

# EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

AUGUST 1, 2022

ISSUE  
10

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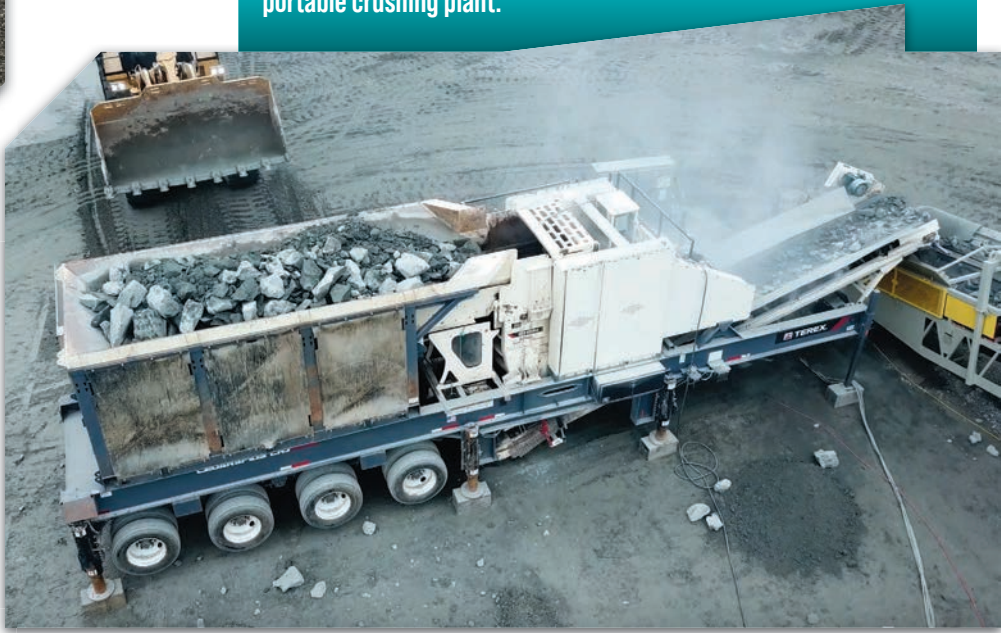


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LETTER FROM THE EDITOR

The importance of making sustainability affordable

On July 11th, as part of Canada’s “#EVWeek,” the Minister of Transport, the Honourable Omar Alghabra, announced the new Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program.

It is a four-year, \$550 million program intended to help businesses and communities make the switch to zero-emission vehicles by providing purchase incentives worth 50% of the price difference between an electric and traditional vehicle.

These incentives will be applicable to the purchase or lease of commercial, medium- and heavy-duty zero-emission vehicles.

Also, the incentives are worth up to \$200,000 per vehicle and can be combined with provincial or territorial incentives to make the vehicles even more affordable.

"Helping Canadian businesses and communities make the switch to a zero-emission vehicle is win-win-win: it keeps our air clean, helps people save money on fuel, all while positioning Canada as a leader on building and powering these vehicles. Today's announcement is about making sure that Canadian businesses and leaders of our communities have the options they need to transform their fleets to zero-emission vehicles," said the Honourable Omar Alghabra.

We are often bombarded with provincial, federal and global targets, requirements, and, ultimately, legislation that leads to funding for things like research and development and manufacturing incentives.

While this is necessary, we need not forget that success on a smaller scale is a significant part of meeting the ultimate goal of reducing the carbon footprint and reaching carbon neutrality, if not the most significant. So, seeing incentives and funding that is more consumer-centric is always refreshing to me.

For example, through this incentive program, Lion Electric was able to announce that its customers can receive up to \$150,000 in funding.

"It is exciting and encouraging to see the Canadian Government embracing the deployment of zero-emission heavy-duty trucks and transit buses," said Marc Bedard, CEO and founder of Lion Electric. "This will undeniably lead to improvements to the environment and public health here in Canada, as we transition to a cleaner transportation sector."

I hope that the federal government can see the value



Max Carrington // Editor

editor@equipmentjournal.com

in making it affordable for consumers to purchase the products that it funds.

Recently, my partner finished her PhD and became a policy advisor for the federal government. So, I could talk to her about the issue. However, those conversations remind me that she is much smarter than I am, and my ego is still recovering from the last one. ☺



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**CAT 980M (2015) - 8,410 Hours**  
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**CAT 980M (2015) - 9,960 Hours**  
3027 idle hrs, Choice of Buckets  
L4 Tires, Rear Camera, All servicing & Repairs Completed.



**CAT 980M (2016) - 6,490 Hours**  
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**(2) CAT 988K (2016) - 7,650 & 8,810 HRS**  
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**CAT 980M (2014) - 8,910 Hours**  
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**CAT 980M (2016) - 7,885 Hours**  
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**(2) KOMATSU WA500-8 (2016)**  
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# Q&A

## with Kubota Canada's new president, Yannick Montagano

**Max Carrington:** Hi, Yannick. It's great to speak with you. To start off, I'd like to ask about your succession of Bob Hickey, who was with Kubota for over 40 years. How beneficial has it been for you to have his experience and knowledge available to you during your transition into the role of president?

**Yannick Montagano:** It's a pleasure to get to speak with you and thank you for the opportunity. It's been a great experience for me to spend the last three and a half years with Bob. You know, I joined the organization at that time as the sales and marketing leader and he's given me the opportunity to look after not just that area of the business, but several other areas of the business and that's really helped me tremendously in preparing me for this new role and taking over for him.

**MC:** The transition is coming at a time when Kubota Canada has investments that are really coming to fruition. For example, in Pickering, Ontario the new corporate offices and 500,000 square-foot warehouse-space will soon have its grand opening. How is Kubota Canada planning to use this space to facilitate growth in the company?

**YM:** This is an exciting time for us, not just with me taking over the leadership of the business, but also in terms of us moving into this brand new head office and warehouse. We will be officially opening our new facility in October of this year and we are currently operating out of it.

It's a big change from our former Markham campus, where we were operating out of four different buildings. So, bringing the operations under one roof in the 500,000 square-foot warehouse is going to lead to some significant efficiencies.

Also, our property in Pickering will allow us to grow well beyond this current facility, considering that we are on 50 acres, which will allow us to expand from 500,000 to up to a million square feet.

**MC:** Are there any specific plans for using that space, or is the idea more along the lines of developing and expanding as needed?

**YM:** The great part about the property that we're on is that we will be able to make that expansion when the appropriate time comes.

Obviously, right now we've got the ability to operate all of our operations under one roof, which allows for significant efficiencies. But when the time comes, we'll be able to quite easily expand.

**MC:** There's space for training and testing in the new facility, and I'm wondering, with significant movement toward sustainability, if Kubota Canada is looking use that space to test equipment and that falls under the green technologies and sustainable equipment umbrella?

**YM:** I'll maybe unpack that question by first talking about the head office and then I'll address the technology side of things.

Definitely. We've now given ourselves the ability to build on our current

capabilities in terms of training, engineering and marketing. We have the space and a state of the art facility that allows us to build upon what we're currently doing in regards to supporting and developing our dealers.

For example, we have state of the art training facilities that will allow us to train our dealer staff, on both the sales and service sides of the business.

We will be completing a cyclorama—a studio we will be able to leverage for photo and video shoots of our equipment. And, as you alluded to, our engineering staff will have expanded facility to be able to do testing of new products.

You also alluded to new technologies, and that's going to be an area of focus for us moving forward.

Kubota wants to deliver some great technology so that we solve any problems our customers have.

I think you've reported on this quite well in Equipment Journal, and what we're going to be trying to do is with these new technologies is address some of the challenges with qualified labour shortages, improv-

ing the productivity of the equipment, providing a great operator experience as well as bringing on some products that will help drive us to a more sustainable future and, ultimately, to carbon neutrality.

**MC:** Just one last question. You've worked in Canada's industrial sector for over 25 years, in sales, engineering, marketing and development. Have you been able to draw from all of your experiences in the various branches of the industry to create a vision as the president of Kubota Canada?

**YM:** I think the experience certainly prepared me well for this role, but one of the things that I think is important to highlight is the fact that I've spent a fair bit of my career working for dealers. I think that gives me a unique

perspective as I've joined Kubota Canada, an OEM, and certainly in my new role of leading Kubota Canada as president.

One of the things that we pride ourselves on is our relationships with our dealers, and that's based on us being able to listen to them and put forward some great programs that can help them meet their needs, as well as our customers' needs. I think having the experience of working within a

dealership will help us to continue to do that well into the future, always keeping in mind that our purpose is to support and develop our dealers.

**MC:** I want to congratulate you on your new role and I hope we can talk again soon.

**YM:** Max, it was a pleasure. Thank you again for the opportunity to speak with you. We would love to have you to the new facility. ■



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# Volvo CE launches new L200H High Lift wheel loader in North America

Volvo Construction Equipment has launched the new L200H High Lift wheel loader in North America, featuring a 27% increase in lifting capacity and a 13% larger grapple than the L180H model it replaces. This, combined with a stronger base unit, means the L200H High Lift can handle more timber per hour, upping productivity and driving down operating costs.

A new loading unit features a reinforced lift arm system, cross beam and rotator unit. This increases the machine's maximum lifting capacity from 19,401 lbs on the L180H High Lift to 24,600 lbs. Grapples come in a range of shapes and sizes to suit site requirements with Volvo design that embodies half a century of high lift know-how. Volvo has accommodated this extra capacity and ensure the stability of the loader, by including larger 875-type low-profile L4 tires in the standard model.

"Volvo CE introduced the world's first high lift wheel loader in 1974, and with the L200, we're continuing our tradition of producing high-performing, low TCO machines," said Stephen Roy, president, Region Americas, Volvo CE. "We're really proud of this purpose-built design."

## Multifaceted reaching capability

With the ability to stack logs to almost 23-feet high—60% higher than a conventional wheel loader—the Volvo High Lift arm design makes the most of timber yard storage capacity. The machine makes it easy to reach any log on a stack, with its 360-degree rotation and the ability to tilt. Also, a new, stronger rotator unit is maintenance-free and features an integrated dampening system that also improves stability.

## Dependable driveline

The L200H High Lift is able to travel over rough terrains at speed, can work comfortably on uneven ground and exerts minimal stress on paved surfaces. This is due to its four-wide tires and articulated steering. According to Volvo CE, these capabilities simplify site preparation and keep site maintenance costs manageable.

Further, a new external axle oil cooling system reduces the temperature of the axles, which in turn increases their lifetime and that of the brakes. It also includes an oil filter that keeps the axle oil clean for longer, increasing the oil change interval to 4,000 hours (or 18 months).

Gear shifting has been optimized to suit increased workloads, resulting in fast

acceleration and smooth operation. Proven technologies such as OptiShift, which integrates the Reverse-By-Braking function and torque converter with lock-up, further support fuel efficiency.

## Technology where it matters

The L200H High Lift is the first high-lift variant to be compatible with Load Assist, Volvo's suite of apps that is accessed from the in-cab Co-Pilot display and designed to enhance productivity and profitability.

