

EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

OCTOBER 3, 2022

ISSUE
13

PUBLICATIONS MAIL AGREEMENT: 40063867

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Bobcat integrates exclusive Premium Power Performance system in new T86 and S86 loaders



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LETTER FROM THE EDITOR

Discussing the sea bed mining, electric vehicle debate

Recently, I have been following the ongoing reporting on ocean floor mining exploration and the vast amounts of metals that lay kilometres below the surface of the Pacific Ocean that could significantly impact the advancement of the electric vehicle revolution.

As the demand for the metals used in the production of electric vehicle batteries continues to increase, some experts are pointing to the abundance that sits at the bottom of the ocean as the answer.

Caught in the middle of what has become a fairly intense dispute is Vancouver-based startup, The Metals Company.

In The New York Times, Eric Lipton reported that the company has exclusive ac-

cess to tons of seabed rocks packed with cobalt, copper and nickel, which the company claims to be “enough to power 280 million electric vehicles, equivalent to the entire fleet of cars in the United States.”

While The Metals Company would potentially earn—according to calculations by The New York Times—around \$35 billion throughout the 25-year project, which is an exurbanite amount of money, the company would also be significantly boosting North America’s electric vehicle production capacity, and lowering costs, for the foreseeable future.

Assumedly, proponents of the shift to electric vehicles would gladly welcome this venture.

However, the potential of negative environmental impact and the politics surrounding the delegation of mining rights, among other factors have caused push-back.

California has now banned sea bed mining other regions may follow suit.

With such a significant shift from fossil fuels to electric power taking place within the construction and heavy equipment industries, this debate over these precious metals could have a major impact on what the landscape of these industries will look like in the future.

Quoted in the aforementioned article by Eric Lipton, Jon Machin, a former offshore-drilling executive said that “Picking up the nodules from the seabed has



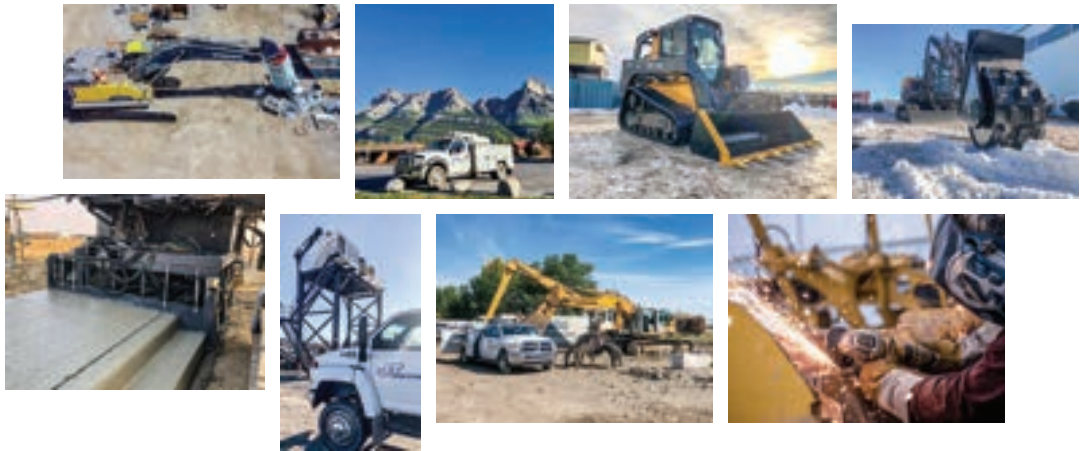
Max Carrington // Editor
editor@equipmentjournal.com

to be accomplished with the maximum efficiency and minimum disturbance.”

In my opinion, this seems like one of those very infuriating issues that society encounters all too often where, no matter what stance you take, a contradiction can be found. ☒



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EQUIPMENT JOURNAL IS AN AUDITED PUBLICATION



Published every third Monday at 6-5160 Explorer Dr., Mississauga, (Toronto). Subscription \$44. per annum or \$72. for 2 years including applicable tax., Payable in advance. Single copy \$3.95. Authorized as Publications Mail Agreement No. 40063867, by the Post Office Dept. Ottawa and for payment in cash. Advertising is accepted on the condition that in the event of typographical error, that portion of the advertising space occupied by the error together with reasonable allowance for signature will not be charged for, but the balance of the advertisement will be paid for at the applicable rate. In the event of a typographical error advertising goods or services may not be sold. Advertising is merely an offer to sell and may be withdrawn at any time. We reserve the right to reject or refuse any or all advertising. **Equipment Journal permission is required to reproduce original ad layout, artwork and photos.**
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CAT 980M (2015) - 9,960 Hours
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CAT 980M (2014) - 8,910 Hours
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/ Repairs Completed.



CAT 980M (2016) - 7,885 Hours
Aggregate Arrangement, 7.75 CYD Bucket,
Auto Grease, Rear Camera, All servicing / Repairs Completed.



(2) KOMATSU WA500-8 (2016)
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Tires, Bucket Scale
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KOMATSU WA500-8 (2017) - 6,659 Hours
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CAT 730C2 (2017) - 6,865 Hours
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Servicing & Repairs are completed.



CAT 725C2 (2018) - 6,990 HRS
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VOLVO A30F (2014) - 4,940 Hours
23.5R25 Radial Tires, Rear Camera, All needed
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CASE set to take its new Minotaur on ‘Groundbreaker Roadshow’

The industry-first CASE Minotaur DL550 will be making its way across the United States and Canada on “The Groundbreaker Roadshow,” stopping at more than 50 CASE dealer locations.

“Minotaur has a massive fan following and we’re giving it the rock star treatment by sending it on a cross-continent tour into 2023,” says Terry Dolan, vice president, North America, CASE Construction Equipment. “It’s a machine that people have to see to believe—and the common response from people who see it is that it’s even bigger, stronger and more versatile than they imagined it would be. It really has that ability to change the industry and how people work.”

According to CASE, the Minotaur DL550 compact dozer holds 29 patents, has pushed through more than 12,000 field-test hours, countless customer clinics and typical lab and engineering testing.

More about the Minotaur DL550

Weighing in at more than 18,000 pounds and working with 114 horsepower, the new CASE Minotaur DL550 compact dozer loader delivers true dozing and grading

performance, as well as powerful site loading capabilities and compatibility with hundreds of attachments.

CASE claims that a single platform has never delivered this level of versatility, power and precision.

The hallmark advancement of the CASE Minotaur DL550 is the chassis-integrated C-frame with six-way dozer blade. The C-frame hydraulically couples into both the chassis of the machine, as well as the attachment coupler. This design provides the stability and smooth operating plane of a small dozer while ensuring that all operating power is channeled through the whole body of the machine. This establishes greater performance and long-term reliability than the simple combination of a dozer blade attachment to a traditional compact track loader.

Also, it comes standard with CASE Universal Machine Control, which makes the machine ready for any of the three major providers of machine control technology. Moreover, it’s also available with an optional, industry-exclusive, fully-integrated ripper to simplify dozing and earthmoving operations.

The C-frame can be easily detached in minutes, allowing the operator to use it as a loader with a heavy-duty 1.25-cubic-yard

bucket, or with hundreds of common loader attachments.

“The Minotaur is truly a fleet of one, that is second to none,” says Jeff Lillycrop, product manager, CASE. “Business owners and fleet managers looking for a compact solution that delivers countless benefits in a single footprint will immediately see the versatility this exciting new machine brings to their fleets and will quickly understand what a ‘compact dozer loader’ is capable of accomplishing. We are excited to share it with the world.”



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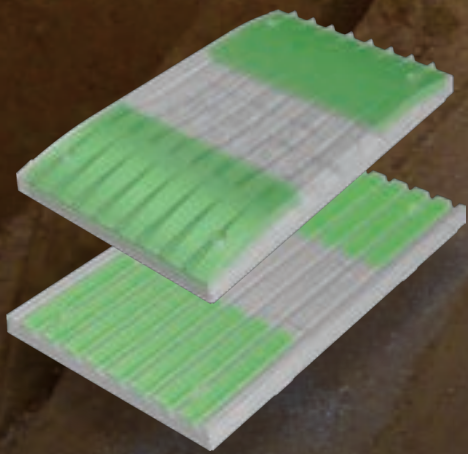


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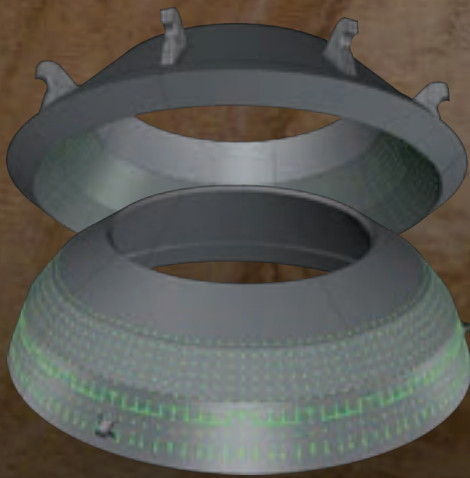


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John Deere expands G-tier wheel loader offerings in North America

After a successful introduction into the Canadian market, John Deere expands its G-tier Wheel Loader offerings to the United States with the 644 G-tier Wheel Loader, continuing the transition to Performance Tiering. As part of the John Deere Performance Tiering Strategy, customers can benefit from tailored offerings that provide more performance, comfort, and economical options.

