, the BK6218 creates a consistent chip size the first pass.

The cutting chamber is designed to process material going forward or back dragging, without leaving unprocessed material.

Also, the 18-inch diameter rotor spools quickly and minimizes wait times.

According to Fecon, it is ideal for skid steer and compact tracked loaders with hydraulic flows of 30 to 45 gpm.

It features 24 knife tools and has a 62" cutting width.

Potential applications include clearing brush and

vegetation, shredding material in woodland urban interface zones, clearing rights-of-way, lot clearing and clean-up and site preparation.

A compact body design allows increased visibility, while the narrower width improves handling and agility.

Also, because the BK6218 efficiently channels material through its cutting cycle, there is minimal draw on the engine, resulting in significantly improved fuel efficiency.

Should a rotor stall occur, the unit will immediately recover when extricated from

the stall-causing material and be ready to re-engage.

Most of the finely chipped material is broadcast forward of the rotor to minimize the re-processing of already shredded material, further enhancing its efficiency and effectiveness.

Hydraulic lines have been completely redesigned for better flow through the mulcher.

Elimination of 90-degree bends reduces heat buildup in the hydraulic fluid, which allows longer run times and longer service of hydraulic components.



Additionally, each BK6218 mulcher can be fine-tuned to the specific hydraulic output of its carrier. Adjusting hydraulic displacement of the motor to match hydraulic flow supplied boosts the rotor performance and efficiency.

Finally, bolt-in wear parts enhance the economy of the BK6218 and the rugged construction includes 5/16" thick HS steel cutting chamber with AR steel replaceable wear parts. ■



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Toro adds new floor scraper attachment to Dingo line

Toro is adding a new floor scraper attachment to the Toro e-Dingo compact utility loader product line.

According to the company, the attachment is designed to enhance productivity and flexibility for flooring removal jobs.

"The floor scraper attachment is backed by 30 years of concepting and design, and was designed with contractors at the heart," said Jay Thaker, Toro marketing manager. "It's a proven design leaning into our key principles of productivity, and we're excited to offer it as part of our

e-Dingo product line. It will bring further versatility and performance to customers, providing yet another application in which the e-Dingo can be used."

The Toro e-Dingo floor scraper features an all-steel construction. It removes vinyl, quarry, ceramic tile, carpet squares, paint, glue, asphalt, and more. The blades will remain level even when the e-Dingo is traversing uneven grounds due to the floating blade holder.

Also, it features a built-on quick-attach mounting plate, simplifying attachment changeouts. Different types and sizes of blades are also available.

A rotating blade holder, 3-position arrangement and suitcase weights showcase



how Toro kept contractors in mind during the design process.

For example, the rotating blade holder reduces the need to sharpen the blade, as you can rotate it 180 degrees when the top side begins to dull.

Also, the 3-position arrangement allows the e-Dingo to remove material closer to a wall, and the four suitcase weights increase productivity by adding significant downforce and power. ■

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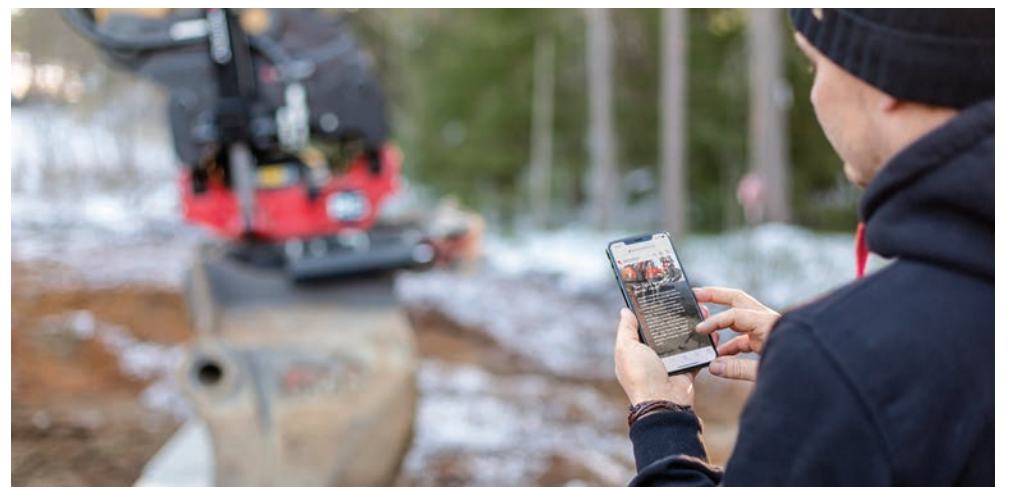
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Rototilt Group puts users first with new website

The past years have been expansive for the tiltrotator company from northern Sweden. Despite the pandemic, Rototilt Group has been able to take on several new markets.

The next step in their expansion is launching a new website in an attempt to elevate the brand internationally and put users first.

As Rototilt opens sales offices, production sites and sign on new official distributors, they are also faced with new audiences. The new website is available in no less than 12 languages

and has been developed with a primary focus on the mobile platform.

"Growing both the company and the brand in a sustainable way is crucial to us," says Sandra Olofsson, digital marketing coordinator. "We want to be more inclusive of our new audiences and find ways to connect with our users around the world. Launching a new website is an important part of that."

Rototilt Group recently started production in their expanded factory and new center for research and test-

ing in Sweden.

Additionally, the company has, as of December 2021, started final assembly of all tiltrotator models in North America.