The On-Board Weighing app provides real-time insights into the grapple's payload to help eliminate overloading, underloading, reweighing and wait times. The Operator Coaching Advanced app helps operators use the loader to its full potential by providing real-time information and guidance.

Load Assist also includes a tire pressure monitoring system, which provides the ability to check the pressure and temperature of air-inflated and hydro-inflated tires from the comfort of the cab. Considering that the correct tire pressure can cut fuel consumption by 2% to 4%, and add 6% to 10% to tire life, this is a valuable cost-saving tool.

## A comfortable office

Volvo CE cabs are known for their spacious design, ergonomic layout and outstanding visibility. The L200H High Lift even comes with a choice of seats. A specially designed multi-function lever ensures precise control of the hydraulics, and operators can personalize settings from their smartphones.

To reduce operator fatigue and improve productivity, the optional Comfort Drive Control gives operators the opportunity to steer the machine using a lever instead of the steering wheel—particularly effective for fast-paced truck unloading.

And because operators must be constantly aware of what's happening around their machines, a new optional front-view camera provides additional visibility at the front of the machine and even on top of the stack, with the view displayed on a dedicated in-cab monitor.

## Simplified maintenance and service

Long service life, reduced maintenance requirements, straightforward access to service points and a range of complementary services all help keep maintenance costs down and uptime to a maximum. Like its predecessor, the L200H High Lift is easy to service—its cab can be

tilted to 30° or 70°. Combined with an electronically operated engine hood, this makes gaining access to work on the machine straightforward.

Inspecting and cleaning the engine compartment is also easier, thanks to additional handrails on both sides of the machine. Thousand-hour engine service intervals and quick drain/fill connectors make changing the hydraulic oil, transmission oil, engine oil and front axle oil fast and easy.



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# Epiroc wins large equipment order for new all-electric mine in Ontario

Epiroc has won an order from Glencore for battery-electric equipment and automation solutions, worth at least CAD\$12.35 million, that will be used at what the company claims will be one of the world's first all-electric mines.

Glencore's Sudbury Integrated Nickel Operations will use this new fleet of battery-electric equipment at Onaping Depth Project—an Ontario nickel and copper mine located below the existing Craig mine—which

is expected to start production in 2024. The order also includes the capability for advanced automation solutions, including remote control.


"Glencore is taking a major leap forward in the mining industry by going all-electric with its Onaping Depth Project," says Helena Hedblom, Epiroc's president and CEO. "We are excited to collaborate with Glencore and deliver battery-electric vehicles and automation features on their journey to build a mine of the future."

Traditionally, mining machines are diesel powered, though more and more mining companies are adding battery-electric machines to their fleets. Epiroc claims battery electrification to be significant in eliminating emissions in operations, reducing noise pollution and lowering costs by lessening the need for ventilation and cooling when required, which the company views as especially important as underground mines continue to get deeper.

"Epiroc scored high on safety, design and testing of the entire battery system,"

says Peter Xavier, vice president of Glencore's Sudbury Integrated Nickel Operations. "Epiroc also offers large capacity batteries, uses a standard CCS charging protocol, has a battery swap system, and the designs are universal and compatible. Also, the batteries have integrated cooling systems and safety systems built into the design."

The 23 pieces of battery-electric equipment ordered come from a manufacturing facility in Örebro, Sweden and include Scoop-tram loaders, Minetruck haulers, Boomer face drilling rigs, Boltec and Cabletec rock reinforcement rigs and Simba production drilling rigs—which can be operated in part through tele-remote from the comfort of a control room.

All of the units will be equipped with Epiroc's Rig Control System, making them ready for automation and remote control. Also they will be installed with Epiroc's telematics system, which is designed to intelligently monitor machine performance and productivity in real-time. 

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## Brandt gears up to begin production at new Moose Jaw facility

Brandt's Moose Jaw trailer manufacturing facility

The Brandt Group of Companies has opened a new utility trailer manufacturing facility in Moose Jaw, where production is expected to start in late summer of 2022.

According to Brandt, its plan is to create up to 200 positions over the next three years, 70 of which will be immediate. These positions would include assemblers, welders, material handlers, engineers and supervisors.


"Brandt is very excited to become an active member of the Moose Jaw business community and we will be hiring local contractors to prepare the facility for production," says Murray Yeager, Brandt's vice president of manufacturing. "Later, when the upgrades are complete, we will employ local vendors for everything from supplies and janitorial

services to maintenance and snow removal."

Brandt considered this Moose Jaw facility to be an ideal location for this type of manufacturing, citing the city's strong workforce and history as a centre for trailer production as important factors in the decision.

The 64,000 ft<sup>2</sup> facility was originally home to General Cable and was purchased by Brandt in 2012.

Another significant reason for the move being that it will free up space at its North Regina Works campus to expand production for other product lines.

Also in Brandt's long term plan is additional expansion of this new Moose Jaw trailer manufacturing facility, with the intent being to eventually produce utility trailers for North-America-wide distribution. 

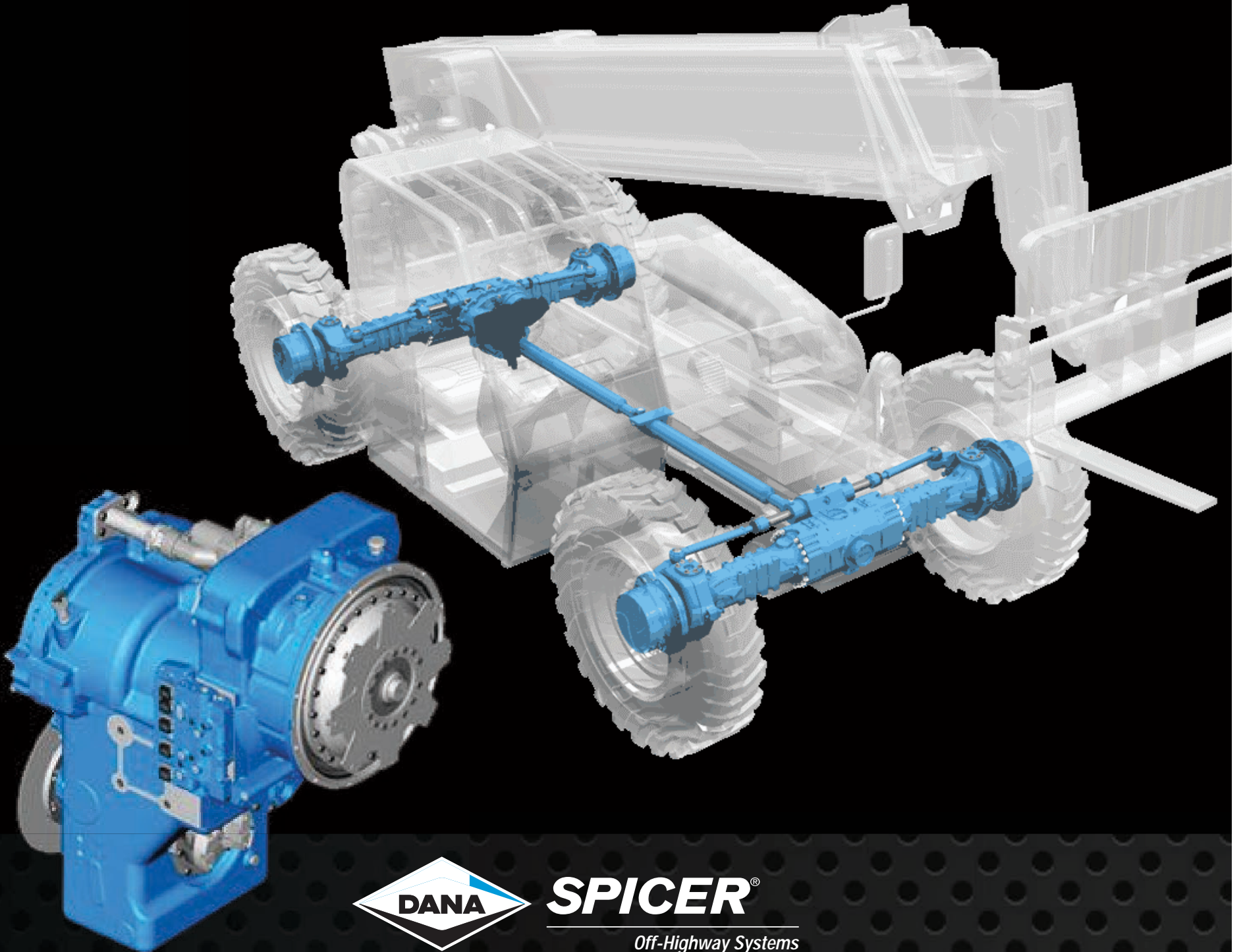
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# Mecalac launches MCL Series under new “multifunctional loader” designation

Mecalac has introduced a range of compact wheel loaders—the “MCL Series”—to its equipment offering.

The MCL Series consists of six compact-size models, all of which fall under Mecalac’s new designation of “multifunctional loader.”

According to the company website, four of the models fit the needs of the agriculture segment, while the other two fit the needs of construction segment.

The company cites its decision to step into this market as being born from a growing



demand for small multipurpose articulated loaders in the agricultural, rental and construction sectors. Also, according to Mecalac, this demand stems from, among other things, small multipurpose articulated loaders being more versatile, agile and safe when compared to other machines like skid steers and tractors with loaders.

All six of these machines are compatible with a wide range of attachments and are available in canopy, with foldable top or cab versions.

**MCL Series models:**

**MCL2:** While being the smallest machine in the MCL range, it has all the features of the larger models and offers a modern and ergonomic operator station protected by a standard canopy or optional cab.

**MCL4:** Features a 18.4 kW engine, offers a compromise between compactness and lifting performance and can be transported on a road trailer. According to Mecalac, this model is the ideal machine for rental fleets looking for a durable and high-performance machine.

**MCL6:** Its 36kW motor allows it to reach and maintain high speeds on the road. Also, Mecalac asserts that its hydraulic flow rate and speed of execution considerably increase productivity on worksites.

**MCL8:** Power, high dump-

ing height and lifting capacity were the key terms used by Mecalac to guide the design of this machine and, ultimately, create an ease in all circumstances.

**MCL4+ and MCL6+:** Short arm versions, offering an increased tipping load.

**The latest Mecalac technologies**

The new MCL loaders can be equipped with Mecalac’s latest comfort and driver assistance technologies, including:

**M-Drive:** Turns your machine into a tool carrier, in which you can control its speed with the foot pedal at a selected engine rpm.

**Speed-control:** Redefine the speed range that can be used via the foot pedal as required. For example, choosing a lower speed will allow you to do more precise work.

**MyMecalac Connected Services:** Maximise the use of your machines thanks to optimized and accessible machine data, reduced downtimes, and better fleet management.