The expansion of this line up also includes the new 544 G-tier Wheel Loader now available in Canada. The 544 G-tier provides customers working in a variety of applications with a no-frills, versatile, and reliable solution backed by John Deere and its world class dealer network.

“Not every customer is looking for the most technology in a machine. By introducing the 544 G-tier in Canada and expanding the availability of the 644 G-tier into the United States, we are providing our customers with options to help meet their diverse needs,” said Luke Gribble, solutions marketing manager, John Deere. “The G-tier models support customers looking for reliability, without the added extras that they would find in a P-tier or X-tier machine, and that fit their investment levels as well. With the G-tier models, customers are getting the versatility and ruggedness in a machine, without any compromises.”


Now available in the United States, the 644 G-tier leverages industry-proven components and is equipped with a cab design that promotes ease of operation. With the 644 G-tier machines, John Deere delivers a solution ideal for customers in the governmental, rental, site development, and asphalt industries. The 644 G-tier Wheel Loaders boast a reliable John Deere 6.8L engine and feature John Deere Teammate axles. Customers can customize the machine through a variety of base-level packages, including options related to locking differentials, ride control, seats, radio and rear chassis work-lights.

Making its debut in the Canadian market, the 544 G-tier is designed to provide a more economical solution in the 3-yard loader size class that does not sacrifice the performance and quality customers expect from a John Deere machine. The 544 G-tier controls were

designed with operators of all skillsets and productivity in mind, offering a simplified setup and overall functionality. Promoting ease of operation, the in-cab controls include adjustable boom-height kickout, return to carry, and return to dig, which can be easily activated from inside the cab, speeding production times during repetitive applications. In addition, the 544 G-tier is an ideal machine for those looking for a capable machine for rental, agriculture, governmental and snow removal applications.

Further expanding machine capability, the 544 G-tier can be equipped with optional features to help tackle even the most challenging applications. Optional features include a hydraulic reversing fan, axle coolers and front locking differentials, helping to keep it at peak performance. Backed by the industry-trusted network of John Deere dealers, the 544 G-tier machines are easy to service, helping to keep the jobsite running smoothly.

The optional third and fourth function hydraulics allow additional attachments to be equipped on the machine, amplifying job versatility. On the 544 G-tier, John Deere customers can choose between pin-on bucket options as well as a Hi-Vis/ISO or JRB style couplers, which are compatible with K-Series, L-series and Performance Tiering buckets and attachments. Customers needing extra reach on the job can add high-lift linkage to gain an additional 14 inches of hinge-pin height over standard linkage.

Built off proven John Deere loader components and designs, all G-tier machines are backed by the same level of excellent support that customers have grown to rely on—including JDLink Connectivity and Connected Support. Both the 544 G-tier and the 644 G-tier machines are eligible for the John Deere Protect Service Plan, offering optimal support and value to customers. With the John Deere Protect Service Plan, routine maintenance is performed at every 500-hour interval by an experienced John Deere dealer. In addition, the John Deere Protect Parts & Fluids Plan provides customers with options to conduct maintenance services and inspection while utilizing their own technicians. 

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FOR RENT

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\$25,000

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FOR RENT

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Volvo CE launches ‘build and price’ tool for electric construction equipment

Volvo Construction Equipment has created an online tool that allows customers to “build and price” their ideal electric compact excavator and wheel loader, marking the company’s latest advancements in both e-commerce and the introduction of electric construction equipment to the market.

Initially available in North America and Norway, the tool on the Volvo CE website

lets users configure any of the electric compact machines in Volvo’s lineup with the features they want and see the suggested retail price.

“Construction equipment customers do a lot of research online already, and our configurator tool puts even more information at their fingertips,” said Jefferson Yin, director of new business models and commercial intelligence, Volvo CE. “We’re especially happy we can give them a price estimate because that’s something other brands aren’t doing. Customers will continue to be supported by their local Volvo CE dealer during the sales process and with on-going support after their purchase.”

Simplifying the buying process

Since Volvo CE first opened pre-booking for its electric machines in 2020, customers have been able to reserve a machine online. Now, customers can also configure their machine and instantly see the manufacturer’s suggested retail price.

The configurator tool is built to walk customers through these options:

- **Package:** There will be pre-built configuration packages to choose from: each with options tailored to different applications and customer needs.
- **Canopy or cab:** The ECR25 Electric compact excavator includes a choice of canopy or cab. That option will also exist for the EC18 and ECR18

Electric compact excavators this fall (these are available for reservation now for a 2023 delivery). The L20 and L25 Electric compact wheel loaders come with a cab.

- **Attachments:** Common attachments will be available to select, and a dealer will follow up on any special attachments that may be needed.
- **Chargers:** U.S. customers will have two options to choose from: standard and high-powered chargers. Canadian customers will be able to purchase a standard 600-volt charger.

Ultimately, the customer will see a price estimate and their information will go to a Volvo CE dealer in their area who, according to the company, will respond within 48 hours with more detailed pricing and information customers typically get from a dealer, such as an opportunity to demo the machine and financing options from Volvo Financial Services.

“This is the next step in our electromobility journey and digital transformation,” said Yin. “The goals are to improve the customer experience, provide an easy understanding of our industry-leading electromobility offering and ensure a seamless sales experience.”

Starting as a pilot project in the U.S., Canada and Norway, the new touch point will serve as a test bed for future solutions that could be scaled up for other markets. 



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Hamm launches HX-series pivot-steered tandem rollers

The HX series, the new flagship in the Hamm fleet for asphalt construction, is designed for high-quality compaction. The 7-tonne, 15,432-pound HX 70i and 9-tonne, 19,842-pound HX 90i achieve high surface outputs on large construction sites.

A high level of precision is possible due to pivot steering, which provides an extremely large turning angle, a very large track offset and has four steering modes.

Split drums and automatic reversing

The well-conceived compaction technology with split vibration and oscillation drums actively prevents cracks and bulges from forming in the asphalt.

The automatic reversing brakes and accelerates the rollers quickly, but smoothly.

Also, an electrically-adjustable seat turns automatically in the direction of travel when reversing.

Smart Compact: The intelligent compaction assistant

On request, Hamm equips the rollers in the HX series with Smart Compact, the new automatic compaction assistant. It actively supports the driver and is easy to operate. According to the company, Smart Compact may be of great interest to the current generation of drivers and, in particular, to those just starting their careers.

This compaction assistant combines simple operation with handling via smartphones, computers and other digitally controlled devices. Therefore, it meets the changed personnel requirements at modern

workstations in road construction.

The automatic mechanism sets compaction parameters for each drum. So, the driver only has to enter whether a base, binder or asphalt surface course is to be compacted.

Smart Compact decides automatically whether to compact with vibration and big or small amplitude, with oscillation or statically.

To this end, it evaluates

physical properties of the asphalt, such as the temperature or rigidity. New features include the integration of local weather data via an integrated weather station, and the assessment of the complex cooling behavior in the area of tension between the asphalt and air temperature, as well as the wind. Based on all of this information, the system determines the right setting separately for both drums.

According to Hamm, it is the first manufacturer in the world to automate the separate settings of the individual drums.

Fuel savings

Smart Compact detects when an asphalt layer is

almost completely compacted. The system then automatically cancels the dynamic compaction, and puts the roller into ECO mode. As a result, the engine speed is reduced by up to 20%, which also means that up to 15% fuel can be saved.

Increased process reliability—simplified operation

The bottom line is that Smart Compact increases the process reliability and, in turn, the quality of the compaction and the surfaces. The simplicity of the assistant here is captivating. It is operated via a separate display. The user guidance is clearly designed, meaning that the personnel can fully concen-

trate on driving the machine.

Clear view, additive mixing and disc spreader

The HX series looks different to its predecessor series, featuring newly designed lights and sheet-metal brackets.

In the cab, the unobstructed view to the rear left has been improved. The new camera system with robust monitors (IP 66), which is integrated as standard, further improves the view into the rear space.

In the future, water and additives will be stored separately in the additive mixing unit. This saves water, and the additive can be dosed with an extremely high level of precision. ■





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Trimble acquires B2W Software to expand its civil construction portfolio

Trimble has announced that it has acquired privately-held B2W Software, a leading provider of estimating and operations solutions for the heavy civil construction industry.

Trimble claims that with the passage of the Infra-

structure Investment and Jobs Act (IIJA) and other infrastructure legislation across the globe, construction organizations are fast tracking the digitization of their processes and operations. So, as infrastructure projects become increasingly complex, data-driven insights and analytics could be imperative to improve productivity, increase efficiency and drive sustainability.

“Seamlessly connected workflows are key to unlocking the true potential of an organization’s data,” said Elwyn McLachlan, vice president of Trimble’s Civil Solutions Division. “With the acquisition of B2W, Trimble will be able to provide an unparalleled end-to-end digital experience—connecting the digital to the physical—for heavy civil and infrastructure contractors.”

According to Trimble, the addition of B2W’s comprehensive suite of pre-construction and operations capabilities will expand its civil infrastructure portfolio and Trimble Construction One, a purpose-built connected construction management platform.

B2W’s integrated suite of applications includes estimating, scheduling, field



tracking, equipment maintenance, data capture and business intelligence.

By combining these capabilities with its rich field data, project management, finance and human capital management solutions, Trimble claims that civil contractors will be able to bridge the gap between office and field in new ways, promoting transparency, efficiency and ultimately profitability.