"We're in an exciting part of our journey right now. Our service offer is expanding and our distributors increasing. Now, with the new website, we're putting our users first both in the excavator and online. Our hope is that it will become a place for them to connect with us and with our dealers worldwide," Olofsson adds. ■



*By Aaron Kleingartner, Doosan
Infracore North America*

Follow these tips: clean your machine, connect the battery, check fluids and filters as well as tires and tracks, and examine hydraulic hoses and attachment connection systems.

It's also a good idea to request maintenance training and assistance from your local equipment dealer on proper techniques before your busy season starts. Familiarize yourself with decals and key maintenance points on the machine. However, if you are strapped for time or don't feel

Remove any dirt, grease or debris from the machine, including the engine compartment, that

Before your busy season hits, inspect the battery and connect it

If you need to unexpectedly start your equipment during winter, use a block heater to assist starting the engine and let it run until it gets up to the working temperature. This helps prevent the valves from sticking and distribute oil where needed. If you do not have a block heater, consider purchasing one.

Continued on B6

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Continued from B5

7 Tips For Prepping Your Heavy Construction...

Complete a walk-around

After the machine has been cleaned and the battery has been inspected, complete a top-to-bottom walk-around. Make sure all working components are in proper working order, specifically the bushings, cylinders, hoses and pivot points. Take note if any of the components leaked while in storage and replace them as soon as possible.

Look for signs of obvious machine damage, including cuts or tears in the tires or rubber tracks. Tracks should be inspected to make sure they have the proper track tension and tires with the proper inflation pressure shown on the sidewall of the tire. Refer to the Operation and Maintenance Manual for proper track tension and tire inflation.

Check comfort features, such as heat and air conditioning, radio, seat belts and windshield wiper blades. In addition, test cab controls, headlights, brake lights and other safety devices to ensure they are in good working order. If there are worn or damaged parts, controls or switches, replace them.

Other maintenance items to follow include:

- Remove all grease from the hydraulic cylinder rods
- Add grease and oil to all lubrication points
- Adjust the fan and alternator belt tension
- Inspect for signs of animal nests

Check fuel, oils and filters

When transitioning from winter storage to spring, follow the hydraulic oil warm-up procedures as listed in your Operation & Maintenance Manual, as well as match excavator fluids to the proper ambient temperatures. If you are getting close to your next preventive maintenance schedule, replace hydraulic fluids, fuel and filters. Always refer

to your Operation & Maintenance Manual to follow the proper fluid level amounts.

After long-term storage, make sure fluids are properly filled, especially for machines with diesel exhaust fluid (DEF). Purity and concentration are critical with DEF and can be affected by temperature, so work with your local dealer to better understand how to store and handle this critical fluid.

If you used your equipment in winter, switch from a special winter-blend fuel, typically No. 1 diesel fuel, and replace with the standard No. 2 diesel fuel to prepare for warmer temperatures. Drain any water from the water separator on your machine. Then, fill the fuel tank. Check to make sure excess water from condensation is not present in the fuel tank or in the oil. Condensation can cause start-up issues at the beginning of spring.

Lastly, change all filters, specifically the cabin filter and air filtration system. Filters should also be changed annually or sooner, depending on how many hours the machine is in use and the conditions where you are using your equipment. Use the correct replacement filter to reduce the risk of premature engine failure.

Prep attachments

Excavator and wheel loader attachments deserve the same maintenance as the machine to which it is connected. Perform visual checks of attachment components such as hydraulic hoses, cylinders, guards and cutting edges and teeth for damage before returning your equipment to service. Everything that engages with the ground should be inspected for wear and damage.

Connect the attachment, and operate it briefly to make sure the attachment will be working properly when in use. Check attachment-specific fluid levels and change them as needed.

Stock up on parts

To expedite spring maintenance, always

have an inventory of basic parts and fluids on hand, including grease, engine oil, anti-freeze, air filters, fuel filters and drive belts. Stocking up on components reduces any potential downtime if a component breaks down on the job. Work with your dealer to determine what parts you should add to your inventory.

Spring-time maintenance shouldn't be overwhelming. By inspecting the battery; completing a visual check; examining fluids, oils and filters; and preparing attachment connection systems, you can quickly prepare your machine for the busy season.

Haul your way into spring

Before hauling crawler excavators or

wheel loaders to your jobsite, make sure the transport and towing vehicles are in good working condition this winter. Inspect the tires, brakes, lights, coupling system and tie-down points used to secure your machine. All pins and connection points should be secure and the hooks still functional. If you see any cracks, stretches or fatigued links, remove the tie-down equipment from service.

There may be springtime load restrictions. Load ratings vary, so check federal and local laws and regulations regarding weight, width, and length and height of a load before preparing to transport your machine on public roads, bridges, highways and interstates this spring.



Montabert announces plans to acquire US and Canadian distributor Tramac

In a move designed to support customers by maintaining key distributor networks and opening doors for expanded product access and collaboration, Montabert, a standalone hydraulic rock breaker business owned by Komatsu, today announced it has entered into an agreement with Tramac to acquire 100 percent ownership of the distributor's US and Canadian businesses.

Tramac supports more than 30 resellers in Canada and has distinguished itself as one of the top global Montabert breaker distributors for more than 50 years. The company operates three facilities in Canada and one in the US. Through the planned acquisition, the company aims to enhance product development, expand the rock breaker business into various global markets and provide superior service.

"We are excited to expand our reach for customers in Canada and in new global markets through synergies with the larger Montabert distribution network worldwide," said Peter Salditt, president of underground and hard rock mining at Komatsu. "We are also pleased that the talented team at Tramac plan to remain with the business post-acquisition, so we can continue to work together and grow with their extensive expertise."