**Start-up digicode:** A keypad that enables better control of the machine.

According to Mecalac, this new product line will strengthen its position in the loader market and accelerate the development of customer segments in sectors such as the agriculture, landscaping and rental. 📺

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**2018 HYUNDAI R35Z-9A**  
Compact excavator, 8470 lb. operating weight, Yanmar 24 horsepower engine, 2 speed travel, 12 inch rubber tracks, Pilot Controls with selectable control pattern, Auxiliary boom hydraulics, Cab with Heater & Air Conditioning, Radio, Dozer blade, 24" bucket, 1202 hours ..... **\$59,900**



**1999 HYUNDAI HL740XTD-3**  
Wheel loader, Extended reach/High lift model, 25350 lb. operating weight, Cummins QSB5.9 engine with 140 hp, Bateman 3.0 cubic yard Q/A bucket with bolt-on cutting edge, Bateman Hyd. QC, 20.5-25 tires, Front & rear fenders, 4 forward x 3 reverse speed PowerShift trans, Aux boom hyd. 4233 hours ..... **\$44,900**



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## CZM Foundation Equipment announces US headquarters expansion

CZM Foundation Equipment is expanding its United States headquarters in Savannah, Georgia.

According to the company, the development will provide additional space to increase capacity and meet the growing demand in the industry.

The expansion will add 33,000 square-feet—two assembly lines and a warehouse—to the existing 40,000 square-foot headquarters that opened in 2020 and increased CZM’s production capacity to 100 machines per year.

Furthermore, the new space will allow CZM to bring the production of its forthcoming Micropile line to the US.

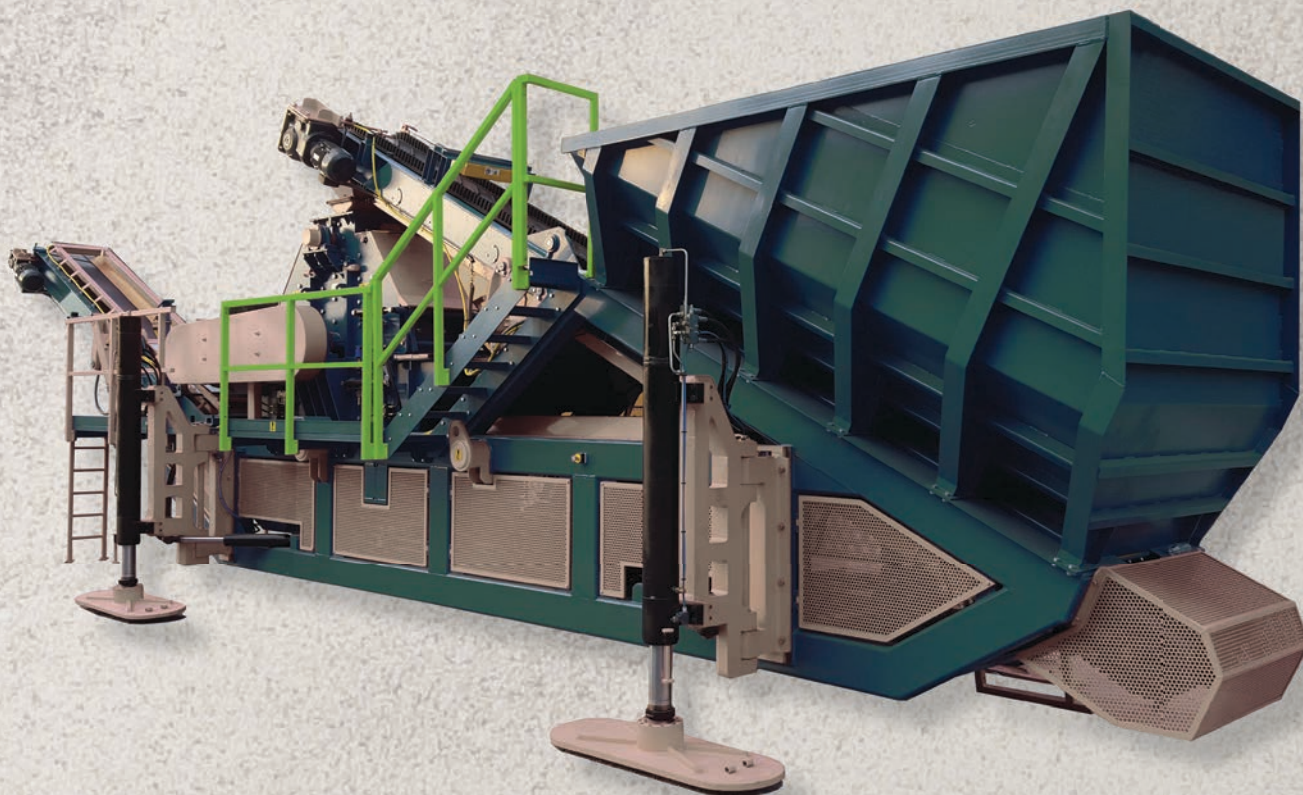
“The additional square footage will let CZM expand its product availability and solidify the company as the North American market leader for foundation drill rigs,” said Giuliano Clo, president of CZM. 📺





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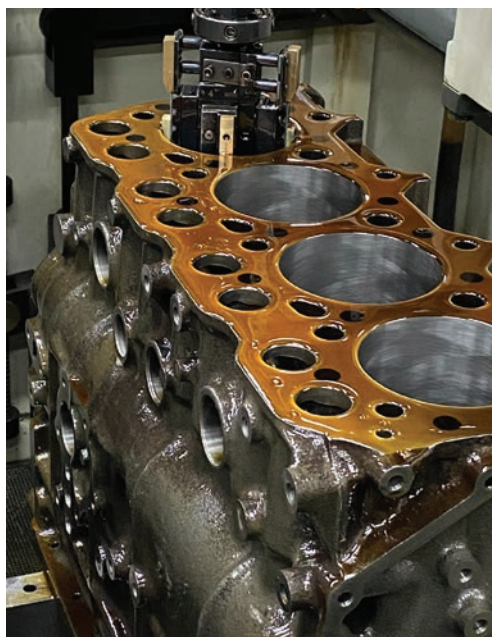
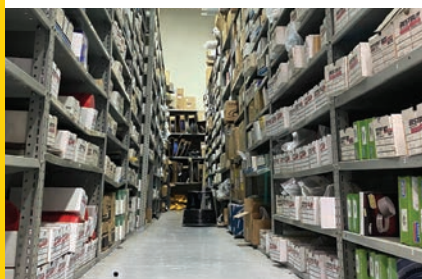
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## Kobelco increases torque, overall value in all-new SK260LC-11 excavator

Kobelco Construction Machinery has announced the launch of its all new SK260LC-11 excavator. With this next-gen -11 machine, the company aims to bring superior performance, greater efficiency, more productivity and follows the Kobelco “performance by design” concept.

Equipped with a new Tier IV Final Yanmar engine, the new SK260LC-11 delivers 194 net hp and 577 lb of torque at 1,500 rpm, which is a 23% increase in torque vs the previous model. Also, it boasts 42,000 lb of bucket digging force, 63,300 lb of swing torque and 55,600 lb of drawbar pulling force. According to Kobelco, the new -11 series offers more standard features and overall added value than previous models.

Smooth and steady operation while moving heavy objects across the jobsite is assured through the ‘Independent Travel’ function, which dedicates one hydraulic pump to travel and one to the attachment on a continuous basis. The machine’s 60,200 lb operating weight provides increased stability and superior lifting capacity.

Also, like most Kobelco heavy excavators, the SK260LC-11 has three work modes: Eco, S and H modes, for balancing between high performance, economy and low fuel consumption. Heavy Lift and Power Boost add the power needed to get through tough conditions, and the in-cab hydraulic pressure release function allows customers to change work tools or hoses easily and safely.

The new SK260LC-11 also provides improved durability as many major components have been redesigned for improved durability and performance. For example, the machine’s side panels have been made thicker to enhance body rigidity, while the increased diameter of the bucket cylinder pin contributes to enhanced durability for using various work tools.

In terms of machine guidance, the SK260LC-11 comes with pre-installed mounting brackets for easier system installation without the need to weld and paint. These brackets are designed to adapt to multiple brands of providers for both 2D and 3D systems.

As part of Kobelco’s “performance by design” concept, also seen on the SK75/85SR-7 and SK130LC-11, the SK260LC-11’s cabin, ergonomics, and safety features are greatly enhanced.

Among the standard features is a 7-way adjustable heated air suspension seat that moves together with the armrests and hydraulic controls. According to Kobelco, this uniquely designed cabin reduces operator fatigue, provides excellent shock absorption

and superior ride comfort. The operator’s pilot levers move horizontally without arching of the wrist, while also providing shorter lever strokes to deliver a swifter, more precise movement. Air conditioning and heater vents are directed towards the operator to maximize comfort. The right-side jog dial integrates multiple functions into a single user interface with the large 10-inch color monitor. The easy-to-operate menu screen facilitates reading of important information including work mode, maintenance intervals and fuel consumption, as well as providing a 270-degree view from the machine’s standard three camera system.

Also, the hydraulic flow-rate modes of the bucket, breaker, nibbler and rotating grapple are now fully adjustable by the operator through the monitor, and the mode settings for other attachments, such as a tilt rotator, can also be easily added or changed.

In addition, all internal switches and dials in the cabin have LED backlighting to provide a brighter, clearer view in the dark. The cabin is also equipped with a FM/AM, auxiliary port, Bluetooth, hands-free telephone radio, smartphone holder, USB charger and a 12V power outlet.

A standard radiator clean-out screen that prevents larger material from clogging the radiator cooling fins and can be easily removed for cleaning. A newly structured hydraulic oil filter prevents foreign matter from entering the oil tank during maintenance, and all filters are easy to access from ground level.

For safety, a heavy-duty Level II overhead top guard is provided as standard and can be tilted open for easy window cleaning. Additionally, rear swing flashers and rear work lights, a Kobelco USA exclusive, are integrated into the counterweight for added safety on busy jobsites. Seven LED lights—2 on boom, 2 on top front of the cab, 1 on right side body, and 2 facing rear on the counterweight—are also now standard to provide additional visibility in low light conditions.

Kobelco claims that monitoring the SK260LC-11’s work status remotely has never been easier. With the Kobelco Monitoring Excavator System (KOMEXS), the machine’s operational information, such as hours, fuel consumption and maintenance status, can be obtained remotely.

Also, for added security, an engine start alarm, e-fence, and current/past location history are also included.

Finally, Kobelco offers a standard 4 year/4,000 hr full machine warranty for the SK260LC-11, with KOMEXS included. ■





## New Cat 336 excavator delivers the right balance of power and payload

The new Cat 336 hydraulic excavator boasts a powerful hydraulic system that delivers strong digging forces and swing torque to boost production in demanding applications.

“Our new Cat 336 model delivers the right balance of power and payload,” commented Brian Abbott, Caterpillar global product manager for large hydraulic excavators. “The result is a rugged and reliable machine that delivers excellent production along with low owning and operating costs.”

### Less maintenance

With its strong structures, the 336 excavator delivers reliable operation in a variety of applications. The Cat C7.1 engine’s 4 million hours of service attest to its reliability. Furthermore, three engine modes match excavator power to the demands of the job while saving fuel. ‘Power mode’ delivers maximum power to meet the most demanding tasks, while ‘smart mode’ automatically matches engine and hydraulic power to digging conditions to lower fuel consumption.

Engine oil and fuel filters are synchronized for service at 1,000 hours, increasing uptime and reducing parts and labor costs compared to the 336F Series excavator.