“B2W has helped thousands of heavy civil contractors increase their bid accuracy and operational efficiency,” said Paul McKeon, B2W founder and CEO. “And now with Trimble, we can realize the next chapter of our story. By linking the planned with the executed, we will provide civil contractors with a truly connected construction experience, unlocking valuable new insights for our customers across their entire operation.” ■



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Toromont Cat crowns local Ontario operator champion

Brian Davis, Toromont Construction Solutions Manager, congratulates winner Octavio Miranda

Following four days of exciting competition, Octavio Miranda of L.M. Enterprises has been named winner of the Ontario Toromont Cat Local Championship. Part of the Cat Global Operator Challenge, Toromont hosted the Ontario event in Cambridge on September 7th and 8th, as well as Pickering on September 14th and 15th.

In "The Big Dig" event, operators are tasked with digging a 10 m trench using Cat 2D grade technology in a Cat 320 excavator. The operator uses a benchmark to establish the grade and then starts the excavation. After digging half of the trench, the operator transfers the established grade using a touch point and then excavates the second half of the trench. Time penalties are given for errors such as achieving the wrong depth or width.

The "Load and Go" event challenges operators to load up to achieve payloads in fewer passes using a Cat 950M wheel loader. The operator travels to a stockpile, loads the bucket, travels a course to a dump target and returns at least 3 times. The total material moved

must be as close as possible to the target payload. Time penalties are awarded for being under or over the target payload, hitting obstacles and spillage.

The final event, "Backhoe or Bust," tests the operator's skills using a Cat 420 XE backhoe loader. At the first station, the operator must use the backhoe bucket to pick up a weighted object and maneuver it through an obstacle course. Next, the operator moves to a second station and uses the backhoe bucket to load various sized balls placed on top of cones to dump into a bin.

Octavio decided to keep his approach to the competition simple: "Just block out the noise and do my job. There's no real strategy, just focus on the task and maybe put a little pep in my step," he explained. "I'm ecstatic about the win and hopefully I did my best to represent myself, L.M. Enterprises and Canada. But to be honest, I was surprised that I still got it. There were a lot of amazing competitors that were extremely smooth and had me worried."

Brian Davis, Construction Solutions Manager, for Toromont Cat commented on Octavio's win: "We've seen some incredible skills

throughout this competition. Operators spend the majority of their time on one or two machines, very few are truly proficient on all three. Having three machine challenges really tests an operator's expertise in running different equipment because they need to complete each one in order to qualify. It's not easy to put your hand up and perform in front of a group of your peers, so I'd like to personally thank each of our competitors for putting their pride aside and going for it. Our Ontario winner Octavio Miranda set a very impressive time and should prove to be a strong competitor at the East Regionals in North Carolina. We wish him luck and I will be there to cheer him on...hopefully to the World Finals at Con-Expo in March 2023."

As winner of the Ontario challenge, Miranda will join Québec winner, Marc-André Gilbert of Construction St-Gelais, and the future winner of a combined Manitoba and Maritime competition in North Carolina, to compete for the title of North American Regional Champion. Regional winners will be invited to take part in the world-renowned CONEXPO in Las Vegas on March 14, 2023.



Brian Davis, Toromont construction solutions manager (right), congratulates winner Octavio Miranda (left).

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BOBCAT UNLEASHES ITS MOST POWERFUL LOADER LINEUP TO DATE

Bobcat Company's new T86 compact track loader and S86 skid-steer loader are the most powerful compact loaders the company has ever built, delivering more usable engine and hydraulic horsepower than ever before.

What sets the T86 and S86 apart is Bobcat's exclusive Premium Power Performance, a power management system that distributes power more efficiently on loaders equipped with high-flow and super-flow hydraulics.

"Bobcat has redefined best-in-class performance with the toughness, productivity and capabilities of the new T86 and S86 loaders," said Jorge De Hoyos, Bobcat's senior product manager for loaders. "We're expanding our equipment lineup to support our customers' most challenging jobs. With these compact loaders delivering more usable engine and hydraulic horsepower than ever before, we are empowering customers to accomplish even more."

Attachment and flow versatility

Each component of the T86 and S86 loaders—including the engine, pumps and hydraulic system—is engineered to deliver maximum hydraulic performance so operators can work quicker, lift more and take productivity to new heights.

The three hydraulic flow options are:

- **Standard flow** - for operating attachments that require low hydraulic horsepower

- **High flow** - an optional system that provides additional hydraulic power to boost production of attachments like the Bobcat flail cutter, trencher, planer and stump grinder

- **Super flow** - an optional system for demanding applications, such as pavement milling and land clearing, and for use with attachments designed specifically for super-flow hydraulics

The variety of attachments available for these 80-series loaders includes some that are super-flow-specific, such as super-flow snowblowers, cold planers and forestry drum mulchers.

Also, since several attachments require control of more than one function, Bobcat integrated a small, seven-pin attachment harness activates power and fingertip control functions, eliminating the need for mechanical relays.

Built to last

The T86 and S86 loaders' unmatched R-Series cooling system has been completely redesigned for optimal operation and maximum uptime availability.

Bobcat's R-Series loaders feature a larger, higher capacity radiator and a cooling fan that is about twice the size of traditional fans. The fan achieves more cooling at a slower rotation and is more energy efficient. The larger fan also generates less noise around the engine for a quieter ride and operation.

Also, heavy-duty steel louvers provide the great airflow needed for optimal operation. The

machine's fan pulls cool air in through the tailgate to significantly reduce temperatures inside the engine compartment. Other features contributing to these loaders' enhanced cooling include the reversible fan, a higher capacity radiator and larger auxiliary hydraulic hoses and tube lines.

Both the T86 and S86 come with Bobcat's Tier 4 solution engine, which, like all of Bobcat's engines, meets Tier 4 regulations without a diesel particulate filter (DPF). This reduces downtime that occurs with DPF regeneration and long-term DPF maintenance costs, so operators can focus on what they do best - getting down to work.

Comfort and on-board features

With the advantage of the one-piece, sealed cab and a quieter cooling system, Bobcat has significantly reduced the sound levels inside the cab, as well as around the machine.

Also, the triple-flange, rear idler and optional 5-link torsion suspension undercarriage reduce vibration.

Other comfort-centric features include a roomy cab, a heated air-ride seat, automatic heat and air conditioning, ergonomic controls, innovative displays and options to deliver greater comfort and easier machine control for higher operator productivity.

Three workgroup response settings allow operators to adjust the joystick sensitivity of lift and tilt functions to match operation preference with the demands of the job. Users can adjust between slower and smooth movements for precision operations, as well as faster lift and tilt functions for ap-



plications that require more speed. This provides the ability to tailor the loader's drive response to individual preferences for precise control and enhanced productivity.


It is possible to set the drive response for smooth movements and precise control or adjust to a faster response drive for a proficient operator or when applications require faster cycle times.

Advanced technologies

The in-cab display, a standard feature in Bobcat's R-Series loaders, provides full-featured machine interaction and monitoring capabilities from right in the cab. The rearview camera, which is standard

equipment on the T86 and S86, offers a rear view from the operator's seat, helping to identify obstacles on the jobsite.

Additionally, users can stay connected to their Bobcat machines at any time, from anywhere with Machine IQ. Furthermore, Bobcat machine owners can remotely access Machine IQ, a wireless information system, to monitor machine health and track information that enhances maintenance, security and performance.

With Bobcat MaxControl, operators can remotely operate their machine or create geofences for object avoidance during semi-autonomous operations. 

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Mecalac introduces new swing loader models to the North American market

Mecalac has introduced three new swing loader models to the North American market. The all-new AS750, AS850 and AS1000 models join the previously released swing loaders, the AS600, AS900tele, AS1600 and AS210, rounding out a comprehensive loader series

Mecalac's swing loaders feature a rigid chassis and three steering modes—2-wheel, 4-wheel and 4-wheel crab—that allow for tighter turns than a standard articulated loader. Combining this tight radius with the Mecalac



swivel boom results in machines that can perform a complete rotation in a footprint that is 20% smaller than a conventional loader.

At the same time, the swing loader is designed to maintain 100% stability regardless of how it is positioned.

With a proprietary integrated counterbalance paired with a patented automatic rear axle locking system, the bucket and its contents can be lifted and turned up to 90 degrees on either side without any loss of stability.

Finally, the pivoting boom makes it possible to position the machine once to complete a loading task, significantly reducing the footprint and saving time.

"Mecalac's swing loaders offer new capabilities to the North American market," said Peter Bigwood, general manager of Mecalac North America. "Mecalac has designed a product that addresses the shortcomings of traditional loaders and provides a tool that can operate in a confined space, is economical in its movements, improving productivity, and is completely stable in all positions. The new models offer all these advantages

in the 11,000-15,000 pound range."

At just over 11,000 lbs, (5,000 kg), with a bucket capacity of 0.98 yd3 (750 liters), the AS750 is the second smallest swing loader model. Compared with the AS600, the new model is wider with a longer wheelbase (6'1"/1,870 mm) for even greater stability while the higher engine power (61 hp/45kW) provides heightened lifting and loading capacity. The parallel, or P-bucket, offers outstanding precision during material handling operations, especially with the pallet forks or load hook.

Finally, the AS750 is designed with a spacious cab and two doors to give the operator optimal visibility for a safer jobsite.

Next, the mid-size AS850, with an operating weight of 13,184 lbs (5,980 kg) and a bucket capacity of 1.1 yd3 (850 liters), is the answer. This model encapsulates all the benefits of the AS series swing loaders with optional increased travel speed up to 25 mph (40 km/h).