Komatsu and Montabert leadership said their focus is on continuing the excellent service Tramac provides, and as such plans to make no changes post-acquisition to the way business is conducted within the Tramac business unit. In time, the groups plan to work together to expand customer access to products in new territories in Western Canada and globally.

The official close of the acquisition is projected for the end of February. After the acquisition is complete, Montabert will retain the Tramac brand as its Canada-based distributor and continue to operate Tramac as a standalone business unit under Montabert, as part of Komatsu's global business.

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Trenching for gas pipelines in Siberia: an extreme job for a Simex drum cutter

In Yamal peninsula, Siberia, a Simex TF 1100 drumcutter was employed for trench excavation for laying a gas pipeline to the village of Novy Port.

The excavation was carried out during the winter in extreme weather conditions but necessary for the completion of the work.

The very low temperatures that make the ground frozen in permafrost conditions, in fact, allowed the transit of heavy vehicles and the effective excavation of the ground. During the spring thaw, the whole area turns into swamp, not passable by heavy machines.

Cold temperatures (with peaks of -40 °), frozen ground, strong presence of stones and the need to complete the excavation before the thaw, working on several shifts to cover the whole day: for all these reasons a Simex TF 1100 drum cutter was chosen.

The Simex attachment was capable of maintaining a

productivity of 20 m³/h in extreme environmental conditions and at the same time guaranteeing high reliability, despite strong stresses and almost seamless processing.

All this was made possible by the characteristics that distinguish all the models of drum cutters in the Simex TF range.

Direct drive hydraulic piston motor, which directly delivers power to the drums without mechanical transmission components, guarantees high torque and high performance.

Shaft transmits motion only and bears no load

thanks to double support bearings for each drum. Filter on feed line and on drainage line, both integrated, protect the hydraulic system from any external impurities.

In this context, Simex TF drum cutter granted a double advantage: on the one hand, the excavation of a narrow and deep trench; on the other, a milled material suitable to be immediately reused on site in the excavation backfilling, not requiring a further volumetric reduction by a second equipment or operating machine. ■



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EQUIPMENT FEATURE

DEMOLITION/WASTE & RECYCLING

SENNEBOGEN HELPS ACTION METALS OPTIMIZE RECYCLING FACILITY



Boris Grinstein reflects on the growing fleet of equipment working in his Action Metals recycling yard, just off the I-45 near downtown Dallas.

“Five or ten years ago, my dad would have said there’s no way we can have all this machinery in this space. But we’re doing it, and we’re moving more tonnage than ever. Every yard has its limits, and we have ours, but SENNEBOGEN has helped us make the most of our space and maximize our potential.”

Action Metals has been serving the Dallas/Fort Worth area since 1994.

In 2018, Boris Grinstein took over the reins of the business from his father. He knew the business was in need of some renewal, needing both new customers and new equipment to stay competitive. Hard work quickly won success with customers, but acquiring proper new equipment proved to be more of a challenge.

After purchasing a new converted excavator as his scrap-handler, he found it was far from the solution he had hoped for.

“It was an awful experience,” he recalls. “Everything was vibrating. The cab was swinging like a pendulum. It wore out real fast.”

Moving ahead

By replacing the excavator with his first SENNEBOGEN 821 R-HD purpose-built scrap handler, Grinstein saw his plan start to come together.

Another old excavator was refitted as a mobile shear. The shear and material handler worked together to make the most of the yard’s small acreage.

Recently, Grinstein added a second SENNEBOGEN machine, moving up to the larger 825 R-HD with a SENNEBOGEN grapple.

“We were ready for a bigger unit; we do

get some industrial scrap, which can be a bit heavier; we wanted more lifting capacity and a bit more reach. About 75% of our trade is retail, and we have 300 to 400 peddlers coming through here every day. So, we need a machine that’s going to be a real workhorse,” he explained. “We had it running 48 hours a week for 52 weeks a year. We start up at 4:00 or 5:00 in the morning and go until at least 7:00 pm, or even 10 at night. We’re open to the public from 8 to 6, but we have to process and load out our material to keep space open in the yard. The 821 has 8000 operating hours on it – it’s had the life of almost a 5-year-old machine in two years.”

A perfect fit

Grinstein decided it was time to let the 821 “cool down a little,” with the new 825 ready to do the heavy lifting.

Now, equipped with a lifting magnet, the 821 is assigned only to work alongside the shear, clearing and stacking for just a few hours a day.

“Over time, we’ll start to bring the hours down on it so, in a year or two, it will be comparable to the other material handlers its age, in total hours.”

The 825 is now piling on the long hours loading trucks with its scrap grapple.

“The operators here love it,” Grinstein reports. “The 825 is a big bad boy, with a 46-ft reach. The cab goes up a little higher than 821. It stacks higher and has more lifting capacity. We just had an industrial load come in, all plate and structural steel from the oil & gas industry. This truck had 8 pallets loaded on it, each almost 5000 lbs. The 825 didn’t even need to move—it just picked them up, boom-boom-boom, no problem! It’s a heck of a machine! This machine is perfect for us.”

“Lease by the hour”

As well as finding the perfect machine for his business, Grinstein also discovered SENNEBOGEN’s innovative program to simplify financing costs. “Lease by the Hour” offers a flexible package that automatically adjusts the lease terms and costs according to actual usage. Customers have greater certainty of their machine’s end-of-lease value, with “surprise” long-term costs for over or under hours.

“We found, with the way we use the machines, this works better for me,” says Grinstein. “Because we’ll be needing a new machine every few years; I won’t have to worry about parts because it’s leased, and it’s covered. They know we’ll put on 3000 – 4000 hours every year and they’re ready with all the parts in stock. And now it’s just a fixed cost for my quoting and business planning.”