High-ambient temperature capability of 52° C

(125° F), cold-start capability at -18° C (0° F) and the ability to work at up to 4,500 m (14,764 ft) above sea level enable the 336 to work in various climates. Auto hydraulic warmup in cold temperatures gets the machine to work faster and prolongs the life of machine components. The air intake filter with pre-cleaner features high dust capacity, and a high-efficiency hydraulic fan offers optional automatic reverse to keep cores free from debris.

Product Link collects data automatically and operators and fleet managers can view information like location, hours, fuel usage, idle time, maintenance alerts, diagnostic codes and machine health online through web and mobile applications. Also, remote troubleshoot and remote flash allow dealers to remotely connect with the machine to diagnose fault codes and update operating software.

### Comfortable operation

Cat offers premium and deluxe Next Generation cab trim levels are available. Deluxe cabs come with a heated air-suspension seat, while premium cabs come with a heated and ventilated air-suspension seat. Both have a tilting left-hand console for easier access in and out of the machine.

A touchscreen monitor and jog dial offer quick navigation through machine controls and provide easy ac-

cess to the machine’s digital operator’s manual. Keyless pushbutton start is standard, and Bluetooth key fob is available. An Operator ID passcode allows for engine starting, and Operator ID can quickly save and restore joystick button, response, and pattern preferences for individual operators.

According to Cat, the optional Cat Stick Steer makes travel and turning much easier. A host of standard technologies—Cat Payload on-board weighing, Grade Assist for maintaining grade and 2D Grade with depth and slope indication—elevate operator efficiency and machine productivity. Furthermore, all Cat Grade systems are compatible with radios and base stations from top third-party technology suppliers. Operators can store up to four depth and slope offsets to quickly cut to grade without a grade checker. Auto hammer stop warns operators after 15 seconds of continuous

firing and then shuts off the hammer after 30 seconds to prevent wear and tear. Auto dig boost and auto heavy lift increase bucket penetration and lift capacity by 8%, and Cat Lift Assist helps operators avoid tipping the machine. ■



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# Komatsu and Cummins to develop zero emissions mining haul trucks

Komatsu and Cummins have signed a memorandum of understanding to collaborate on the development of zero-emissions haulage equipment.

The two companies will initially focus on zero emissions power technologies, including hydrogen fuel cell solutions for large mining haul truck applications.

In August 2021, Komatsu announced its power agnostic truck concept for a haulage vehicle that can run on a variety of power sources, including diesel electric, trolley, battery power and hydrogen fuel cells. According to Komatsu, working with Cummins will be complementary to its development of the power agnostic truck.

"Komatsu's deep expertise in mining and equipment design and integration paired with our advanced power technologies including hydrogen fuel cells will accelerate decarbonization of mining equipment," said Amy Davis, vice president and president of new power at Cummins. "The mining industry has great potential to lead in adopting renewable solutions."

As a leading independent power provider in the mining segment, Cummins provides unique application understanding that is critical to introducing reliable, quality products that can withstand the harshest environments.

Cummins has a broad portfolio of batteries, fuel cell systems and electrolyzers (for generating hydrogen), that are key building blocks

for decarbonization. Together, the two companies see their long history in the global mining market and strong technical capabilities as necessary to the development of these new solutions.

"Cummins has been a long-term partner of Komatsu and has been investing in the key technologies required to support the energy transition in mining," said Masayuki Moriyama, president of Komatsu's Mining Business Division. "These are critical technologies for helping mining customers reduce carbon emissions and accelerate carbon neutrality. Building on our partnership with Cummins, we are working to accelerate sustainable solutions for our customers."

According to Komatsu, the company is committed to minimizing environmental impact through its business, targeting a 50% reduction in CO2 emissions from use of its products and production of its equipment by 2030 (compared to 2010 levels) and a challenge target of achieving carbon neutrality by 2050.

Komatsu has already worked to reduce greenhouse gas emissions for customers through product development in areas including electric diesel dump trucks, hybrid excavators, electric power excavators, regenerative energy storage capabilities and fuel saver programs.

Also, Komatsu announced in 2021 the creation of its Greenhouse Gas (GHG) alliance with customers to actively collaborate

on product planning, development, testing and deployment of the next generation of zero-emission mining equipment and infrastructure. The alliance's initial target is advancing Komatsu's power-agnostic truck concept, with a goal of commercial offering in 2030.

This collaboration with Cummins is part of Komatsu's efforts to provide zero emissions solutions for its global customers. Moving forward, Komatsu claims that it intends to explore further possibilities in zero emissions mining haul truck development.



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# Doosan launches next-gen crawler excavators in North America

Doosan Infracore North America is introducing its next-generation -7 Series crawler excavators in the United States and Canada.

The initial launch includes four models, with more excavators to be announced in the coming months. The first models are the Doosan DX140LCR-7, DX225LC-7, DX255LC-7 and DX350LC-7.

The innovative Doosan -7

Series crawler excavators deliver the fuel efficiency and productivity that operators need to complete the work of today and prepare for the challenges tomorrow brings. With more comfort features, intelligent controls and smart machine functionality, operators can handle whatever comes their way.

“Doosan continues to build on the success of its

existing excavator platform with more machine features that help our customers improve their productivity,” says Joel Escalante, product specialist. “We’ve enhanced the excavator cab with additional comfort features and now offer an all-around view monitor for even better operator visibility of the jobsite.”

Updates to the -7 Series excavators include a

strengthened work group with reinforced castings and forged steel pivot points for withstanding high-impact work. A new Y-shaped seal at the end of the excavator’s arm provides better sealing to the bucket connection for more performance and durability.

Doosan added material to the excavator’s mainframe for higher performance and jobsite versatility. The excavator’s X-Chassis undercarriage further enhances durability and stability, while the track chain is sealed and self-lubricating for reduced maintenance. Cast-steel, heavy-duty sprockets are designed to stand up to challenging work environments, and track rollers and idlers are provided with oil level check plugs to maximize machine uptime.

### Machine interior enhancements

The redesigned models are built to reduce noise and vibration. Inside the cab is an optional deluxe air-suspension seat that is heated and cooled, ergonomically designed joystick controls and a new user-friendly, 8-inch

Smart Touch screen. The new cabs have a single wiper that clears both the top and bottom of the front window during inclement weather. Also included in the -7 line is the Doosan Smart Key. The simple, smart key fob brings automotive convenience to construction equipment. Operators can easily unlock the cab and start the excavator’s engine with the push of a button.

The multilingual Doosan Smart Touch screen, standard on all -7 Series crawler excavators, displays all important settings and information on one screen. From the easy-to-read touch screen, operators can monitor critical machine functions and control machine settings, rear-view camera, heating and cooling, radio and Bluetooth wireless technology.

### All-Around View Monitoring (AVM) system

The optional 360-degree all-around view monitoring (AVM) camera system displays a full view of the machine’s surroundings, giving operators greater confidence when operating or positioning the machine in tight work areas. Five unique visual perspectives can be seen from the separate AVM monitor: top view, rear view, top + right view, rear + corner view and 3D view. The AVM camera system can be linked with optional ultrasonic detection sensors for an additional level of awareness of objects behind the machine.

### Excavator performance features

Operators can lift more weight with each cycle and complete their jobs faster with Doosan excavators designed and tested to maximize lifting capability. The standard counterweight provides improved machine stability when using heavier attachments. With an optimal swing radius, lift height and tilt position, operators can lift and place loads and dig with greater productivity.

The -7 Series crawler excavators (14 metric tons to 25 metric tons) offer an upgraded, cast push link with a reinforced lifting eye that delivers a five-metric-ton lifting

capacity. This design allows operators to remove an attachment and lift directly to fully utilize the machine’s lifting capacity.

New for the -7 Series is the fine swing function (14 metric tons to 25 metric tons). This function minimizes the shaking of a lifted object that occurs at the beginning or end of the swing movement. Operators can activate it for greater control and accuracy in certain lifting applications. This feature improves safety in pipe laying and maintains the bucket heap to maximize productivity.

Additionally, the new reduced tail swing counterweight design, along with the tighter front minimum swing radius on the reduced tail swing models, allows operators to work in confined areas — such as waste transfer stations and single-lane roadways — without sacrificing machine performance.

Doosan attachments are designed to match the excavator load ratings and hydraulic performance. A 16 gpm PTO (power take-off) pump improves the performance of various excavator attachments that require more hydraulic flow.

### Innovative technology

The DoosanCONNECT Telematics system comes standard on all -7 Series crawler excavators, making it easy for customers to remotely monitor and maintain their machines. DoosanCONNECT Telematics is an equipment diagnostic tool that monitors the health, location and productivity of Doosan construction equipment from a user-friendly mobile app and website. The data pulled from the machines is uploaded automatically to the DoosanCONNECT online system using dual-mode communications (cellular and satellite) for maximum coverage. Doosan dealers can access the machine data and work with customers to resolve issues or make preventive maintenance recommendations to minimize downtime. With DoosanCONNECT Telematics, customers can do the following:

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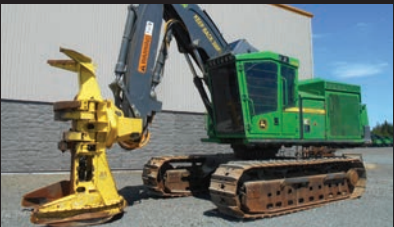
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# Rokbak RA30 helps Browning Excavation keep groundworks project on course

Browning Excavation had to act quickly when groundworks on a major housing project in Locust Grove turned up acres of overspill from the Blue Ridge Mountains.

As the home of a cluster of Civil War battlefields, there are all kinds of surprising bonanzas still waiting to be uncovered in the soil of Orange County, Virginia.

For Cody Browning, owner of Browning Excavation, however, the unexpected discovery made while providing groundwork services for a major housing project in his own Locust Grove neighbourhood wasn't such a lucky strike.

One of the perils of working so close to the foothills of the famous Blue Ridge Mountains, is that a job that starts out as a relatively straightforward affair can take a more complex turn when excavators suddenly hit a patch of unexpected granite. And, shortly after breaking ground for the installation of sewage utilities, this is exactly what happened on Browning Excavation's job site.

"We hadn't counted on there being so many rocks to move," explains Cody. "They were basically all over the entire 60 acres—our excavator operators were spending hours breaking them up with a hammer before they could dig them up. Soon they were beginning to take over the site as well as slow down progress."

The decision was quickly made to move the scattered rock piles to a holding area at the back of the site and, in a 'when life gives you lemons, make lemonade' type of approach, some of them were also earmarked for the backfilling of some pits at the site.

All that was needed was a reliable machine to move them all, so Cody contacted his trusted Rokbak dealer, Lawrence Equipment, and arranged to lease a Rokbak RA30 articulated hauler. With five locations across Virginia, Lawrence Equip-



ment was able to ensure its long-time customer didn't have to wait too long, and the hauler arrived in December 2021.

With the foundations of 375 houses still to dig once the drainage works completed, the hauler has so far clocked up over 500 operating hours, and remains on call for 10 hours a day, five or six days a week.