Lastly, the AS1000 is a mid-size model at 14,639 pounds (6,640 kg) and a bucket capacity of approximately 1.3 yd3 (1000 liters).

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“Our **BOBCAT** equipment is always rented out.”

Pier-Olivier Castonguay, sales specialist for Bobcat of Ottawa Valley and Marc-André Burelle, owner of Burelle Rentools stand outside with the Bobcat MT100 mini track loader about to go on rent. The rest of the Bobcat fleet already out on rent,

Marc-André Burelle bought his uncle’s rental business after working there for the last 3 years. He felt it was important to carry on what his uncle had started 13 years ago. Since taking over the business with his wife France, they have incorporated the business and changed the name to Burelle Rentools out of Limoges, Ontario. “I may work 80 hours a week, but I absolutely love what I do. The best part is I get to work with my best friend,” exclaimed Marc-André. Having their family home attached to the business makes it easily accessible to see his two daughters and his wife, who can help Marc-André as well in the shop. Marc-André even does the deliveries himself to his customers.



Marc-André decided he wanted to move more into the earthmoving equipment rentals and aerial equipment, more so than just lawn and garden (tools). “Pier-Oliver Castonguay, sales specialist, for Bobcat of Ottawa, had been trying to get my uncle to purchase Bobcat® machines for years. I had done my school co-op with them, so I already had a great relationship with them. Pier had stopped by to see me and showed me the great benefits of purchasing a fleet of Bobcat machines on Easy Lease and we also purchase some attachments like a Bobcat Brushcat, stump grinder, snow blade, auger, breaker, etc.”

“The service through Bobcat of Ottawa Valley is way better than the last company my uncle dealt with for earthmoving equipment. Pier even helped me out when my Bobcat MT100 mini track loader wasn’t in yet and gave me another one, so I didn’t miss out on my busy season for rentals. He is really easy to work with, takes care of us and will even email us back at 10 pm at night! Bobcat of Ottawa has three locations to service us. Pier has referred many customers to us which we are also very grateful for. Our Bobcat equipment is always rented out. My uncle even had a Bobcat E35 compact excavator out and he said it was way faster than the previous brand that he

was a die-hard fan of. He was impressed. Our customers have also made positive comments about Bobcat machines.”

We wouldn’t hesitate to recommend Bobcat machines for your rental company as our business had doubled since we expanded more in earthmoving equipment with the Bobcat machines, and using Pier-Oliver Castonguay, Bobcat of Ottawa Valley.

Thanks Marc-André, France and Trixie (10-month-old German shepherd).



Marc-André and France Burelle with their dog Trixie

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Toromont to build new remanufacturing facility in Ontario

Toromont Industries has announced the construction of a new 137,000 sq ft remanufacturing facility in the Town of Bradford West Gwillimbury, Ontario.

According to the company, this investment will support the growing needs of its customers while creating opportunities for the surrounding community.

The facility is scheduled to open in early 2024 and will employ 150 skilled trades at the time of opening, with an ultimate capacity of 200.

It will be located on the north side of the 5th Line at Coffey Road with easy access to Hwy 400.

According to Toromont, the facility will incorporate the latest in design and equipment to ensure the highest standards of safe-

ty, quality and production efficiency. Remanufacturing of components is a critical element of the circular economy and helps lower the lifecycle cost of our customers' equipment as well as complementing our sustainability and Environmental, Social and Governance (ESG) objectives.

Toromont claims that this added capacity, combined with Toromont's Reman operations in Québec City, Pointe-Claire and Thunder Bay, will be critical in supporting the growing number of customers who rely on its products. Furthermore, the remanufacturing operations support the value proposition of the investments customers make in equipment.




"This is a key element of our ongoing investments for the future benefit of our employees, our customers, our partners and our shareholders," explained Joel Couture,

chief operating officer for Toromont Cat.

"The Town is thrilled with Toromont's decision to invest in our community and bring 200 well-paying jobs to



Bradford West Gwillimbury," said Bradford West Gwillimbury's mayor, Rob Keffer. "I'd like to thank the leadership team at Toromont for selecting BWG as the new home

of their remanufacturing facility and we welcome them to a growing list of fantastic companies drawn to our burgeoning employment corridor along Hwy 400." 



Yanmar boosts production capacity

Yanmar America Corporation has introduced an advanced automated guided vehicle (AGV) solution to its Adairsville, GA, manufacturing facility.

According to the company, the addition of the modular AGV system to Yanmar's Powerpack series generator production line has boosted production capacity ten-fold and increased the quality of products delivered to customers.


"We brought Powerpack assembly inhouse to our Adairsville facility as a way to offer more solutions and maintain high levels of product quality reaching the end user," said Zach Morgan, a production engineer at Yanmar America. "Demand began to quickly increase, far outstripping the ability of the small cell that was originally constructed to support the effort."

Yanmar's the team came up with several potential solutions including conveyor systems, assorted carts, overhead cranes, and the current implementation, automated guided vehicles. The AGV solution was select-

ed as being highly capable, scalable, flexible, and cost competitive. Also, the lead time, at 2-4 months, was significantly less than the conveyor implementation timeline of more than 6 months.

The system does not require in-depth programming knowledge or an automation engineer for implementation and can even be controlled through an app from the Google Play store.

Looking forward, Yanmar America claims that its AGV solution has the flexibility to grow with its business. The engineering team can easily change the path, extend, shrink, change shape, or add additional stops or stations to accommodate demand and meet market requirements.

"As we continue to grow not only in Powerpack, but also in the rural lifestyle and other businesses, we're taking a step back and re-examining our manufacturing approach," said Scott Shorrock, director of operations at Yanmar America. "Yanmar is all about embracing change and taking on new challenges." 

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Liebherr R914 compact 2018 with 2,000hrs, (802302) Rubber track pads 500mm, Front blade 2540mm, Reversing fan, Automatic greasing system, Two-piece boom 4.9m with lateral tilt, Stick 2.45m, Lock valves, Hydraulic quick coupler Liebherr Likufix, Tilt-ditch bucket 2000mm, Excavation bucket 1250mm, Backhoe bucket 500mm, Remaining full warranty



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



Liebherr R924 2015 with 6,325hrs (802311), Cab riser, New tracks 750mm, Reversing fan, Hydraulic quick coupler, Medium and high pressure lines



Liebherr A904 C-LI 2013 with 13 841hrs (802685), Monoboom 5.30m, Stick 2.65m, Lock valves, Rear and front stabilization pads, Rear Camera Hydraulic quick coupler Liebherr, Tilt-ditch bucket 2000mm, Reversing fan, Automatic greasing system,



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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LIEBHERR



Volvo Trucks to begin customer testing of fuel cell trucks in 2025

Volvo Trucks are running tests of fuel cell electric trucks that only emit water vapor and have an operational range comparable to diesel trucks, up to 1,000 km. A second pilot phase is to follow in a few years' time and will see customer tests on public roads.

The testing of fuel cell electric trucks in commercial traffic will start in 2025 with selected customers in Northern Europe, followed by additional trucks in more countries over the coming years.

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

"I believe that the pilot tests will highlight the potential for fuel cell electric trucks. The tests will run in a demanding, harsh climate and it also give us a great opportunity for driving with heavy loads up to 65 tons," said Jessica Sandström, senior vice president, global product management at Volvo Trucks.


The goal of the pilot tests will be to look at all different aspects of the truck's operation including working components, handling and driver experience.

A fuel cell generates its own electricity from the hydrogen onboard instead of being charged from an external source. The only byproduct emitted is water vapor. Volvo's electric trucks will use two fuel cells with a capacity to generate 300 kW of power and

will have a refuel time of less than 15 minutes.

Fuel cell technology is still in an early phase of development and whilst there are many benefits, there remains some challenges, not least the large-scale supply of green hydrogen and the need to develop fueling infrastructure. To overcome the lack of available hydrogen when running the pilots, the filling of green hydrogen from renewable sources will be done at the home-depot.

"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. The fuel cell trucks will be important for longer and heavier transportations in a few years from now," said Sandström.

The fuel cells will be supplied by Cellcentric—the joint venture between the Volvo Group and Daimler Truck AG. Cellcentric will build one of Europe's largest series production facilities for fuel-cells developed for heavy vehicles. 





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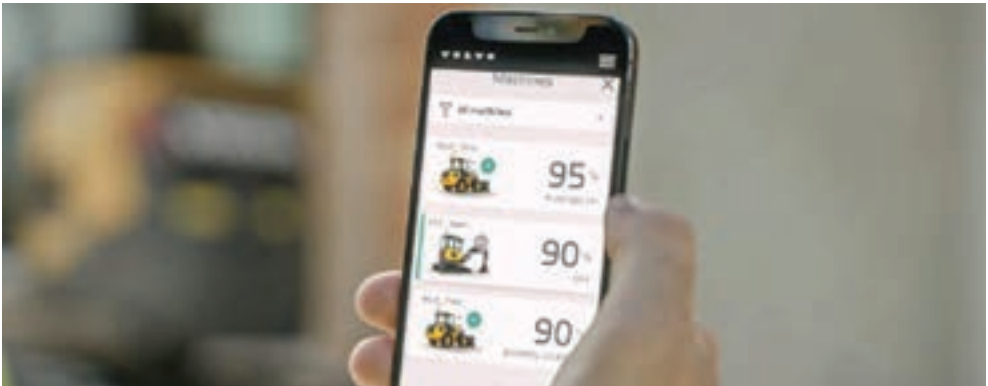
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Volvo CE adds host of upgrades to L25 electric wheel loader



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Volvo Construction Equipment is building upon the commercial performance of its zero-emissions L25 electric wheel loader with a host of upgrades that aim to ensure further versatility, greater operator comfort and increased uptime.