“I know what it’s going to cost me to keep this machine running. I know how much steel I’m buying and how much it costs to run my machine, and I don’t have the big headache down the road of having a 3-year-old machine with a lot of hours on it.”

“I’m not upset that I didn’t go with this for the first machine; I still have it as a backup machine. But I wouldn’t buy another machine, outright.”

“Beyond the machine”

SENNEBOGEN recently launched a new “beyond the machine” program, representing the company’s commitment to

machine uptime and customer satisfaction. Grinstein has seen that ideal in action. “I’m very impressed. The customer service is unbelievable. SENNEBOGEN is a major multi-national company and they worked with me individually—the one-on-one attention was awesome.”

“When they sent me the 825, it only had a ½ yard grapple; today I got the ¾-yard grapple. I used the ½ yard for 2 months. They were like ‘We want to get you up & running; we’ll send you a grapple for now and then your grapple will come and don’t worry about it, we’ll look after the cost.’ This is how unbelievable they are to work with.” Boris continued, “Let me tell you, I have been working with Constantino Lannes, the President, and he said, ‘Here’s my cell number, call me if you need anything.’ This is the type of company I want to do business with. Back when I had problems with my 821, they stepped up and got me the parts at a wholesale price to get me up & running. I won’t buy another material handler from anyone else.”





Husqvarna introduces a new range of powerful DXR robots

Husqvarna Construction has further expanded its offering for demolition professionals with the launch of a new range of demolition robots.

This range consists of the DXR 145, DXR 275, DXR 305 and DXR 315 models.

In all, the four new DXR models offer on average, a power increase above 20%. According to Husqvarna, the result is more effective and powerful machines that allow the user to get more demolition work done, faster.

Complementing this, the

new machines have functionality that optimises available power in a way that allows work to continue at high power levels, even when the task gets tougher due to various circumstances—like warm environments, for example.

With an all-new remote-control unit, Husqvarna claims that precision operation is easier than ever.

This new unit enables an improved overview of machine status, which contributes to increased uptime and productivity.

In addition to this, long distance remote connection keeps the user safer and clear of any potential risks. This enables workers to work in challenging areas with a remote control range of up to 300 m.

Fredrik Linnell, Demolition Director at Husqvarna Construction expands on this: "Improving operator safety is our foremost priority. All our new DXR models are third party certified in terms of safety, EMC and functional safety. At the same time, achieving high-quality, fast results is

literally in the user's hands. More than ever, these new machines are an extension of the operator, increasing power and offering improved control over the factors that define how successful the job will be."

With various multi-tools and factory installed packages available, Husqvarna looks to be able to enhance productivity and areas of application for its customers.

Also, the new range has been engineered to facilitate easier troubleshooting, which could further reduce downtime.

Fredrik Linnell continues: "We understand that demolition work can be hot, uncomfortable and demanding, so during development of our new DXR range, the focus has been on how we can make every working day safer, easier and more productive for the user. We believe the results speak for themselves and that demolition and construction professionals will appreciate the new intelligent tech, smooth operation and high levels of performance the new DXR range delivers." 



Eco-Cycle takes first step toward electrifying composting fleets

Mack Trucks has announced that Eco-Cycle, one of the largest non-profit recyclers and Zero Waste organizations in North America, recently ordered a Mack LR Electric battery electric vehicle (BEV)—the first BEV that Eco-Cycle will add to its fleet.


The announcement was made during an event with Colorado Gov. Jared Polis and other state and local officials, Eco-Cycle, Bruckner's Truck Equipment and Mack representatives at University Corporation for Atmospheric Research (UCAR) in Boulder, Colorado.

"We congratulate Eco-Cycle for setting a new bar and becoming the nation's first in the composting industry to operate a battery-electric vehicle," said Jonathan Randall, Mack senior vice president of sales and operations.

Featuring twin electric motors offering 448 continuous horsepower and 4,051 lb.-ft. of peak output torque from zero RPM, the Mack LR Electric is offered with a two-speed Mack Powershift

transmission, Mack mRIDE™ suspension and Mack's proprietary S462R 46,000-pound rear axles.

"Eco-Cycle is excited to partner with Mack and their global leadership in our transition to EV collection vehicles, said Suzanne Jones, Eco-Cycle executive director. "Mack has developed not only a cutting-edge EV truck, but their depth of understanding of the challenges of innovation make them an exceptional collaborator. From the extensive testing of the LR Electric, to the collaboration with Bruckner's, the local dealer, Mack has built a platform that we are certain will enable our collective success."

Eco-Cycle volunteers brought curbside recycling to Boulder in 1976, making the city one of the first 20 in the US to offer curbside recycling. The Mack LR Electric will help Eco-Cycle achieve another "first," leading the transition toward electric-powered fleets for haulers, particularly in the waste, recycling and composting industry. 

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LOOKING BACK AT DEMOLITION

By HCEA Canada

Pictured here, in 1962, is a Link-Belt LS 108 crawler crane in Winnipeg, Manitoba.

The Winnipeg City Hall had to come down in order to allow construction of the new one & it was determined that the demolition would be done by wrecking ball.

In the 1950s, most demolition projects utilized cranes, wrecking balls and clam buckets. The process worked well with the equipment available. However, the problem was that most debris ended up in the local landfill.

With the introduction of the hydraulic excavator in the late-1960s, demolition contractors saw a need for attachments like the hydraulic hammers and breakers.

Along came environmental recycling in earnest, and the wrecking ball was no longer the primary way to take down a building.