**Difficult conditions? No problem**

Usually working in conjunction with Browning Excavation's Volvo EC350EL crawler excavator, the 30.9 USt (28 tonne) RA30's 22.9 yd3 (17.5 m3) of heaped capacity can often be

utilized up to 50 times a day. But with its all-welded construction, with floor and tail chute fabricated from 0.55 in (14 mm) high-hardness (min. 360 BHN), 1000 Mpa (145,000 lbf/in2) yield-strength steel, the dump body is more than a match for its abrasive payload.

"The RA30 has impressed us, it takes everything in its stride," said Cody. "It handles this surface really well too, and is especially good in the wet. Whereas, we have an older truck from another manufacturer that we can't get tyres for anymore, so we just can't operate that in the rain."

In contrast, the RA30 is completely at home in wet, muddy conditions, where it delivers class-leading rimpull. Effective calibration of the 370 hp (276 kW) Scania DC9 five-cylinder engine with ZF's EP320 8F/4R transmission ensures each wheel receives maximum productive drive in any working application, and enables a top speed of 34 mph (55 km/h). Its three heavy-duty axles provide permanent all-wheel drive, in association with hydraulically actuated multiplate transverse diff-lock differentials for 100% cross-axle lock-up,

Continued on A22



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# Frontline Machinery acquires aggregate equipment dealer Chieftain Equipment

Frontline Machinery has acquired Chieftain Equipment and its aggregate processing equipment lineup. Founded in 1991, Chieftain Equipment is an aggregate equipment dealer based in the Edmonton, Alberta region, representing Astec Group of Companies, Sandvik, Vale Industries, among others. According to Frontline, this acquisition falls in line with its expansion and ser-

vice strategy. Further, with Chieftain comes a boost to Frontline's infrastructure and personnel, which the company anticipates will allow for continued growth in the province of Alberta, Yukon and the Northwest Territories, along with the ability to better serve existing Frontline customers in these regions. "Over its existence of over 30 years, Chieftain Equipment has developed a deep heritage and strong market share in the aggregate industry," said Daryl Todd, president of Frontline Machinery. "Their highly experienced, knowledgeable and dedicated team has supported their growth, helping build a reputation of trust and transparency. Together we are well-positioned to expand and look forward to delivering a consistent, high-quality customer experience." Frontline Machinery expects that, by combining and leveraging Chieftain's strengths, abilities and relationships with its own, the company will drive aggressive


growth. Also, the company plans to ramp up regional operational and service capabilities through a significant increase in parts, service department capacities and the equipment rental and sales fleet. At the same time, they will add additional resources and investments where necessary. "We are excited to become a part of the Frontline family," said Willie Thompson of Chieftain Equipment. "They understand the needs of our customers and share a common vision and mindset. We are confident that Frontline will continue to enhance and develop what we have built over the last three decades while supporting the uptime and productivity of existing Chieftain customers." Frontline Machinery plans on providing a fully integrated material processing equipment and service portfolio consisting of crushing, screening, washing, conveying, grinding, chipping, shredding and separating solutions. ■

Continued from A20 - Rockbak RA30 helps...

and a differential coupling between the front and rear axles. Each of these diff-locks can be instantly engaged by the operator as soon as poor traction conditions are encountered. "I really appreciate how easy the hauler is to handle in confined spaces - it's so responsive when you have to make tight turns," adds its new operator, Suzie Sanchez. The tilt/telescopic steering wheel requires just four turns to move from lock to lock, thanks to the efficient hydrostatic power steering design that feeds pressure from a variable-displacement/load-sensing pump to a pair of double-acting steering cylinders. With a 45° steering angle at either side, creating a turning radius of 8.47 m (27 ft 9 in), the result is superior manoeuvrability that can be produced with the minimum of operator effort. One reason for this is that the cushioned bump-stops on the steering cylinders reduce strain on the operator over a long shift. Also, another improvement to hauler productivity that enhances the in-cab work environment is the fully independent front suspension, which combines a double-wishbone design with four hydraulic dampers and coil over springs.


## Worth their weight

The Rokbak RA30 will potentially remain on the Locust Grove site until the work is completed in two years or so, before moving on to another of the three major projects in Browning Excavation's order book. The next 30-acre housing development fortunately has no problematic patches of rock, and the hauler will instead be used to transport dirt from higher ground to help meet grade. Just 15 miles to the east, this site is also within a short hop of Cody's front door—a definite advantage to someone routinely putting in 100-hour weeks. Given that many other North American contractors are likewise enjoying a boom in demand for their services, and bearing in mind the need to expect the unexpected, it may well be wise for other firms to hang onto their leased RA30s and RA40s 'just in case.' The region is the leading global market for these machines, with around half of 2022's expected 9000 unit sales (an approximate 10% increase) likely to be made here, and Rokbak is now busily ramping up production to meet the spike in demand. "Right now we have a very healthy order book," enthuses Robert Franklin, director of sales, Americas. "The construction business in the US and Canadian markets is booming thanks to some once-in-a-lifetime infrastructure bills pushing demand, and we're doing everything we can to ensure our customers can reap maximum benefit." ■




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## bauma teases electric innovations coming to Munich

“The road to zero emissions” is one of the key topics at bauma 2022 and many exhibitors will be showing brand new electric solutions at the fair, which is being held from October 24th to 30th in Munich.

Here is a first glimpse at some of the new products expected at bauma 2022:

### Reversible vibratory plate with battery

The APU3050e from Wacker Neuson uses the proven hydraulic adjustment system to change direction, just like in conventional models.

With a working width of 50 cm (20 in) and a centrifugal force of 30 kN, the machine is easy to control and has the lowest overall height of all reversible vibratory plates on the market, making it ideally suited for use in narrow trenches.

### Zero-emission e-tandem rollers

Hamm AG will present eight models from the HD CompactLine series in their world premiere at bauma.

These units are powered by a maintenance-free lithium-ion battery with a capacity of around 23 kWh. In addition, the energy released by the traction and vibration motors during braking is used in recovery. The battery has enough capacity for an entire working day.

Also, the e-drive reduces noise emissions, making the e-tandem rollers suitable for all areas that require particularly quiet compaction. Because these settings also often require a low vibration load, Hamm AG is introducing an electric combination roller with oscillation in addition to e-vibration and oscillation rollers.

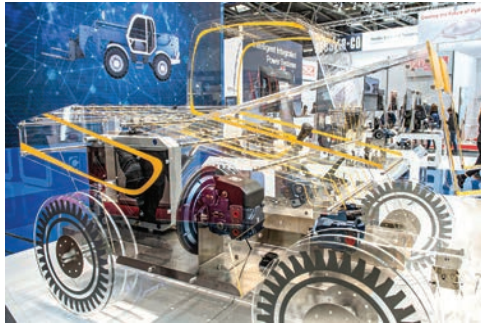
### All-electric T7X track loader

The T7X, still in the concept phase, is the world’s first all-electric compact track loader.

Its manufacturer, Bobcat, will use bauma to continue gathering customer feedback from different segments, aiming to be able to better assess market opportunities for the machine in Europe, the Middle East and Africa.

The T7X boasts a mobile payload of just under 1,400 kg (3,086 lbs) and with its 62-kWh lithium-ion battery pack, the T7X can operate continuously for four hours.

In contrast to all other loaders worldwide, the new machine requires virtually no fluids.



Bobcat has completely replaced the traditional hydraulic system with an electric drive system comprising electric cylinders and electric drive motors. The only liquid in the machine is about four liters of environmentally friendly coolant.

### Electric-drive concrete mixer

Putzmeister envisions a future with all-electric concrete transport thanks to its iONTRON e-mixer.

The vehicle’s battery has a capacity of 350 kWh, which means that one battery charge is enough for five to six trips in urban areas—usually sufficient for an entire workday.

The mixer can recharge to full power overnight at a DC charging station.

Its virtually silent operation enables unrestricted use, even in locations with strict noise regulations.

### Electrohydraulic lifting

The E-Pack from Tadano is an electrohydraulic system with an integrated 32 kW electric motor providing low-noise and emission-free crane operation.

At bauma, Tadano will show five AC cranes. The Japanese manufacturer will also offer a preview of the world’s first all-electric rough terrain crane. The machine is currently in an advanced development phase and is scheduled for market launch at the end of 2023. It will be able to drive to and from the job site and perform all lifting using only the energy supplied by its batteries.

### Electric loaders

Kramer-Werke GmbH is introducing the successor to the 5055e AWD electric loader.

In addition, the company promises a new electric telescopic loader—without revealing any further details right now. 📺

## Atlanta Braves pitchers strike out the side, fan wins Yanmar utility vehicle

Yanmar America Corporation has presented a Yanmar UTV to Kevin Fowler to Kevin Fowler from Ellijay, Georgia, the winner of the Yanmar Strike Out the Side Inning Sweepstakes.

Entrants of the sweepstakes fill out an online form, and if the Atlanta Braves strike out the side (all outs come from strikeouts) during the 8th inning of a 2022 home or away game, one entrant is chosen to win a Yanmar UTV.

On June 4th, when the Braves were playing the Colorado Rockies, Kevin became the first winner of the first Strike Out the Side Innings Sweepstakes.

In the 8th inning, Braves pitchers Collin McHugh and Will Smith collectively struck out the side. The Braves went on to win the game.

Kevin was Yanmar’s guest



at Truist Park on Monday, July 11th where he attended batting practice and met

Colin McHugh, one of the pitchers that helped win him the Yanmar UTV. 📺



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# Liebherr adds two new flat-top cranes to its “Tough Guys” group

Liebherr is expanding its series of flat-top cranes with the new 300 EC-B 12 Fibre and 270 EC-B 12.

According to the company, both machines are ideal for sites requiring heavy hoists and meet all the main requirements placed on a modern crane fleet.

The 300 EC-B 12 Fibre features the Liebherr fibre rope, which Liebherr claims to deliver significantly better performance values than similar cranes that feature a steel rope. Also, the fibre

rope has a longer service life, which lengthens rope-changing intervals, making operation more economical and increasing the crane’s availability.

The 300 EC B 12 Fibre has a 70 metre jib and delivers a lifting capacity at the jib head of 3,250 kg and the steel rope version of the 270 EC-B 12 with a 70 metre jib has a lifting capacity at the jib head of 2,850 kilograms.

The new cranes will replace the existing Liebherr 250 EC-B and 278 EC-B Fibre models.

**Fast, safe erection**

The “Tough Guys” have been designed for simple transport and erection, which also delivers cost benefits for rental businesses.

The counter-jib, slewing platform and jib segments can be carried to the site in four transport units due to their smart stacking system, contributing to a reduction of greenhouse gas emissions.

Furthermore, the jib and counter-jib can be attached

to the slewing platform easily and safely. This is made possible by Liebherr’s quick-release connectors. Depending on the requirements at the site, the jib can be extended or reduced in 2.5 m sections.

Both machines have a 21 HC 290 tower connection. This tower system, which measures 2.1 m by 2.1 m and, according to Liebherr, is the perfect choice in terms of performance and economy. Also, it enables a maximum free-standing hook height of 71.5 metres.

The 24 HC 630 enables a maximum free-standing hook height of 91.7 metres to be achieved.