The option to fit a new Parallel linkage, especially suited for medium-duty cycles and pallet-handling applications, is said to serve as a compliment to the existing Z-type one—delivering high breakout torque—but now for even more applications.

Also, with an increase in the maximum speed up to 20 km/h, the L25 Electric can move within, and between, jobsites much quicker.

“Thanks to the results of a close collaboration with our dealers and customers, we are proud to reveal the next level in outstanding electric performance,” said Paolo Mannesi, global product manager for Volvo Compact Wheel Loaders. “With all these upgrades, the L25 Electric now boasts even greater comfort, productivity and uptime, making it a truly unique product on

the market. Our electrification journey continues, and I cannot wait to see the next models reaching our customers.”

Increased comfort and convenience

The upgrades are building on the success of the L25 Electric in its initial iteration, which has already been proving popular with customers.

“The L25 Electric is stronger than and more superior to its diesel brother. It is quieter and quicker to respond. The joystick control is also very sensitive,” said Arvid Rüster, product manager at Berliner Stradtreinigung in Germany.

According to Volvo CE, operators are reporting a more pleasant working environment with the emission-free wheel loader, leading the company to believe that they will appreciate that the upgraded machine is loaded with further features to enhance the operating experience.

A new hydraulic pump, and the relocation of the main control valve from the cab to the front frame, reduces noise emissions even further, making the machine even quieter inside and outside the cab.

For operators working in colder climates, the new programmable cab heater option allows them to choose times when they would like to arrive in a pre-warmed, defrosted cab.

Also, the need to reach under the hood to turn a main switch off at the end of a shift is now eliminated when using the machine regularly.

A new electric parking brake with hill-hold

functionality is a convenient automatic feature for operators working on any construction site, but particularly on inclines or rough terrain. Also, because the disc-brake that was present in the former model is now replaced by a spring-applied and hydraulic-released wet-disk brake, related maintenance requirements are removed, helping to cut costs and machine downtime.


Operator comfort is also enhanced thanks to a more ergonomic joystick, the latest design on the market.

Faster charging = more uptime

The time it takes to achieve a full charge has been halved. Now, charging the L25 from zero takes only six hours with the improved 6kW on-board charger—if used with a 400V 16A CEE socket or public charging station.

Speedier charging is always still available with faster off-board chargers 9.6 kW and 17.3 kW. Also, if combined with the newly launched Electric Machine Management Application (EMMA), customers can further boost uptime by keeping track of charging status, battery level and machine location.

All of these new features and improvements revealed as part of the updated L25 Electric wheel loader will be found on the new L20 Electric, which Volvo made available for pre-booking in October of last year.

The slightly smaller L20 offers a 1.8-ton payload and comes with Parallel-type linkage and a choice of 33 kWh or 40 kWh battery pack to accommodate various autonomy needs. 

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29,111 HRS DARTMOUTH, NS



2015 DEERE 204K LOADER \$66,000

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STEELING THE SHOW

Stainless-steel recycling specialist, CRONIMET, in partnership with SENNEBOGEN, put the first 825 Electro Battery material handler into operation, which will be presented at bauma 2022.

Against the backdrop of the joint goal of significantly reducing CO2 emissions in the recycling process, SENNEBOGEN and CRONIMET have developed a battery-powered 30-ton electric material handler, the 825 Electro Battery, leading to completely emission-free work.

SENNEBOGEN, the Bavarian manufacturer of material handlers and the metal recycling and trading company CRONIMET, headquartered in Karlsruhe, have had a strong partnership since 2014.

When it came to putting the vision of a climate-neutral recycling process into practice, the two companies quickly decided to work together.

As an innovative SENNEBOGEN project, and with the participation of CRONIMET as a partner in the field of scrap recycling, a mobile

30-ton electric material handler with battery technology was developed, guaranteeing maximum CO2 savings.

Both in battery-operation and with a cabled power supply, the modern battery-powered material handler works without restrictions in terms of space and time—essential for really proving itself in practice in the recycling industry, which is mostly organized into shiftwork.

The aim of the project was to significantly reduce CO2 emissions in the recycling process and the new battery-powered material handler combines the flexibility of traditional diesel-powered material handlers with the benefits of a zero-emission electric material handler, while also lowering maintenance and energy costs.

“With this innovation project, we are taking a decisive step on

the road to CO2 neutrality,” said Marijo Zeljko, managing director of CRONIMET. “Electrification of our machinery is a key component of our climate strategy.”

The companies of the CRONIMET Group have committed to operate in a CO2-neutral manner by 2030.

“At CRONIMET, we are ready to invest in innovation and move forward in the industry. That’s why we are very pleased that the project has been funded by the German Federal Ministry of Economics and Climate Protection,” said Zeljko.

Currently, nine material handlers are in operation at CRONIMET in Karlsruhe, returning around 140,000 tons of stainless-steel scrap and other alloyed scrap to the raw material cycle every year.

Initially, CRONIMET will use the battery-powered material handler for feeding the scrap press, pre-

paring material for the press, and for sorting work in the incoming goods department.

The machine runs on 100 percent certified green electricity and saves up to 125 metric tons of CO2 emissions per year in two-shift operation compared with the previous solution—and with the same freedom of movement.

CRONIMET supported the product development with important, practical know-how and actively participated in the prototype status of the machine. Thus, the material handler developed in the project is optimally geared to the requirements of demanding metal recycling.


Like the battery-supported variant of the 817 Electro Battery, which has already been launched on the market, the 825 Electro Battery impresses with its intelligent dual power management, which

allows autonomous working in battery operation as well as when connected to the mains.

Depending on the power requirement, the 378 kW lithium-ion battery pack installed in the rear enables working times of up to eight hours without recharging. If the machine is connected to the power supply via the charging point on the undercarriage, stationary work can be carried out.

Furthermore, it offers more comfort for operators, as it is quieter and has lower vibrations.

Also, thanks to the onboard charger and the 63A CEE plug system used, the material handler can be connected to conventional power sockets, so there is no need for additional investment in charging columns.

The SENNEBOGEN 825 Electro Battery will be presented to the public at bauma 2022 in Munich. 



New Mazio XL breakers ideal for quarry, demolition applications

The new heavy-duty XL Series of Hydraulic Rock Breakers from Port St. Lucie, Florida-based Mazio Attachments provides reliable performance in demanding applications.

Designed for carriers from 1 ton to 140 tons—including mini excavators, skid steer loaders, backhoe loaders and excavators—Mazio claims its XL Breakers to be able to withstand the brutal conditions while providing reliable performance.

Mazio hammers feature a closed case built from 100% Hardox steel

that protects the body from wear and impact.

In addition, a number of standard features also lend to the breakers' durability, including anti-blank-fire technology, which minimizes wear; an energy recovery system that reduces the required oil flow and the breakers' double-damping system, which reduces vibration.

Also, variable impact speed and power can be manually tuned using an Allen tool.

The XL breakers are available with the company's exclusive vi-

bration-activated Digital Hour Meter, which accurately measures the tool's operational hours, differentiating from the carrier hours, ultimately providing better tracking for preventative maintenance activities and billable hours. A 12-year integrated, sealed battery powers the meter as it automatically and autonomously tracks the tool's impulse during operation, calculating its true work hours. A fiberglass-reinforced heavy-duty rubber case protects the meter from harsh working environments.

Mazio offers six XL breaker models for 30-ton to 140-ton mining-duty excavators, with tools ranging from 3.4 tons (3 metric tons) in weight and 9.8 ft (2.98 m) in length to 11 tons (10 metric tons) in weight and 16.4 ft (5 m) in length.

For excavators 11 to 36 tons, five breaker models range from 1 ton (.9 metric tons) and 6.7 ft (2.05 m) to 2.6 tons (2.4 metric tons) and 8.7 ft (2.65 m).

For compact carriers, there are six breaker models available from 287 lb (130 kg) and 3.2 ft (0.99

m) to 1,279 lb (580 kg) and 5.9 ft (1.8 m).

Tool choices for Mazio XL Hydraulic Breakers include:

- Cone-shaped tool for universal use in concrete and rock
- Chisel tool for rock breaking, concrete demolition, and asphalt breaking
- Cylinder tool for drilling and concrete demolition
- Moil point for universal use in concrete and asphalt
- Blunt tool for demolition



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United Rentals adds industry’s first electric dumpsters to North American fleet

Looking to help its customers advance sustainability goals, United Rentals has announced its agreement to purchase JCB’s new HTD-5E E-Dumpsters for its North American fleet, the first high-volume, fully-electric dumpster in the industry.

With this purchase, United Rentals will become the first equipment rental company to offer this specific equipment to North American customers.

The JCB HTD-5E E-Dumpsters will join an array of zero-emission equipment,

including trucks, vans, compact excavators and energy systems already in the United Rentals portfolio of environmentally friendly rental equipment.

The tracked e-dumpster is offered as a high-tip, ride-on model, capable of carrying up to 500 kg (1,102 lbs).

According to JCB, the HTD-5E E-Dumpster’s lithium-ion battery pack powers the machine for a typical full work shift.