Today, excavators equipped with shears, pulverisers and grapples are seen on most demo sites; dedicated high-reach excavators are engineered to go even higher yet, and the demolition of an overpass bridge in under twenty-four hours is now common thanks to these in-



novated attachments.

The Link-Belt LS 108 was a 45 ton (40.82 tonne) capacity crawler crane with a maximum boom length of 130 ft (39.62 m) along with a 30 ft (9.4 m) jib. The truck crane version was known as the HC 108. Usually it was powered by a 4-71N Detroit Diesel in the 150 hp range, although Caterpillar & Cummins engines were also available.

By the early 1940s, Link-Belt had pioneered hydraulic operator controls, which greatly reduced operator fatigue.

By the 1950s, Link-Belt had opened a branch plant in Woodstock, Ontario that manufactured many of the LS & HC series cranes to service the Canadian market.

In the late 1960s, the plant

also built the Link-Belt LS 4000 and the popular LS 5000 hydraulic excavators.

Fortunately, the Historical Construction Equipment Association (HCEA Canada) has two Link-Belt crawler cranes in their antique equipment collection generously donated by McNally Construction Ltd, based in Hamilton, Ontario.

HCEA Canada is looking forward to its 2022 events. Check the website for updates: www.hceacanada.org.

To see over 60 restored pieces of vintage construction equipment, be sure to attend HCEA Canada's events, 'Wheels & Tracks in Motion,' in June and the 'Last Blast' in October, held at Simcoe County Museum, a proud Heritage Partner of HCEA Canada. 



MONTHLY ONLINE EQUIPMENT & VEHICLE AUCTION March 15-17, 2022

The undersigned Auction company has been commissioned by MNP LTD. court appointed receiver of National Structures 2011 Inc. (the "Company"), to market and sell all assets of the Company. Assets are being sold on an as is, where is basis, without warranty or any other representations. The Receiver reserves the right to sell any or all or add assets in advance of the auction.

TRUCKS: 2020 Kenworth T880, t/a Highway Tractor, 147 kms; 2009 Kenworth T370, t/a 16' Dump truck, 565 kms; 2008 Kenworth T300, t/a 16' Dump truck, 427 kms; 2004 Kenworth T300 truck w/Trinity Crash absorber & arrow board; 1999 Kenworth T800 t/a Highway tractor, 235 kms; 2005 Mack Granite, t/a Dump truck, 262 kms; 2007 Ford F550, s/a Dump truck, 157 kms; 2006 Ford F550 Service truck, w/Miller welder & air compressor, 256 kms; (12) Ford Pick-ups, 2006-2019, various kms

TRAILERS: 1999 Deckx CFD 900, t/a 48' step deck; 1989 triaxle detachable float; 2015 t/a 20' flatbed; 2018 Stealth 12' vnose cargo; 2015 Haulmark, 14' cargo; 2001 Landscape t/a 16'

EXCAVATORS: 2019 Doosan DX140 (1331 hrs); 2006 Komatsu PC228USLC (3129 hrs); 2007 Komatsu PC78MR (2722 hrs); 2006 Komatsu PC138USLC; large quantity of attachments: swivel buckets; ditching buckets; tamper; breaker; 2019 Dawson 450 mounted vibro double sheeting clamp

EQUIPMENT: 2016 Hydra Platform HP 35 Bridge; (2) Kubota (2019-2020) SSV75 skidsteers (570-610 hrs); 2006 Bobcat S250 skidsteer (4473 hrs); 2008 JCB 508C telehandler; 1999 Case D3CXL Dozer (7605 hrs); 1989 Gallion Grader; 2019 JD 1025R tractor, w/cab, loader, mower & blower (83 hrs); 2005 Genielift Z45/25, 4x4 manlift; 2000 Skyjack SJ8841 Sizzorlift, 41'; 2003 Case 570 MXT loader (7600 hrs); 2017 BW 1200-K shot blaster w/BH12 blast head (91 hrs); Graco Linelazer 3400 EZ Bead system

MISC ITEMS: 2016 site trailer, 10x30'; 2015 site trailer, 10x30'; 2015 Site trailer 10x24'; (5) 20 cu yd dumpsters; 24' roll off flat rack; 600 GTS Greenthaw system; Super Tseries silent pump 6" on skids; Multiequip LS500 concrete pump; (2) Marathon tarpots; Crafcro tarpot; Allentown group pump; Bobcat 6' sweeper; Bobcat HB74 sweeper; (2) portable 4" pumps; (4) portable light stands; (2) Wacker packers; (6) Wacker packer gen sets; 12' snowpusher; (4) 1000L fuel cubes; (6) Solar traffic signals - 2 head

This is our monthly consignment auction so there will be many other consignments check the website for pictures and more details.

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New Powerscreen Titan range packs a big punch

Powerscreen has launched its new Titan range, a new range of secondary scalping screens that provide a cost-effective solution in high volume, smaller sized, or recycling applications.

The Titan range, which includes the Titan 600, Titan 1300 and Titan 2300, is a simplification of Powerscreen's high-performing Warrior range, using key features customers love about the Warrior machines and tailoring them to a different section of the market.

Sean Loughran, Business Line Director of Powerscreen explains, "As we continue to review the global market, we are seeing a split in the applications in which our Warrior range is being used. While some are screening large sized materials, others are being used as secondary scalpers, such as after a crusher, or in the recycling market—screening topsoil, C&D waste and biomass materials. The Titan range has been specifically designed with the customer, for the customer as a more cost-effective machine to cater for those secondary or recycling screening applications. It has both a range of features and unrivalled performance that will increase the bottom line of any of its owners."