**Clear sight and TC-OS**

To ensure safe crane operation, it is essential that the crane operator has a perfect view of the crane and site at all times

The LiCAB crane operator’s cabin features an ergonomic control stand and large glass windows to enhance visibility. Also, the cabin includes a newly developed 12-inch display with an intuitive control concept.

The Tower Crane Operating System (TC-OS) provides crane operators and erection engineers with special menus, a large selection of languages and readily understandable dimension units. Further-

more, smart assistance systems such as Load Plus (up to 20 percent increase in lifting capacity), Micromove (fine positioning of loads) and ABB (operating-range limiting system) support the crane operator and enable them to hoist loads safely.

The 300 EC-B 12 Fibre and 270 EC-B 12 fit into Liebherr’s group of “Tough Guys” due to their strong performance, flexibility and economy.

From a small city crane to a large handling expert, the EC-B cranes cover a wide range of operations and, due to their design, multiple flat-top cranes can operate on constricted sites without problems.

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Continued from A18 - Doosan launches next-gen crawler excavators in North America

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Doosan continues to offer four selectable power modes, giving operators more control over the excavator’s performance and helping to reduce fuel consumption.

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- Power mode provides excellent power and superior performance for tough digging and heavy lifting. It also provides quick truck loading and fast travel speed to save time.
- Standard power mode optimizes fuel consump-



tion and delivers high performance in everyday digging, grading and lifting.

- Economy mode reduces fuel consumption for low-demand applications and slows down machine movement, which is ideal for fine digging, light grading conditions and jobsite conditions that require extra precision.

**Coming soon: Doosan DX225LC-7X**

Available this year, Doosan is adding a new electronically controlled model with machine-assisted technologies. The fully electro-hydraulic control system on the DX225LC-7X

crawler excavator enables advanced machine guidance and machine control systems. This includes a 2D and upgradable 3D grading system for accurate earthmoving and grading work.

This technology includes programmable joystick switches for ease of operation, a fully electronic joystick, a rotary sensor and equipment sensors on the boom, arm, bucket and upper body of the DX225LC-7X, including a laser catcher. This system allows the machine to provide supplementary assistance with precision functions and tasks. For operators, this results in improvements in productivity and efficiency.



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## MOBILIZING

Sandvik Mobile Crushers and Screens introduces a 3-deck tracked mobile plant and appoints a new president.

The new QA452 3-deck tracked mobile plant from Sandvik Mobile Crushers and Screens is a tailored rock processing solution for the quarry, recycling and mining industries, featuring 3-deck Doublescreen technology—a technology that, according to the company, outperforms traditional screens by up to 30%.

With a host of new innovations, the plant features two triple deck inline screen boxes with equal size screen decks, each providing 100 square feet of screening area.

#### Enhancing flexibility and connectivity

The primary screen of the QA452 performs as a fines extractor, while its secondary screen performs as a grader. Both primary and secondary screening angles can be adjusted relative to each other, offering flexibility, excellent separation, accurate grading and larger throughput.

Also, the primary screen can be hydraulically separated to gain better access for maintenance and screen media changes.

In addition, a new oversize cross conveyor leads to better extraction of oversize materials. This cross conveyor can also be reversed to allow the plant to function like a two-deck screen with oversize and mid-overs discharged together.

Each screen deck features end tension screen media that uses Sandvik's unique mesh tensioning system, leading to faster screen mesh tensioning and removal.

Furthermore, a new range of Sandvik WX rubber media combines the accuracy of wire

screens and the durability of rubber to offer up to ten times longer wear life and up to 50% faster installation time compared to wire mesh. Also, equal size panels allow the screen media to be interchanged between decks.

When it comes to transportability, the rear folding mid fines conveyor makes the unit easier to load and move, with the transport dimensions being 18.37 m (60 ft 3 in) in length, 3.20 m (10 ft 5 in) wide and 3.60 m (11 ft 10 in) high.

In terms of technology, a Hybrid “e” drive option with electric plug-in offers the possibility of operating the unit in its most economical and efficient way. This also leads to a more sustainable and efficient overall solution, with lower emissions, reduced fuel consumption, extended service intervals, optimised hydraulics and less operating noise.

The QA452 comes standard with Sandvik's My Fleet telemetry system and 7-year data subscription, offering 24/7 fleet management, geo-fencing and remote support.

Further, a full radio remote control and two-speed tracking allow for safe and efficient movement of the unit.

#### Amplifying safety and warranty standards

According to Sandvik, safety is the company's first priority. In accordance with this philosophy, several features have been integrated into the standard QA452 model to improve operator and onsite protection. These include dust suppression spray bars,

an onboard water pump, safety pull cords and a lighting mast.

For the QA452's warranty, Sandvik offers Security+—an extended warranty and service agreement program for Sandvik's mobile crushers and screens that the company describes as “purposefully developed to provide extra coverage and help customers protect their investment, focus on everyday work and provide peace of mind.”

This extended warranty is available in both 1-year (silver) and 2-year (gold) options.

According to the company, the benefits of Security+ include: improved reliability, through regular inspections and recommended maintenance actions; cost control, via prediction and subsequent management of maintenance costs; trained expertise, with services being performed by qualified service technicians and higher resale value, as the equipment will have a fully-recorded service history.

#### Changing the guard

Sandvik has announced the appointment of Peter Unelind as president of its Mobile Crushers and Screens division.

Peter joined Sandvik in 2013 and was formerly vice president of operations for the Stationary Crushing & Screening division.

Peter has a strong background in international business, with a particular emphasis on operations, sourcing and technical and quality management.

According to Sandvik, his execution



Peter Unelind

capabilities, strong leadership and focus on collaboration will help enable the business to maximize uptime across its range of machinery.

“I am excited to join the business at a time when we are developing new solutions for our customers. We believe that sustainable business practices not only help foster a better future, they also translate to better productivity and efficiency,” said Peter. “From operations to logistics, we aim to be a leading sustainability partner for our customers. We strive to advance the world through engineering!”





## Sandvik and Cat collaborate on vegetable oil-fueled construction and mining equipment

Cat has supplied C-Series engines to Sandvik to power its mining and construction equipment. These engines can run on renewable and alternative fuels, including hydrotreated vegetable oil (HVO), certified to EN15940 or ASTM D975.

Furthermore, Sandvik has successfully completed testing on their range of machines to confirm that they can operate with HVO without modifications to either the engines or the fuel tanks. This helps Sandvik and their customers to reduce the net carbon dioxide (CO<sub>2</sub>) emissions by up to 90% compared with conventional diesel.

## Collaboration with Cat

To make the shift towards a more sustainable business, Sandvik Mobiles invested in HVO as a renewable fuel and turned to Cat dealer Finning UK and Ireland to supply compatible engines.

HVO is a form of renewable synthetic diesel, produced


from certified waste fats and oils through hydro-processing. Its performance is similar to regular diesel, but it reduces the carbon footprint associated with operating the engine and can lower nitrogen oxide (NOx) and particulate matter (PM) under certain conditions. Its chemical similarity to diesel means that the machine's power output and uptime are not compromised when introducing HVO as an alternative, and it can also be blended with diesel.

"We are focused on developing our products and services to help our customers transition to a low-carbon economy and fulfill our company's purpose to help build and power a better and more sustainable world," commented Steve Ferguson, vice president Caterpillar Industrial Power Systems.

"Our Cat dealer Finning offered its expertise throughout the project, sharing its extensive knowledge on engines and fuels to provide Sandvik with all the information it needed," continued Steve. "Our Cat C-Series engines give customers the flexibility to use HVO as both a replacement and addition to their conventional diesel fuel, depending on their requirements."

"We are committed to using engineering and innovation through all our operations to make the shift towards more sustainable business. With a host of innovations in the pipeline, including electrification of our offering, we are excited to be pioneers in the industry and invest in renewable fuel



sources and sustainable rock processing solutions,” added Jesper Persson, vice president of Life Cycle Services at Sandvik Mobiles. “Working alongside Finning to performance engineer the feasibility of HVO, means we can data collect and monitor any impact on the performance and output of both new and existing machinery. It’s an exciting step in our contribution to sustainability and we will work together with our customers and suppliers for more productive, safer, and innovative solutions.” 

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## At almost 100 years old, the Lippmann brand gets a makeover

On the cusp of its 100-year anniversary, Lippmann Milwaukee, Inc. has undergone a full brand transformation.

The rebrand, which was unveiled at an international tradeshow earlier this year, was part of a 6-month long

collaboration effort between Lippmann ownership, executives and a Waukesha-based branding firm. The new logo captures the spirit of Lippmann's strength while the new tagline, "Legendary Crushing Systems," pays hom-


age to the company's history and industry reputation.

Founded in 1923, Lippmann specializes in heavy duty equipment for the aggregate, mining and recycling industries across the world and is showing no signs of slowing down.

"It's exciting to be growing so fast. We're constantly evolving our machines to meet new demands and technologies, so it makes sense to look at our overall company image as well. The timing provided for a natural opportunity to ensure our brand resonates with our customer, partners and employees," said

Kevin Kiesgen, Lippmann's vice president.

"In our research, we discovered several recurring themes that we felt embodied the Lippmann company and culture. Dominant, experienced, premium, rock solid, custom, and legacy were the brand DNA words we landed on and carried through in both the visuals and the copy," added Kelly Blicke, Lippmann's marketing communication manager.

According to Kiesen, the brand has already been updated across multiple touchpoints, with the rest expected to roll out over 2022. 

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## LOOKING BACK AT AGGREGATE/QUARRIES

By HCEA Canada

In Toronto, the “Roaring 20s” was a time of growth and expansion, in both population and in road infrastructure.

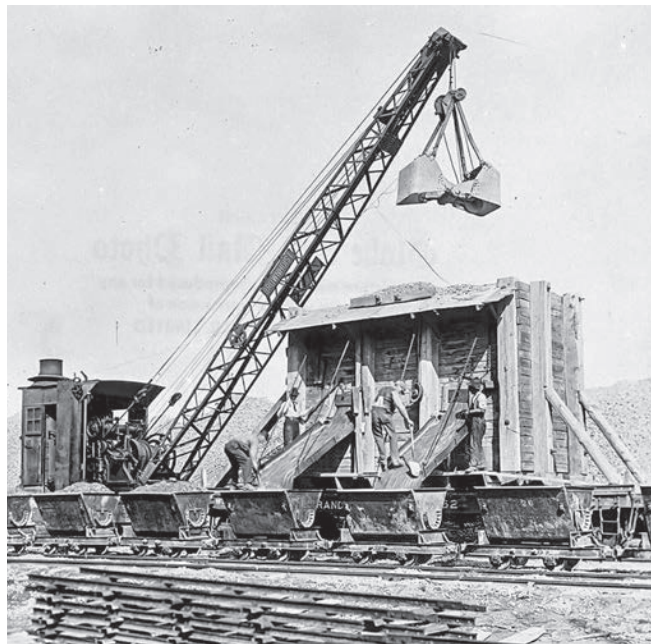
The city took on major projects with its own public works department, such as the construction of Lakeshore Road in 1920, as shown here.

This era saw many aggregate operations and construction sites utilize narrow gauge rail steam locomotives pulling side-dump cars to quickly move large amounts of granular.