“By adding JCB e-dumpsters to our offerings, United Rentals continues to demonstrate leadership in the use of 100 percent electric vehicles in construction and industrial rental sectors,” said Mike Durand, Senior Vice President, Sales and Operations, United Rentals. “As companies build plans to achieve sustainability goals, we can help them reduce the environmental impact of their equipment while also maintaining safety and productivity.”

The HTD-5E E-Dumpster provides a high-performance carrying solution for construction, landscaping, agriculture, among other applications. Its electric drive makes the machine suitable for indoor work, tunneling applications and urban sites



that require low noise and zero exhaust emissions.

Also, the e-dumpster includes a SmartStep feature that offers increased safety and operator comfort. With this feature, stepping off the machine isolates power to the tracks while still allowing use of the hydraulics and skip.

United Rentals is expecting to deploy the vehicles in the last quarter of 2022.

“JCB is glad to support our customers and their dedication to a more sustainable future,” said Andrea Whelan, vice president direct sales and service, JCB. “As JCB corporately works towards a net zero footprint, the e-dumpsters are just one of the pieces offered in JCB’s range of electric equipment which is designed to help our customers and partners tackle their worksite needs with zero compromise on performance.”


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FOR RENT

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FOR RENT

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FOR RENT

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ALLU launches versatile Raptor attachments in North America

ALLU has launched its new series of Raptor vibratory excavator attachments in the North American market.

Available in four variations, for excavators between 18 and 55 tonnes, the attachments are designed to be used in any application in which where high production rates are required.

The vibratory technology and mechanics provide a

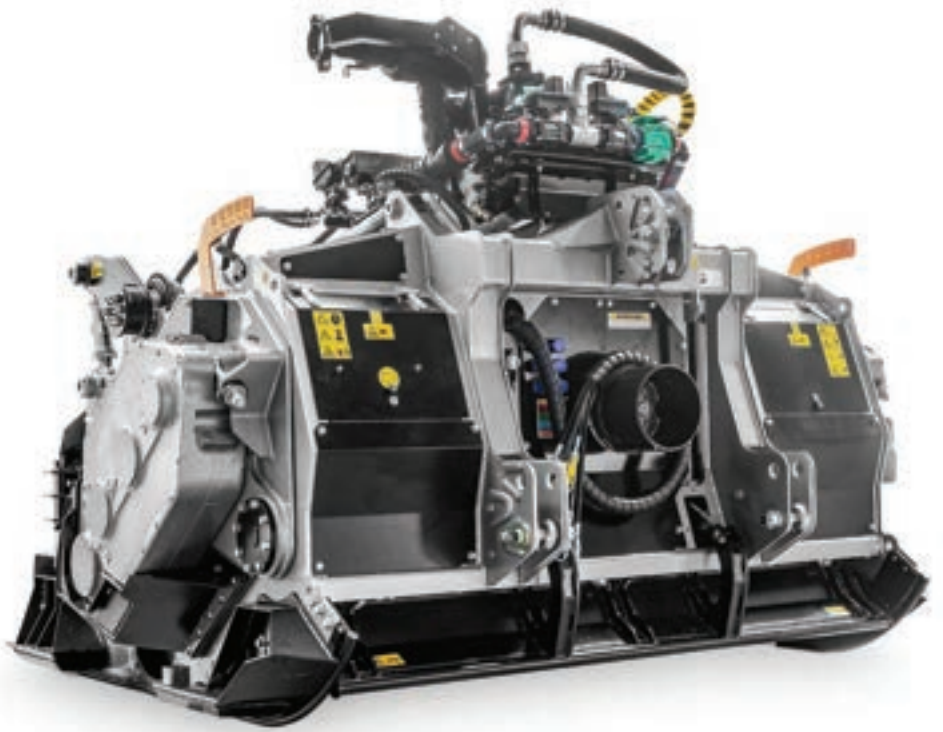
greater impact at a lower frequency, leading to higher production, reduced wear and lower operator fatigue.

“ALLU is delighted to introduce our Raptor Series to the North American market, providing an extra attachment to bring together our ALLU portfolio for all job site needs in the Americas,” said Edgar Chavez, president, ALLU Inc.

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Road recycling: Concrete breaking and asphalt milling with FAE's MTM/HP

Germany has a wide-spread, well-maintained road network. The federal agency of the German Ministry of Transport and the local municipalities invest large amounts of public funds every year to keep this national heritage, made up of different types of roads, in perfect condition: the Bundesstraßen or federal highways, the Landesstraßen or state roads, the Kreisstraßen or county roads, and the Gemeindestraßen or municipal roads. It goes without saying that a number of private companies in the business of road maintenance have also emerged.

One of these is Franz Blum GmbH Tief- und Straßenbau, based in Ittenhausen, in Baden-Württemberg. The company has 35 employees and an FAE MTM/HP multitask, which it recently used on two construction sites at an altitude of 800 m in the Swabian Alb, a mountainous region between Stuttgart and Ulm.

On both construction sites, the use of a multitask, capable of taking on multiple jobs—in this case, stabilizing the soil and milling or breaking asphalt and concrete—proved crucial.

Recycling concrete

"On the first site, we had to recycle a municipal road made of 16 cm thick plain concrete and break it on site," recounts Lothar Blum, the company's owner.

"The road had a lot of wear and tear, with potholes and subsidence that made for difficult driving. We had to break the existing concrete, stabilize the resulting material, and prepare it for the new asphalt surface. Because the concrete road was 16-cm thick, it was necessary to loosen the concrete surface in advance using an excavator chisel in a grid

of approx. 40x40 cm. Afterwards, the MTM milling machine was able to break up the concrete and crush it into a grit size of 0/60 mm. We milled 1,500 square meters of concrete in all. We paired the FAE MTM/HP with our Fendt 936 tractor, a very powerful duo that allowed us to complete the job within the time allotted."

Asphalt recycling

On a second nearby job site, Franz Blum GmbH Tief- und Straßenbau took care of the cold recycling of the asphalt surface from a municipal road. "In this case, we were tasked with recycling 1,600 square meters of asphalt (approx. 10 cm thick) on site," Mr. Blum went on to say. "Again, we worked with the MTM/HP attached to the Fendt 936 tractor to 40 cm deep, at an operating speed of 0.2 to 0.6 km/h. The grit size of the processed material was approximately 0/60 mm. Here too, we were very happy with the work. Overall, our experience with the FAE MTM was positive for both job sites."

Recycling in road construction

Recycling in road construction—which is often mandated by various national regulations—generally has numerous advantages.

The first is being able to immediately recycle the material obtained from milling the old road surface and use it to produce the new surface, all without the additional costs associated with conventional construction and by applying a method with significantly lower environmental impact.

The benefits therefore range from saving time and money to a more environmentally-friendly project.

Just consider that the conventional method involves removing the old road surface, transporting it to the landfill and disposing of it or treating it at a special facility, then purchasing the new material and transporting it from the quarry to the job site. Overall, recycling old concrete or asphalt on site can save up to 400%. FAE's multitask machines make recycling on site easier, and the same machines can be used for different jobs later.

The FAE MTM/HP

The FAE MTM/HP works with 300 to 360 hp tractors and has a maximum working depth of 40 cm. Due to its compact size and extreme maneuverability, it can work on surfaces that self-propelled machines find difficult to access, as well as on small construction sites.

The variable geometry of the crushing chamber is a technological solution from FAE that's unique in

this industry and guarantees optimal crushing results. This technology has two important benefits. First, it allows the machine to penetrate the soil with just the rotor because of the moving frame that can be hydraulically adjusted with extreme precision from the tractor cab. Second, the mixing chamber's volume is variable. As the depth increases, the chamber's volume also increases, and so does the ability to manage

the material being mixed. In addition, FAE heads with a variable geometry chamber reduce traction forces, which in turn means lower fuel consumption, higher operating speed, and improved stability of the machine on the ground.

The FAE MTM/HP is also equipped with a counter blade made of wear-resistant Hardox, which, together with the grill on the rear flap, ensures the desired grit size of the processed material. ■

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POWER & PAYLOAD

New Cat 789 mining truck delivers class-leading power and fuel efficiency, more payload capacity and better speed on grade

The new Cat 789 Mining Truck builds on proven performance to offer efficiency gains, the next generation of cab comfort and cutting-edge connectivity. Its design offers a weight advantage over the competition, allowing users to haul more material per load and deliver a cost-per-ton advantage.

Also, the new 789 moves more material with less fuel, offering up to 9% reduced fuel consumption compared to the Tier 2 design. An advanced powertrain increases engine life by 12% and delivers better shifting and acceleration. Offering the highest horsepower in its class, this mining truck features 10% more payload and is over 5% faster on grade than competitive trucks.

Flexible power and design

With its flexible design, the Cat 3516E engine powering the new 789 is fuel-optimized for lesser regulated countries or can be configured with selective catalytic reduction (SCR) for meeting EU Stage V and U.S. EPA Tier 4 Final standards. Two power selections offer 1 417 kW (1,900 hp) to match performance of existing fleet trucks or 1 566 kW (2,100 hp) for faster cycle times.

Delivering long-life reliability, the new engine features design modifications to the camshaft and piston for optimal fuel efficiency, and structural improvements to the cylinder head and crankshaft deliver

12% more durability than the 3516C. The engine's 23% net torque rise delivers unequalled lugging force during acceleration, on steep grades and in rough underfoot conditions.