Titan 1300

The Titan 1300 packs a punch while having a compact footprint for ease of transport. Comprising an extra-large capacity twin drive feeder at the rear of the machine with an 1100mm feeder belt, the feeder comes with hydraulically folding extensions to allow for side loading of the machine, can withstand heavy loads due to having impact bars under the belt in place of impact rollers, and has a folding rear door to allow for maximum versatility.

The highly aggressive screenbox has an impressive total screening area of 10m² or 13.1yd². Complete with a variable angle to allow for tailoring of the machine to various applications, the screen also has a lift-up functionality at discharge to ensure quick and efficient mesh changes, of which there is a huge range available as well as other media including punch plate, 3D punch plate and finger screen.

Side conveyors have wide fines belts and excellent stockpiling height to rival any other comparable machine on the market. A single lever set up results in a very quick set up time, and while the side conveyors can be configured as either standard or fully reverse from the factory, they can also be fully configured onsite to allow both conveyors out of the same side of the machine.

Each conveyor has its own independent speed control, to tailor each conveyor to its loading. Meanwhile, the Titan 1300's tail conveyor has the optimum combination of rollers and impact slips for durability while maximising the power draw of the machine, and has a fold to minimise transport length, fitting onto the smallest of European trailers.

Titan 2300

The Titan 2300 is a completely new machine to Powerscreen in terms of concept and design, encompassing the largest belt feeder in any of the Powerscreen range at 1500mm (60"), with twin gear box drive and a combination of impact bars and impact rollers for optimum power usage. It also has the steepest hopper ever designed by Powerscreen to enable ease of emptying without bridging,

with an eye specifically on the recycling market. The body of the hopper is manufactured with wear resistant steel and a rear folding door to take a crusher feed. A low speed feeder is fitted as standard, with a medium speed option for low density material which, while sacrificing some torque, can run at up to 50% faster than standard.

As with all Powerscreen screens, the heart of the machine is within the screenbox itself.

Neil Robinson, Product and Applications Manager, Powerscreen explains, "Using our expertise gained from our last few projects such as the Warrior 2100, the Chieftain 2200 and the Chieftain 1700X, together with a mix of computer based design and analysis and real world testing, we have crafted a screenbox that will match and exceed any similar sized single shaft screen in the market. Using a high specification drive, the machine is able to take on a wide range of applications from smaller direct feeder, secondary feed after a crusher to light weight recycling market."

The machine also has an adjustable screen angle, with media options include mesh (both woven and welded), punch plate, 3D punch plate, finger screens and finger and punch plate combination. Finally, the Titan 2300 has full access walkways down both sides of the screenbox, uniquely designed to be fully regulatory compliant.

Hybrid Dual Power is also available on the Titan 2300, being powered using standard diesel or connected to an external electricity supply once the machine has been set-up.

The side conveyors are standardised at 1050mm (42") plain belts, with chevron belts also available if required. With a generous stockpiling height, the plant is fully customisable both in the field and from the factory with conveyors that can be reversed, can be discharged on the same side, or can be converted to a two-way split.


To cater for the recycling market, there is an option for magnetic head drums on all three conveyors to carry the metallic material back down the conveyor and away from the stockpile. The tail conveyor features a 1600mm chevron belt, the widest in the Powerscreen range, with a combination of impact slips and rollers as standard to remove the need for full length skirting and reduce the power draw of the conveyor.

Similar to the Titan 1300, the large tracks of the Titan 2300 ensure a stable working platform but has a high tracking speed to allow highest versatility onsite.

Testing

Both the Titan 1300 and Titan 2300 have undergone rigorous testing in various applications to ensure that they excel in every job it is placed in. The Titan 1300 has worked on a sand and gravel application in Germany, while the Titan 2300 has surpassed expectations in various quarries throughout Ireland as well as in a biomass application.

Sean Keenan, Applications Training Manager said, "Overall it's fair to say that our customers have seen the Titan machines enabling them to process higher volume of quality material when compared to their previous units."



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Aquajet launches patented “Infinity” oscillation in new hydrodemolition robot

Aquajet has introduced its newest hydrodemolition robot—the Aqua Cutter 750V. The new model launches Aquajet’s patented Infinity oscillation, which moves the water jet in an infinity—or figure-eight—pattern, removing more concrete in a single pass while reducing shadowing, eliminating the risk of pipe holes and providing an ideal bonding surface.

The 750V also features the next generation Evolution 3.0 Control System that includes new functions, including the ability to automatically calculate optimal settings for lance motion for greater precision and efficiency.

Like all Aqua Cutter Robots, the 750V cleans and descales rebar without causing micro fracturing. It also maintains exceptional horizontal, vertical and overhead reach, making it suitable for a wide variety of concrete removal tasks, such as renovation and bridge and road repair.

“Aquajet has always been at the forefront of hydro-demolition innovation,” said Roger Simonsson, Aquajet managing director. “Infinity oscillation is the next technological evolution, and it is changing how hydrodemolition contractors think about productivity. In the coming years, we will see it replacing rotating lances and similar tools to become the new industry standard. With the productivity gains realized during customer testing, the Aqua Cutter 750V is a significant advancement for hydrodemolition.”

The new machine offers constant lance motion in an infinity pattern, rather than the standard wave pattern that has natural fluctuations in speed. The continuous movement of the infinity pattern allows the 750V to remove more material in a single pass, significantly reducing shadowing and making it unnecessary to follow-up with hand lancing. The consistent motion also increases the digging effect and virtually eliminates pipe holes, resulting in a superior bonding surface and increased productivity.