The Brownhoist Company steam rail crane, pictured here, is equipped with a clam bucket and was kept busy, loading the rail-mounted hopper that was designed to allow the loading of two side-dump cars at once.

Preassembled narrow gauge rail sections can be seen in the foreground of the photo, which were deployed when required, as work progressed.

The Brown Hoisting Company started operations in Cleveland, Ohio in the 1880s and eventually merged with The Industrial Works Company, located in Bay City,



Michigan, becoming Industrial Brownhoist Company.

Purchased by American Hoist & Derrick Corporation in the early 1960s, Brownhoist continued to manufacture diesel-powered heavy-duty rail-mounted cranes—up to 277 tonne capacity—until the plant closed in the 1980s.

Another classic steam rail crane was saved from the blast furnace and is currently on display by the Ontario Steam Heritage Museum located near Puslinch, Ontario, which is well worth a visit,

as visitors can see working steam engines and their restoration process.

HCEA Canada’s ‘Last Blast’ Event is on Saturday, October 15, 2022 at the Simcoe County Museum near Barrie, Ontario, where visitors can see more than 60 pieces of restored, vintage construction equipment in action.

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

Please check HCEA Canada’s website for updates: [www.hceacanada.org](http://www.hceacanada.org)

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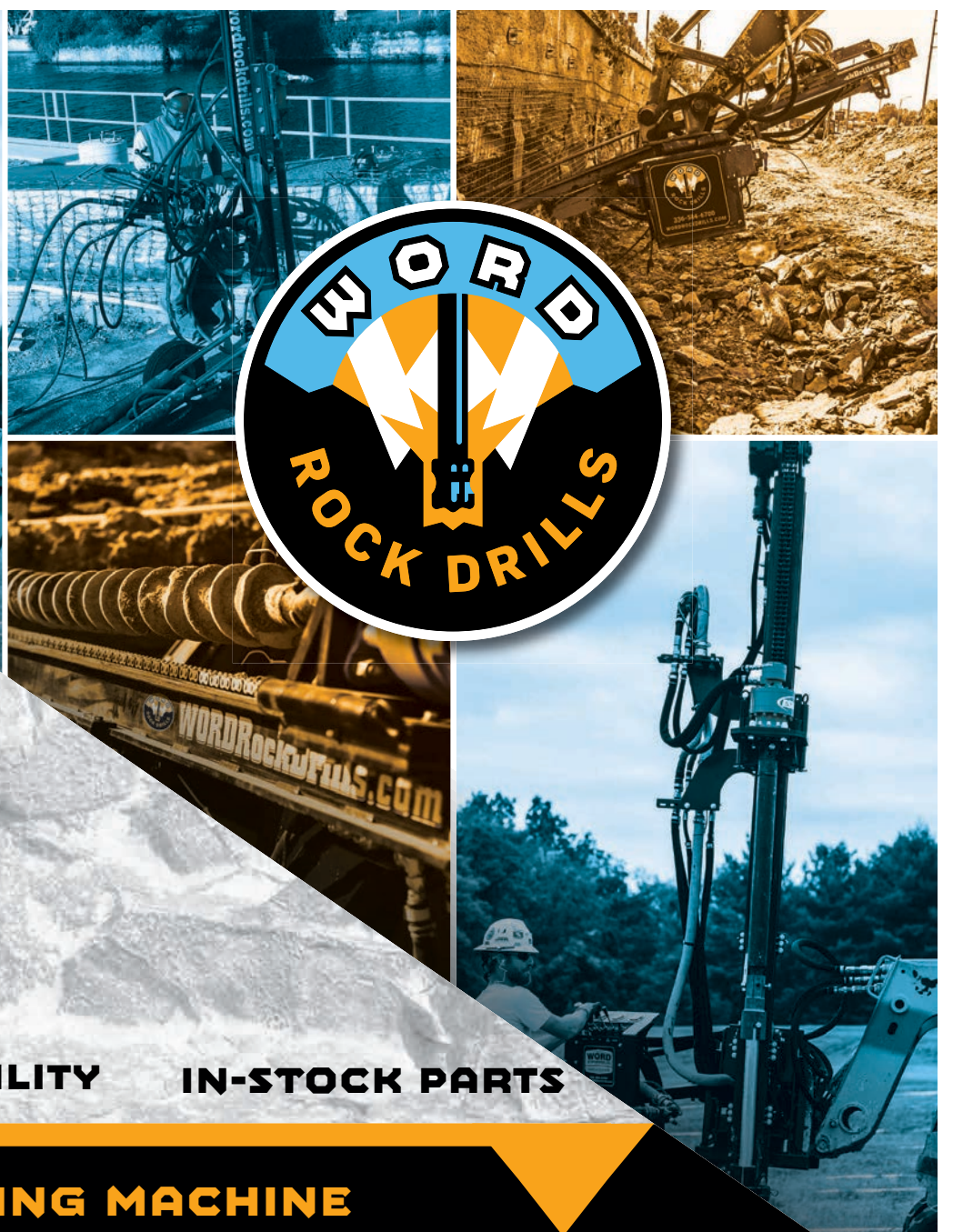
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# Evoquip introduces rugged, versatile Falcon 820 screen

At Hillhead 2022, in Buxton, England, EvoQuip displayed its brand new Falcon 820 screen and ran live working demonstrations

of a Cobra 230R impact crusher. “Hillhead is the perfect exhibition for us and allows us to show why we are lead-

ing the way in the compact crushing and screening industry,” said Barry O’Hare, product line director. The EvoQuip range of mo-

bile crushing and screening equipment looks to provide a compact and versatile solution for applications that include reinforced concrete,

recycled asphalt, construction and demolition waste, coal and natural rock.

Furthermore, according to EvoQuip, the range provides the perfect solution for onsite recycling in urban areas with all of the products being easily transportable from job to job.

reinforced concrete, recycled asphalt, construction and demolition waste and natural rock.

According to EvoQuip, the integrated Afterscreen system with a 2.44 m x 1.2 m (8 ft x 4 ft) post screen on the Cobra 230R ensures the required product specification is achieved with oversize material being either recirculated back to the crusher or stockpiled.

Furthermore, the After-screen system, including the oversize conveyor, can be quickly detached, which provides the option of running the machine in standard mode or transporting it separately.

### The Falcon 820

The Falcon 820 is the latest addition to the EvoQuip range of screens. Its rugged design enables it to handle materials such as sand and gravel, crushed stone, coal, topsoil and demolition waste.

Moreover, the Falcon 820 is a compact finishing screen and features a double deck, 2-bearing 2.44 m x 1.2 m (8 ft x 4 ft) screenbox. EvoQuip claims that its versatile and robust design makes it ideal for multiple applications, while its compact transport envelope allows it to be transported easily between sites.

### The full Cobra range

The Cobra range of Impactors provides productivity, versatility and excellent fuel efficiency. Overall, the range is designed to offer the operator ease of use and serviceability.

Features that enforce this ease-of-use and serviceability include ground level access to the engine, hydraulics, service and refueling points as well as a hinged radiator pack, diesel tank and product conveyor that can be lowered or removed quickly for maintenance.

Also, the operator has the ability to move the machine using the remote control from the excavator cab without shutting down the crusher.

### The full Falcon range

The Falcon range consists of the Falcon 820, Falcon 1220 and Falcon 1230 inclined finishing screens. The Falcon plants combine scalping, screening and stockpiling into one self-contained unit. With versatile screen angle range, EvoQuip claims that its Falcon models provide efficient classification of fines and are ideal for multiple applications, with ease-of-movement and rapid set up being other key features of the range.

### Cobra 230R Impact Crusher

The Cobra 230R impact crusher is a versatile and easy to use machine that can operate in demanding of applications, including

### Telematics

All models fitted with the T-Link telemetry system provide the customer with real time information on the performance of their machine, maximizing uptime, parts and service availability and providing up-to-date information from the field.

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## Transport Bourassa's new T680E models roll out of Kenworth plant

Transport Bourassa recently purchased two Class 8 battery electric vehicles through Kenworth Maska's La Présentation branch.

At a special ceremony held at the Kenworth Renton manufacturing plant, the company got its first look, as the new Kenworth T680E battery electric vehicles rolled out of the Kenworth Renton Manufacturing Plant.

Transport Bourassa, the Saint-Jean-sur-Richelieu, Quebec-based provider of less-than-truckload (LTL) and transportation in Quebec, Ontario and the US, plans use the Kenworth T680E models in regional LTL operations.

"Transport Bourassa is committed to doing what's best for the community and the environment," said Marilyn Bourassa, fleet manager at Transport Bourassa. "The Kenworth T680Es open a new chapter in our over 60-year history, enabling our fleet to operate in a more sustainable manner and reduce carbon emissions."

"We take pride in Transport Bourassa's decision to add the Kenworth T680E model and we look forward to continuing to support their operation," said Patrick-Olivier Tremblay, sales manager at Kenworth Maska's La Présentation branch.

During the special ceremony, Darrin Child, Kenworth Renton

plant manager, presented the keys to Marilyn Bourassa, who was accompanied by Transport Bourassa's local and Ontario operation manager, Benoit Bourassa and mechanic manager, Nicolas Belanger.

Patrick-Olivier Tremblay represented Kenworth Maska La Présentation and Kenworth's district sales manager for Quebec, Marc-Antoine Fortin, also participated in the event.

The group toured the Kenworth Renton manufacturing plant to see Kenworth's battery electric, and other models, being built.

"Transport Bourassa is a very good Kenworth Maska customer and we are pleased to provide them with the new T680E model," said Marcel Morin, salesman at Kenworth Maska La Présentation.

### A true zero emissions solution

The new zero emission Kenworth T680E is the company's first-ever, Class 8 battery-electric truck.

Kenworth cites the zero-emission T680E as having an estimated operating range of 241 km (150 miles), depending on application, and has a 37,195 kg (82,000 lb) gross vehicle weight rating.

Also, it boasts 536 hp power and up to 670 hp peak power and 2,415 kg/m (1,623 lb/ft) of torque. Providing power is Meritor's 14Xe powertrain with high/low voltage



Left to right: Marc-Antoine Fortin, Nicolas Belanger, Benoit Bourassa, Marilyn Bourassa, Darrin Child and Patrick-Olivier Tremblay.

power electronics under the hood.

According to the company, the T680E can help customers to achieve their sustainability objectives, while leveraging the excellent performance, reliability and cab comfort of its classic T680 on-highway model.

The model is designed for pickup and delivery, regional hauling and drayage applications and is available as a day cab as either a tractor or straight truck.

In terms of charging, the T680E uses a CCS1 DC fast-charger that has a maximum rate of 120 kWh and an estimated 3.3-hour charging time. Also available in this charging system is electric power take-off (ePTO), which electrically powers auxiliary functions and equipment that would traditionally be powered by a combustion engine.

This new model, as well as the Class 7 K370E and Class 6 K270E battery electric vehicles and PAC-

CAR charging stations, falls under the company's "Driving To Zero Emissions" program.

Kenworth's Driving To Zero Emissions program involves partnerships with PACCAR Parts, Faith Technologies and Schneider Electric.