Offering smoother transitional shifting for a smoother ride, the 789's Advanced Power Electronic Control Strategy (APECS) transmission delivers productivity and efficiency improvements that can reduce cycle times. Forward momentum and torque are maintained while shifting with optimum gear selection resulting in faster acceleration. It offers more continuous torque and rim-pull to deliver more power to the ground, making it possible to use a higher gear on grade to optimize fuel efficiency.

A choice of multiple body style configurations allows mines to equip the 789 to meet specific site needs. The High-Performance Body maximizes payload by reducing the weight by 2.0 to 5.0 tonnes (2.2 to 5.5 tons) or more. The Mine Specific Body excels in mature mines, while the Combination Body combines features of high volume and optional liners to haul both ore and overburden. The original standard, Dual Slope Body, provides excellent load retention, and the X Body features the latest structural designs and offers more volume at a lower weight.

New cab, higher productivity

The 789's larger, more ergonomic

next generation cab improves operator efficiency and productivity. At 17% wider, the cab's walk-through design with fully adjustable center console offers 34% more operator space, 11% more legroom and 19% more shoulder room. Featuring 40% less Sound Pressure Level (SPL), the quieter cab includes automated temperature control and cab filtration for a more comfortable environment.

Two ideally located 254-mm (10-in) screens consolidate all machine data, controls and guidance information, and applications like Cat MineStar to reduce the number of required displays. New speed coaching provides operators real-time feedback on truck operation to maximize productivity, while more accurate measurements on the payload monitoring system delivers improved load tracking. Its 360-degree surround view camera with object detection to alert operators to hazards within the immediate vicinity makes it easier to safely operate the 789. Simplifying operation and minimizing cycle times, a new optional Auto Hoist feature automatically raises the body and controls engine speed.

Cutting-edge connectivity

Fully integrated Cat electronics on the 789 includes 100 Mbps, two-wire ethernet connectivity for faster data transfer to improve access to infor-

mation. The future-proof technology platform includes every 789 being factory-equipped with Cat Product Link Elite with standard connectivity via cellular 4G/LTE and available cellular/satellite radio for reliable data transfer.

The ability to access and analyze accurate, real-time data enables faster diagnostics and enhances the ability to predict and prevent machine failure, improving truck uptime availability. A new telematics platform promotes greater data acquisition and faster transmission to locally hosted or cloud-based applications such as Cat MineStar Solutions. Available MineStar Fleet, Detect and Health Equipment Insights, along with standard haul road analytics, help to improve operator performance, maintenance and machine life.


Streamlined serviceability

Multiple key contributors to truck downtime have been reduced on the 789. Its new modular HVAC (heating, ventilation and air conditioning) system improves reliability and consolidates components, so the entire system can be removed and replaced quickly. Shortening engine removal and installation time, the modular radiator enables rebuilds to be completed off the truck to reduce downtime.

The 789's next generation of enhanced serviceability incorpor-

ates extended-interval filters with ground-level access, grouped service points and a new centralized service center option. It features an extended 12,000-hour coolant life and double the hydraulic and transmission filter life to 1,000 hours to reduce service time. New Remote Flash and Remote Troubleshoot help to further improve machine uptime and performance by instantly providing access to the latest software updates and making it possible to remotely troubleshoot the truck.

Superior braking and retarding control for the 789 is delivered by Caterpillar's patented, oil-cooled, multiple disc brakes to provide immediate, fade-resistant braking and retarding. The next gen cab design integrates the rollover protective structure (ROPS), and the operator is protected by five-sided ROPS/FOPS (falling-object protective structure) coverage. Wide-angle mirrors plus a birds-eye view offered by Cat Vision 360 improves visibility in the 789. Part of the MineStar suite of solutions, the available Driver Safety System alerts the operator if fatigue or distraction is detected.

The 789 next generation mining truck replaces the current 789 Stage V/Tier 4 Final model. The popular Cat 789D will continue to be produced and is available to markets outside of North America and Europe. 



Sandvik introduces AutoMine underground drill concept

Sandvik Mining and Rock Solutions has introduced its AutoMine Concept Underground Drill, the company's second underground mining machine built specifically for automation.

The AutoMine Concept Underground Drill is a fully autonomous, twin-boom development drill rig capable of drilling without human interaction. The cabinless battery-electric drill can plan and execute the entire drilling cycle from tramming to the



face, setting up for drilling, drilling the pattern and returning home to charge for the next cycle.

Less than two years after introducing the AutoMine Concept Loader—the first fully autonomous underground mining machine built specifically for automation—Sandvik has expanded its vision from autonomous mucking to autonomous drilling with its AutoMine Concept Underground Drill.

“We’re continuing to push the boundaries of mining automation and demonstrate what will be the reality in the near future,” said David Hallett, vice president of automation at Sandvik Mining and Rock Solutions. “We chose a development drill as our next Concept Vehicle to demonstrate that autonomy can also work effectively in a mine’s development phase, in constantly changing environments.”

Unveiled and demonstrated for the first time at a customer event at Sandvik Mining and Rock Solutions’ testmine in Tampere, Finland, the fully functional AutoMine Concept Underground Drill, referred to internally during the lead-up to its introduction as “Amelia,” showcases next-generation intelligent automation and other new technologies and features that will be introduced for current and future Sandvik offerings. Some features will be available as standalone products and others as upgrades or options for existing products or equipment.

“Our AutoMine Concept Underground Drill is not intended to be introduced as a commercial product,” said Johannes Väliavaara, vice president of product development and product management at Sandvik Mining and Rock Solutions. “Rather, it will become our in-house platform for testing and developing new technologies our customers identify as crucial to their operations.”


The AutoMine Concept Underground Drill has no operator cabin, creating space for onboard water and battery storage and eliminating the need for supply cables or water hoses during operation. The self-contained drill uses and optimizes power and electricity based on need, making onboard supply last even longer.

The drill only needs to know which tunnel and face it should tram to and can plan the rest of its mission autonomously, using data from the preferred mine planning software. Tunnel lines and profiles are planned and defined into drilling and blasting patterns in iSURE that ensure optimal hole placement, detonation and profile quality. The drill also has access to 3D models of a site, which are automatically merged from survey and mapping results. It can update and optimize the 3D model of the mine in real time based on feedback from its onboard cameras and scanners.

Furthermore, the drill learns and adapts to the ever-changing environment in a development heading to safely complete entire missions from entry to exit. It navigates tight spaces with agility, enabling effective use of large machines in small spaces. Once it has arrived at its destination, it uses automatic drill plan adjustment to optimize the drilling pattern and drill the full round.

“Our vision is that in the near future, thanks to the rapid advancement of battery technologies, equipment like this will be able to drill entire rounds fully on battery power, eliminating the need to plug in to a grid and improving flexibility underground,” Jussi Puura, digitalization research lead at Sandvik Mining and Rock Solutions.

During drilling, the AutoMine Concept Underground Drill uses an AI-guided automatic drill bit changer to identify when bits are worn and changes them automatically. The drill is also equipped with a lifter tube installer that simplifies the face charging procedure. Drilling data is then reported back to iSURE or Deswik to optimize the next round. The drill also uses Rock Pulse AI for continuous rock mass feedback to optimize drilling performance.

The AutoMine Concept Underground Drill is compatible with traditional safety gate systems but is also capable of working without area isolation. It asks for assistance when re-filling consumables and recharging, and can request intervention by an operator if it is unsure of changes to its environment. 

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LOOKING BACK AT MINING

By HCEA Canada



Pictured here, in the 1970s, is a WABCO Haulpak Model 85C in action at the Sherman Mine near Temagami, Northern Ontario. Five of these 85 ton capacity haul trucks, along with ten additional 65-ton units, handled the hauling duties at the open-pit mine, which produced over one million tons of iron ore pellets per year. Interestingly, all of the iron ore processed at the Sherman Mine was used by Ontario steel producers. The mine, in operation until 1990, employed nearly 400 skilled operators, mechanics and tradesmen. WABCO (Westinghouse Air Brake Company) had

purchased RG Letourneau construction equipment lines in the mid 1950's and began producing heavy duty haul units a few years later. The 85C haul truck shown here was rated at a capacity of 53 cubic metres. In addition, three other larger rock bodies and two coal bodies were available. WABCO off highway truck line ranged from 35 to 200 ton and were powered either by Cummins or Detroit Diesel engines to a range of 560 kW. Some of the smaller capacity WABCO haul trucks were manufactured at the former JD Adams grader plant in Paris, Ontario. Adams Ltd

had been acquired in 1954 by LeTourneau-Westinghouse (L-W), and by the late 1980s the plant had been closed. To see more than 60 restored pieces of vintage construction equipment in action, be sure to attend the Historical Construction Equipment Association (HCEA Canada) events, including the 'Last Blast' event, which is being held on Saturday, October 15th, 2022 at the Simcoe County Museum near Barrie, Ontario. Please check the website for updates: www.hceacanada.org. HCEA Canada is a proud Heritage Partner of the Simcoe County Museum. 

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Komatsu's new HD1500-8E0 haul truck delivers high performance on grade

Komatsu's new rigid frame off-highway haul truck, the HD1500-8E0, is purpose-built for mining, quarry and aggregate applications. Delivering performance with a 1,580 gross horsepower (1180 kW), Tier 4 final Komatsu SDA16V159E-3 engine, the HD1500-8E0 helps drive high levels of productivity.

The redesigned cab, combined with a MacPherson strut-type and hydropneumatic suspension, gives operators the smooth and comfortable ride they need for long shifts.