Another benefit is the constant, low noise that is less disruptive in urban areas and other noise-sensitive environments.

“Do you know what this level of performance means?” asked Alessandro Campa, managing director of Atumat, Aquajet’s distributor in Switzerland, when he saw the 750V operate for the first time. “It’s the biggest revolution in the history of hydrodemolition.”

The Aqua Cutter 750V shares several similarities with Aquajet’s innovative Ergo System. The infinity power head has Ergo-style spring-tensioned rollers and quick connection to the roller beam.

Also, it uses absolute sensors, which means it automatically adjusts at the touch of a button.

With a larger roller width and a new triangulated base frame for improved stability, the infinity power head contributes to precision while improving the hydrodemolition result.

As part of the design, the Aqua Cutter 750V also includes an upgraded version of the Evolution Control System.

First released in 2004, this control system still features Aquajet’s patented Equal Distance System (EDS) as well as the ability to cut shapes and remove concrete at different depths in the same pass. The new version ratchets up its performance even more with an oscillation menu that automatically calculates optimal settings for the operator.

So, not only can this maximize production from the machine, but it can also prevent miscalculations from manual adjustments.

Furthermore, another key feature is remote start and stop of the diesel engine through radio remote control. This makes it possible for the operator to stop or start the robot from a safe distance and eliminating the need for the machine to run all day.

In addition, the machine will automatically shut down if there’s no activity for a certain amount of time, saving battery power.

The engine control on the 750V offers increased power thanks to the automatic speed-controlled throttle that automatically adapts RPMs to the load. According to Aquajet, this improves sustainability with lower fuel consumption and emissions.

The Evolution 3.0 Control System uses a visual status light to show the state of the machine with different colors. This allows operators to easily see when the machine is working correctly, when it needs attention and when automatic functions or the engine have stopped.

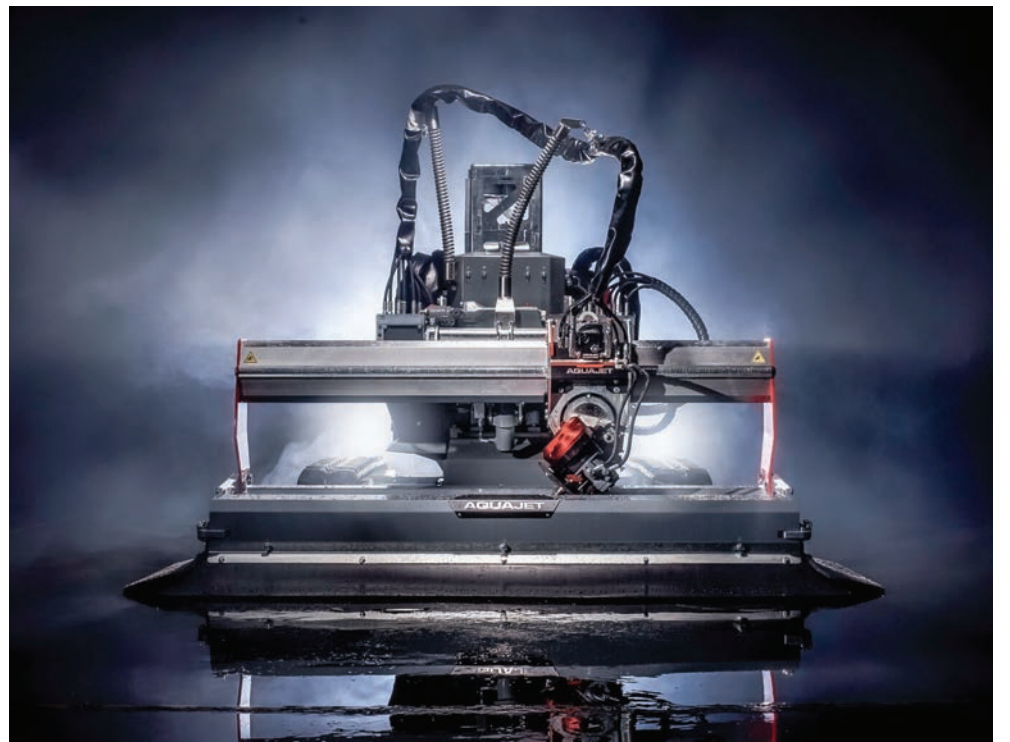
The 750V also offers a new level of performance with Aquajet’s precision drive. Aquajet claims that this technology provides highly accurate hydraulic movements, eliminating the inconsistencies that compromise the result.

In automatic mode, the robot’s lance is highly con-

trolled and always keeps the water jet in the ideal position, which is key to achieving a perfect Hydrodemolition result.

With an all-new tracked system, the 750V is smooth-driving, similar to a car.

The smooth motion can increase service life by eliminating bounces that can compromise components and improves the accuracy of nozzle distance to surface, further improving precision.



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ON THE MOVE

NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

JLG hires new director of product management for scissor, vertical and low-level access lifts

JLG Industries, Inc. has announced that Bob Begley has joined the company as director of product management for scissor, vertical and low-level access lifts.

In this role, Begley is responsible for the company's multi-generational product plan, as well as driving the direction and implementation of its go-to-market strategies.

"Within the last few years, JLG has taken big leaps in the evolution of its aerial lift portfolio, incorporating exciting new design changes and introducing new specialty models, including all-electric, lightweight and indoor-only options," says Begley. "Many of these progressive design changes were

customer-driven and focused on productivity. And, that work continues today."