According to Kenworth, the goal of the program is to support the customer's sustainability goals by electrifying fleets, providing a full life cycle for vehicles and offering white glove service. ■



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# Volvo Trucks tests zero-emissions truck, outlines plans for fuel cells

To decarbonize transport, Volvo Trucks currently offers a range of battery electric trucks and trucks that run on renewable fuels, such as biogas.

According to the company, in the second half of the decade, a third CO2-neutral option will be added to its product portfolio—fuel cell electric trucks powered by hydrogen.

“We have been developing this technology for some years now, and it feels great to see the first trucks successfully running on the test track. The combination of battery electric and fuel cell electric will enable our customers to completely eliminate CO2 exhaust emissions from their trucks, no matter transport assignments,” said Roger Alm, president of Volvo Trucks.

The fuel cell electric trucks will have an operational range of up to 1,000 km, which is comparable to many diesel trucks, and a refueling time of less than 15 minutes.

Volvo Trucks claims that the total weight can be around 65 tons or higher, and the two fuel cells will have the capacity to generate 300 kW

of electricity onboard.

The company plans to start customer piloting a few years from now, with commercialization being planned for the latter part of the 2020s.

“Hydrogen-powered fuel cell electric trucks will be especially suitable for long distances and heavy, energy-demanding assignments. They could also be an option in countries where battery charging possibilities are limited,” stated Alm.

## Generating its own electricity

A fuel cell generates its own electricity from the hydrogen onboard instead of being charged from an external source, with water vapour being the only byproduct being emitted.

The fuel cells will be supplied by cellcentric, the joint venture between the Volvo Group and Daimler Truck AG.

According to Volvo Trucks, cellcentric will build one of Europe’s largest series of production facilities for fuel-cells, specially developed for heavy vehicles.

“We expect the supply of green hydrogen to increase

significantly during the next couple of years, since many industries will depend on it to reduce CO2,” said Alm.

“However, we cannot wait to decarbonize transport, we are already running late. So, my clear message to all trans-

port companies is to start the journey today with battery electric, biogas and the other options available. The fuel

cell trucks will then be an important complement for longer and heavier transports in a few years from now.”

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Liebherr L538P 2017 with 1,785hrs (802308), Winter Tires 20.5X25, Reversing fan, Heated seat, Parallel lift, Quick coupler ISO with 3rd valve, Bucket 2,500mm, 2.4m³



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Liebherr R920 Compact 2019 with 970hrs (802142), 750mm Track pads, 3000mm backfill blade, Reversing fan, Auto greasing system, Rayco reach limiter, Boom 5m, Stick 2.65m with lock valves, Hydraulic quick coupler, Ditch bucket.

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# United Rentals invests in Ford electric trucks for North American fleet

United Rentals has a new agreement with Ford Pro to purchase all-electric vehicles for its North American rental and company fleets.

The agreement initially includes orders for 500 F-150 Lightning trucks and 30 E-Transit vans. According to United Rentals,

the vehicles will be used by its customers on construction and industrial jobsites, and by the company's sales, service and delivery personnel.

United Rentals has selected the Ford F-150 Lightning model with a maximum target range of 515 km and a maximum towing capacity

of 10,000 lbs. The E-Transit is an all-electric commercial cargo van with a target range of 203 km. Both models are equipped with Pro Power On-board and an array of connectivity features, including F-150 Lightning's Intelligent Back-Up Power technology.

The company expects to deploy the vehicles in the second half of 2022.

"We're pleased to demonstrate leadership in the use of 100% electric vehicles in the construction and industrial rental sectors. We're committed to helping our rental customers meet their greenhouse gas reduction goals by integrating more sustainable solutions into our fleet," said Matthew Flannery, chief executive officer of United Rentals.

"This investment expands our strategic partnership with Ford and reflects our dual commitment to alternative energy solutions for our customers and operations."

According to United Rentals, the company will partner with Ford Pro Solution experts to provide charging options for customers that include home, worksite and Ford's BlueOval Charge Network.

Additionally, Ford Pro Solution experts will assist United Rentals with the optimal placement and use of the new vehicles in the company's electrification plan and installation of charging infrastructure.

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## OEMs to showcase chassis updates at NTEA's 2022 Commercial Vehicle Upfitting Summit

Work truck industry chassis manufacturers will gather September 13th and 14th in Sandusky, Ohio to share the latest chassis and technical updates at NTEA's Commercial Vehicle Upfitting Summit, formerly Truck Product Conference.

"Commercial Vehicle Upfitting Summit provides a venue where upfitters and equipment manufacturers can collaborate with OEMs, obtain the latest technical information, and then apply those learnings into their

product planning," said Kevin Koester, NTEA managing director. "We're excited to provide this connection point that helps upfitters develop new and innovative products their customers can use to get their work done."

In addition to discovering the latest vehicle updates, attendees can participate in Q&A sessions with OEM technical representatives, network with other commercial vehicle professionals, and check out industry partner demonstrations.

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# ON THE MOVE

## NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

### Jennifer Rumsey promoted to president and CEO of Cummins

Cummins Inc has announced that Tom Linebarger will end his term as chief executive officer (CEO) and Jennifer Rumsey, president and chief operating officer (COO), will assume the role of President and CEO.

Rumsey will be the seventh CEO and first woman to lead the company since it was founded in 1919. Linebarger will continue to serve as Chairman of the Board of Directors and in an Executive Chairman role, working directly with Rumsey on specific initiatives that position the company for continued success, including completing the pending acquisition of Meritor.

"Jen is a once in a generation talent and the right leader for Cummins at this important time in our history," said Linebarger. "Her background as an engineer and technology expertise provides her a deep understanding of the major technical changes taking place and how to capitalize on them. Jen uniquely understands our customers and business, having worked in many different parts of the business during her more than 20-year career, and in every role, she has consistently delivered results...Most importantly, Jen is a principled leader who cares deeply about our stakeholders. We share a common vision for

Cummins, and I am confident that Jen will lead Cummins into an even more prosperous future."

Tom Lynch, Cummins Lead Director, said, "On behalf of the Cummins board, I want to thank Tom for his three decades at the company, including the last 15 years where he served first in the COO role and then as CEO...We look forward to his continued contributions as Executive Chairman. During our long-term strategic planning, the Board had the opportunity to see Jen lead on key business initiatives and co-author the Destination Zero strategy with Tom. Jen is the ideal choice to lead Cummins into its next chapter."

Since taking on the role of COO in March 2021, Rumsey has overseen Cummins' global operations. In February 2022, she was elected to the Cummins Board of Directors, and she will maintain her seat on the board.

"I am honoured and proud to be appointed the next CEO of Cummins and excited about what the future holds for the company," said Rumsey. "Growing up in Columbus, Indiana, where Cummins was founded, and spending most of my career here makes this announcement incredibly meaningful. I am grateful to Tom for his support and mentorship over the

years and to the Board for their confidence in my leadership."

Rumsey began her Cummins career working in Research and Technology, primarily focused on advancing technology to reduce criteria pollutants from diesel engines. Since then, she has held numerous positions of increasing responsibility and impact, including bringing new platforms and technologies to the market, driving improvements in product quality and developing the capability of global teams.

The leadership roles Rumsey has held include president of components, where she oversaw a global portfolio of business units that delivered profitable growth while ensuring power solutions met performance and emissions goals, and chief technical officer, where she led strategic investments in key technologies and applications to transition to lower carbon emissions products, laying the foundation years ago for the company's New Power Business and Destination Zero strategy. Prior to Cummins, Rumsey worked for a fuel cell technology company.

Rumsey is a member of the Society of Women Engineers, Society of Automotive Engineers, the Purdue Engineering Advisory



Jennifer Rumsey

Council and Women in Trucking Association. She holds a Bachelor of Science in mechanical engineering from Purdue University and a Master of Science in mechanical engineering from Massachusetts Institute of Technology.

Throughout her career, she has been an advocate for diversity, equity and inclusion and women in STEM fields. She resides in Columbus with her husband and has two college age daughters who are both pursuing engineering degrees. ■

### BOMAG Americas remembers industry leader and team member Bert DeJong

It is with deep sadness that BOMAG Americas announces the passing of Bert DeJong, a company leader and industry veteran for more than 30 years. DeJong is well remembered for being smart, honest, and fair and an industry pioneer, who helped drive success for

both rental customers and BOMAG.

"Throughout his 32-year career with BOMAG, Bert was a consummate professional and team player, always willing to put forth the dedication and effort required to support his fellow colleagues and customers. Today, BOMAG

commands a large presence in the rental market, mainly due to Bert's leadership and valuable commitments to this customer segment, which is a true success story," recalls Rob Mueckler, president of BOMAG Americas, Inc. "More importantly, he was one of the most genuine and respectful colleagues that I've had the privilege to work with, and he will be deeply missed by the BOMAG family and our rental customers. Bert's contributions and compassion for others will be long remembered by us all, and his family will remain a part of the BOMAG family."

DeJong began his long career with BOMAG in 1986, when he joined the sales team at BOMAG Canada in Mississauga, Ontario. Displaying a true passion for building the BOMAG brand and integrity when working with customers, DeJong worked his way up to general

manager of BOMAG Canada.

BOMAG's acquisition of the Stow Manufacturing equipment line in the mid-1990s afforded DeJong the opportunity to lead the North American rental equipment business for the company. He worked with internal sales, dealers and manufacturer representatives to successfully expand the BOMAG brand and increase sales for the broad light equipment range throughout the United States and Canada.

One of his signature accomplishments, DeJong was instrumental in BOMAG's development of the articulated trench roller and its introduction to North America. The BOMAG BMP 8500 quickly became the preferred trench roller among contractors and enjoyed a dominant market share throughout North America.

"My father took great satisfaction in bringing the



Bert DeJong

highly successful BMP 8500 trench roller to market, and he represented the BOMAG brand with integrity and a calm demeanor," says Wayne DeJong, BOMAG rental sales manager for Canada, who is following in his father's footsteps with the company. "Even with his many sales accomplishments, he took the most pride in being a mentor and friend to many

in the rental business. He spurred many careers in the industry simply by helping when asked."

Bert DeJong retired from BOMAG in late 2018, and the company held a reception for him attended by family, customers and team members during The Rental Show 2019 in Los Angeles, Calif. He passed away on May 26, 2022, at the age of 68. ■

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### Gary McCartney named CFO for Mack Trucks and VTNA

The Volvo Group recently announced that Gary McCartney has been named senior vice president and chief financial officer (CFO) for Volvo Trucks North America and Mack Trucks.

McCartney had served since 2014 as global CFO and senior vice president

of finance for Volvo Financial Services (VFS), prior to which he spent four years as CFO for VFS Americas, three years as president of VFS Canada, and more than six years as CFO for VFS Canada.

Before joining the Volvo Group in 2001, McCartney was a controller for Dell

Financial Services and an auditor for Arthur Andersen.

He succeeds Ken Trolle, who was named executive vice president and CFO for VE Commercial Vehicles, the Volvo Group and Eicher Motors joint venture.

McCartney will continue to be based in Greensboro, North Carolina. ■



Gary McCartney





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