Travel performance for productivity

In addition to speed on grade, the HD1500-8E0 is equipped with hydraulic, wet multiple-disc brakes on all four corners. These continuously cooled, large-capacity brakes also act as a highly responsive retarder, providing operators with confidence at higher speeds when traveling downhill. Furthermore, downhill descent can also be controlled by setting a desired travel speed with the automatic retard speed control (ARSC), which applies the brake retarder to maintain the desired setting and descend the road with confidence.

Maneuverability

With a tight turning radius (36' 9"), /11.2 m) operators in the HD1500-8E0 can easily maneuver in and out of tight spaces when spotting to be loaded or positioning to dump. The MacPherson strut-type independent front suspension features an A-arm wheel-to-mainframe design for widespacing and easy access to the engine bay.

Komatsu's Traction Control System (KTCS) provides control on loose or slippery road

conditions by monitoring the rear wheels for slippage and automatically applying pressure to the independent wheel brake assemblies.

Technology that promotes enhanced productivity

The HD1500-8E0 has a 7-speed, fully automatic transmission with two configurable reverse speeds. Komatsu's advanced transmission with optimum modulation control system (K-ATOMiCS) provides electronic shift control with automatic clutch modulation, promoting optimized clutch engagement at every gear to provide smooth shifting without losing torque, offering a comfortable ride while helping to reduce material spillage.

The HD1500-8E0's integrated payload meter (PLM) promotes productivity and helps to control the life cycle costs of the truck by managing the payload of each hauling cycle, analyzing production volume and the working conditions of the machine.


a quiet, low decibel operating environment. Features such as KomVision, a 360-degree monitoring system that uses six cameras for a real-time view of surroundings, offer the operator improved visibility.

Additionally, two screen mode allows your operator to view the 360-degree bird's eye view and any of the 6 cameras to be viewed simultaneously on a dedicated monitor.

Maintenance made easier

Designed for convenient preventative maintenance and servicing, a ground-level service center is located at the bottom of the HD1500-8E0's hydraulic tank, putting engine, transmission, brake control and hydraulic oil filling evacuation ports accessible in one central location.

Also, the standard, automatic greasing system helps minimize maintenance time by automatically supplying grease at pre-determined intervals. A battery disconnect switch, located on the left side of the vehicle, is accessible from the ground level and, for security during maintenance, there are tie-off anchor points for safety harnesses.

The cold weather package includes electric heating elements for engine oil pan, coolant, steering and hoist oil tank, transmission oil pan, and brake oil tank, which plugs into an external power supply. The engine is also equipped with a cold weather ether starting aid system, standard for the HD1500-8E0. 



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Operator comfort and visibility

Designed with a convenient control layout, the ergonomic operator cab is equipped with an air suspension seat to help dampen vibrations. Seat heater and ventilator are equipped as standard.

To help improve operator comfort, hydro-pneumatic suspension provides a smooth ride over rough terrain, while the low noise engine, fan clutch and cab sealing provide



Machinerie St-Pierre brings Doosan equipment to mining operations on the Canadian Shield

Doosan Infracore North America has announced the addition of Machinerie St-Pierre, in Val-d'Or, Québec, as an authorized Doosan dealership.

Machinerie St-Pierre will provide Doosan articulated dump trucks, dozers, excavators, log loaders and wheel loaders to nearby mining operations on the Canadian Shield.

"We chose to add Doosan equipment to our dealership because they are reliable




machines," says Nicholas Abel, director, Machinerie St-Pierre. "We value our customers' time and we sought a

manufacturer that matched our commitment to service."

Machinerie St-Pierre offers sales and rentals of new and used Doosan machines, Doosan parts and a service department with Doosan factory training.

Also, the dealership offers field service and machine recovery services.

"We are happy to bring Doosan equipment to the mining operations in Northern Québec," says Serge Gallant, senior sales manager, Doosan Infracore North America. "Machinerie St-Pierre has served customers near Val-D'Or and throughout Québec for 35 years and has a reputation for outstanding service." 

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Epiroc reduces emissions and fuel consumption with new engine option for Scooptram ST14

With lower fuel consumption and a reduced environmental footprint, the new Cummins X12 Stage V engine option for Epiroc’s Scooptram ST14 ensures a productive and reliable solution to meet emission regulations and reduce diesel particulates.

“We are happy to further expand our Stage V offering by adding the Stage V engine to Scooptram ST14. This means fulfillment of the

latest emission standards in the EU and North America. We also expect other regions to follow the development towards more sustainable operations,” said Erik Gert, global product manager, Epiroc Underground.

First introduced in 2017, the Cummins X12 Stage V engine builds on Cummins proven technology. The emissions of toxic gases and diesel particulate matter (DPM) are reduced by a

sophisticated aftertreatment system consisting of a diesel oxidation catalyst (DOC) combined with a diesel particulate filter (DPF) and a selective catalytic reduction (SCR).

“By reducing the particles in the diesel exhaust, a better working environment and air quality for the people working in the mine can be reached. In addition, the Stage V engine is expected to reduce diesel consumption

with up to 5% compared to Stage IIIA engines” said Gert.

The Cummins X12 Stage V engine is globally available as an option for Scooptram ST14 and Minetruck MT436B. Epiroc also offers Stage V engines for the Scooptram ST18, Minetruck MT42, Minetruck MT65 and Minetruck MT54.

Stage V engines requires ultra-low sulphur fuel to operate, which reduces harmful emissions com-

pared to traditional diesel. The Cummins X12 engine is approved to use paraffinic fuel, meeting the EN 15940 requirements. Paraffinic fuels, often called “clean

diesel”, are made from alternative feedstocks, including natural gas (GTL, gas-to-liquid), vegetable oils, waste and residues (HVO, hydrotreated vegetable oil).



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ON THE MOVE

NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

Deere board elects Josh Jepsen as CFO

Deere & Company have announced that its Board of Directors elected Josh Jepsen, 44, as senior vice president and chief financial officer (CFO), effective September 16. He is succeeding Raj Kalathur, who will continue as president, John Deere Financial, and chief information officer.

Jepsen has been with Deere for 23 years, having worked in a broad range of accounting and finan-

cial-analysis roles across the company's manufacturing and North American sales and marketing operations. He was also manager of commercial operations outside the United States and Canada for the company's Construction & Forestry division. In addition, he served as Controller for the Asia Pacific and Africa region, based in Singapore.


Jepsen joined Deere's Investor Relations team as

manager of investor communications in 2015 and became director, investor relations in 2018. He more recently played a key role in developing the company's Leap Ambitions—goals designed to boost economic value and sustainability for Deere's customers—and was instrumental in setting up the company's sustainability organization. He assumed the duties of Deputy Financial Officer earlier this year.

"Josh's broad range of financial and operational experience, along with his strong knowledge of our business and our Smart Industrial operating model, have prepared him well to serve as Chief Financial Officer," said John C. May, chairman and chief executive officer of Deere & Company. "He's additionally established a strong record as an insightful leader, a champion of diversity,



Josh Jepsen

equity, and inclusion, and a proven cultivator of talent, all which will serve us well as we continue to focus on executing our strategy and delivering increased value to our stakeholders." 

IronCraft announces its new CFO

IronCraft, formerly branded Titan Implement, has named Arden Schwandt as its new CFO replacing retiring Titan CFO Mike Hutsell. He comes to Iron-Craft after serving as the CFO of M-D Building Products, an Oklahoma-based building products manufacturer.

Previously Schwandt spent 27 years at The Charles Machine Works Inc, the parent company of Ditch Witch, serving in a variety of accounting and finance roles both in corporate and dealership settings. He holds


a BS in Organizational Leadership from Southern Nazarene University and an MBA from Oklahoma State University. He is also a CPA and was honored as a Gold Medal Winner by the Oklahoma Society of Certified Public Accountants as the top scorer on the CPA Exam in the State of Oklahoma. As CFO of the Athens, Tennessee based manufacturer of compact construction attachments and agricultural implements, Schwandt will oversee accounting, finance, and FP&A functions.

IronCraft Chief Executive Officer Pat Kozlowski stated: "We're thrilled to have Arden join the IronCraft team. He is not only a team player but a team builder. Dealers and sales channel partners are vital to our growth, so with his corporate and dealership experience, Arden will be invaluable addition to the organization."

"I'm humbled and honored to serve as the CFO of IronCraft," said Schwandt. "The entire leadership team is committed to provide an unparalleled customer



Arden Schwandt

experience for both end customers and dealers. We're focused on growing the IronCraft brand by providing quality products and service." 

Curry Supply hires Sara Herron as marketing coordinator

Curry Supply has appointed Sara Herron as the company's marketing coordinator.

In this role, Sara will assist the marketing director through the company's marketing efforts and strategies to promote our products and services. Specifically, she will help manage advertising, web properties, social channels, content, as well as brand awareness, while also focusing on events and the community.

Regarding the position with Curry Supply, Sara stated: "I

am honored to accept the marketing coordinator position and eager to see where it takes me. I am excited to hit the ground running, and I do not doubt that big things are in store for myself and Curry as a whole."


Sara resides in Altoona, Pennsylvania. She graduated from Penn State Altoona with a Bachelor of Science in Business, minoring in entrepreneurship.

At Penn State, she served as the President of the Sheetz Fellows Program. She is a Blair



Sara Herron

County Chamber's Young Professionals member and current student in the Leadership Blair County Program.

In her free time, she enjoys spending time with friends and family, traveling, volunteering and working out. 

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- Working with OEM dealers to help supply solutions and support to their customers' needs
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