Begley says that, stepping into this role, he and his team will continue to work with customers to gather feedback, as well as observe first-hand how JLG® machines are being used on job sites. These inputs help us identify application challenges that will fuel future customer-inspired innovations.

"We take this approach seriously," he says, "By closely working with customers throughout the product development cycle, we ensure that the JLG brand is developing and delivering advancements across our product lines that drive tangible value on job sites."

Begley notes that his team is also focused on highlighting product enhancements across all three of the product lines he is responsible for to provide users with a similar experience, regardless of what machine they are using. This will continue to improve the overall customer experience with JLG equipment.

Also, he adds that the ongoing evolution of equipment through innovative, integrated technologies, will continue to drive productivity and safety improvements on JLG scissor lift, vertical lift and low-level access lifts.

Prior to joining JLG, Begley held various product management roles with Blaw-Knox Construc-

tion Equipment Corporation, Volvo Construction Equipment and Ingersoll-Rand. Before getting into the construction industry, Begley served in the United States Navy.

Begley's education includes an ASAST in Nuclear Engineering Technology from Thomas Edison State University, a BSME in Mechanical Engineering from Youngstown State University and a Master's in Business Administration from Indiana University—Kelley School of Business.

Together with his director of product management peers, Ara Eckel, Daliborka (Dali) Ribeiro and Nate Hoover, Begley will focus on fulfilling the company's mis-



Bob Begley

sion to elevate access across three pillars: Safety, Productivity and Technology. 

Philippi-Hagenbuch introduces new business development manager

Philippi-Hagenbuch, Inc. has introduced Aaron Boyce as a business development manager with an emphasis on mining.

Boyce will work with mining and aggregate customers in the western regions of the United States and Canada as well as niche clients across the United States.

With a vision to grow Philippi-Hagenbuch's footprint within the mining industry and expand annual sales and special products, Boyce will partner one-on-one with new and existing clients to provide the equipment and services they need to maximize the profitability of their operations.

"Learning about the unique condition of every mining operation is something I've always enjoyed," said Boyce. "I am excited to work alongside customers to examine how they are using their equipment and find innovative ways to maximize their productivity."

Boyce has had a lifelong interest in mining operations. He brings 21 years of industry experience to his role at Philippi-Hagenbuch and a broad, yet in-depth knowledge of the coal, aggregates, industrial minerals, precious metals and contract mining industries.

His previous role was the director of business development and technical services for a contract mining company, where he was responsible for estimating costs of new projects as well as managing contracts and commercial terms for new customers and contract renewals. He also has experience supervising aerial surveying and inventory management programs.

"Aaron's well-rounded and practical experience aligns with our vision to provide customers with personalized equipment that will ultimately improve their day-to-day efficiency," said Josh Swank, Philippi-Hagen-




Aaron Boyce

buch vice president of sales and marketing. "He has the expertise to identify and implement customized solutions that are the hallmark of Philippi-Hagenbuch."

Boyce resides in Phoenix, Arizona with his wife and children. He is originally from Utah, where he studied mining engineering at the University of Utah and

then went on to receive his MBA from Washington State University.

"I am confident that my new role will open up doors to use my skills and expertise to help solve the challenges that operations, maintenance and engineering managers face every day," Boyce said. 



Kurt Hollinger

Volvo Trucks North appoints Vice President

Kurt Hollinger has been appointed Vice President of National Accounts for Volvo Trucks North America. He will lead new truck sales through the brand's National Accounts Sales Channel, working closely with the National Account Managers, select Volvo Trucks dealerships and customers.

Kurt is a senior sales professional with 30 years of experience within Volvo Group North America,

having served as National Account Manager before becoming leader of the National Leasing team.

He joined the Volvo Trucks North America organization in the sales and marketing department in 1992 and most recently served as Vice President of National Leasing.

In his new role, Kurt will be part of the management team reporting to Peter Voorhoeve, President, Volvo Trucks North America. 

The Ontario Road Builders' Association names Kevin Machej as 2022 President

The Ontario Road Builders' Association (ORBA) elected Kevin Machej, Executive Vice President, Strategy, Development and Partnership Ventures at CRH Canada as president of the Association during its 95th Annual General Meeting (AGM).

The AGM took place on January 28 virtually during the ORBA 2022 Summit. Mr. Machej is taking over

the helm of ORBA's Board of Directors from Rocky Coco who served as ORBA's President from January 28, 2021, through January 27, 2022.

"Since 1927, ORBA has been the voice of the road building industry and has grown to become a great organization with a solid foundation and world class members. As we look into the future,


we have an exciting journey ahead of us," said Mr. Machej. "I will work with our members and stakeholders to strengthen our relationships with all levels of government, Federal, Provincial and Municipal as a partner and collaborator and in the business of keeping Ontario moving forward."

Kevin has been working in the building materials

industry since he started more than 25 years ago at the St. Lawrence Cement Mississauga Plant, a sister company of Dufferin Construction.

Over the years he had the opportunity to grow and work with all of Dufferin's businesses from concrete, to aggregates, and now construction. He has had 14 different jobs, lived in 3 countries and worked in

everything from IT, finance, strategy and finally construction.

"I am very pleased to pass the President's gavel on to Kevin," said Rocky Coco. "Kevin brings a unique set of skills and a wealth of knowledge to the road building industry. His experience in finance, operations and strategy is a boon to the Association." 



Kevin Machej



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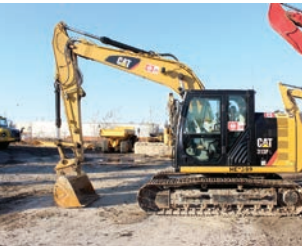
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