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DECEMBER 5, 2022

ISSUE
16

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December 5, 2022

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The new Cat 340 excavator features a more powerful engine and wider track, helping to increase productivity by 10% over the last model



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FEATURED **EQUIPMENT**

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LETTER FROM THE EDITOR

Autonomous robot dogs and the future of surveying

Like many of us who have found themselves working in the heavy equipment space, I was fairly enamoured with robots as a child.

I devoured 80's action movies like Blade Runner, The Terminator and RoboCop, and cherished my Saturday morning routine watching re-runs of Transformers and The Jetsons. When it came time to do my chores, I dreamed of a robotic housekeeper like Rosey to help clean my room. One year, I begged for a Poo-Chi robot dog for Christmas.

And while our world today may not reflect the technologically-advanced future often depicted in 20th century media, we are seeing robotic technology play an increasing role in the world of construction.

Take for example the recent announcement by Trimble and Exyn Technologies about their new collaboration to de-

velop autonomous surveying technology.

The project will integrate the Trimble X7 total station and ExynPak with Boston Dynamics' Spot robot—a quadrupedal robot similar to the Poo-Chi I never had.

The goal of the project is to enable fully autonomous surveying missions inside complex and dynamic construction sites, using robots which can sense and avoid obstacles while providing high-speed, high-accuracy 3D scans of the environment.

"The integration of autonomous surveying technology into a construction workflow has groundbreaking potential," said Aviad Almagor, vice president of Technology Innovation, Trimble. "It can improve operational efficiency and transparency throughout the build life-cycle while also transforming worker safety for potentially

hazardous data collection."

Self-driven construction vehicles—such as autonomous excavators, track loaders, and dozers—are also transforming the way we work.

Powered by AI, these machines can be programmed to excavate grounds, lift objects, or demolish structures with no operator. Other applications of robotics in construction include brick-laying robots, autonomous drones and specialized 3D structure printers.

Given that automated equipment can be operated remotely, the use of these systems can help ensure crew safety while working in unstable environments.

Also, the use of robotic systems can enhance accuracy and efficiency, ultimately speeding up the completion of a project. And while robotic systems require a large investment, the increased efficiency makes them cost-effective.



Max Carrington // Editor
editor@equipmentjournal.com

However, it's important to note that construction robotics are intended to assist our workforce—not replace it. Embracing this new technology will require the recruitment of specially-trained individuals to the sector. Perhaps we can leverage the next generation's love for Paw Patrol's Robo-Dog to get them excited about construction robotics? 🐶



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Remembering Todd Murray

Over 20 years ago, Todd Murray started his career in the heavy equipment industry at Ontrac Equipment Services.

He started at the Windsor branch and not long after, he transferred to Ontrac's Mississauga branch where he first served as parts manager and eventually became a territory manager for Brandt, who acquired Nortrax in 2019.

"In the early days, I would sell the John Deere equipment and he would support the customer with parts and service. We were a great team together back then," said Wayne Armstrong, Todd's close friend and colleague.

Todd's relationships with customers and teammates blossomed quickly and reached well beyond the confines of sales and service.

"Todd was known for his relationships with his customers. He really cared and would do anything to help them out. His teammates also had great respect for him and he was well known to keep his relationships with both customers and teammates very active," said Armstrong.

"He made his first John Deere sale with us. Ever



since, he would make sure to drop by our office every now and then to show his appreciation for us," said Carmine Pennella of Pennella Excavating in Toronto.

Most recently, Todd started at Hub Equipment as a rental manager, where he quickly became part of their family.

"He brought a lot of energy, enthusiasm and experience to the industry and we thought he would be a good fit for our team," said

Tom Stevenson, president of Hub Equipment. "He helped us reconnect with a lot of old and new customers in a very meaningful way."

Even outside of the workplace, Todd has left an everlasting impression on those around him.

In his obituary, a friend is quoted as saying that "He was such a massive guy in every way; size, heart, personality and, of course, a voice that could knock down trees." 📺



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CAT 980M (2015) - 8,410 Hours
Aggregate Handler Spec, Spade or GP Bucket,
29.5R25 L-5 Tires, All Servicing & Repairs being
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CAT 980M (2015) – 9,960 Hours
3027 idle hrs, Choice of Buckets
L4 Tires, Rear Camera, All servicing & Repairs
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(7) CAT D8T LGP (2019/2020)
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(4) CAT D8T (2011-13) - 4,381-8,090 HRS
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CAT D6T LGP (2019) - 7,645 HRS
VPAT Blade, 31" Track Shoes, Drawbar,
CAT Dealer Maintained since New.
Ripper / Winch Available



CAT 980M (2014) – 8,910 Hours
Aggregate Handler, 7.75 CYD Bucket, L3 Tires,
Auto Grease, Rear Camera, All servicing &
/ Repairs Completed.



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



KOMATSU WA500-8 (2016) - 8,653 Hours
8 CYD Bucket, 29.5R25 Tires, Bucket Scale,
All Servicing / Repairs Completed



KOMATSU WA500-8 (2017)
8.25 CYD Bucket, 875/65R29 Michelin Tires
Komatsu Scale, All Servicing/Repairs Completed.



CAT 745C (2015) – 5895 Hours
NEW 29.5R25 Tires, Dealer Maintained,
All Needed Servicing / Repairs Will Be Completed.



VOLVO A30F (2011) – 8,640 HRS
750/65R25 Flotation Tires, Very Straight Truck,
Tailgate Available, Arriving Soon.



CAT 730C2 (2017) – 6,865 Hours
23.5R25 Tires, Rear Camera, All needed
Servicing & Repairs are completed.



CAT 725C2 (2018) - 6,990 HRS
23.5R25 Tires, Rear Camera, All needed
Servicing & Repairs to be Completed.



VOLVO A30F (2014)
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23.5R25 Tires, Rear Camera, All Servicing & Repairs
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Caterpillar successfully demonstrates first battery electric large mining truck

Caterpillar has announced a successful demonstration of its first battery electric 793 large mining truck and a significant investment to transform its Arizona-based proving ground into a sustainable testing and validation hub of the future.

Caterpillar completed development of its first battery electric 793 prototype with support from key mining customers participating in Caterpillar's Early Learner program. Participants of the program with definitive electrification agreements include BHP, Freeport-McMoRan, Newmont Corporation, Rio Tinto and Teck Resources Limited.

"Our global team came together to develop this battery truck at an accelerated pace to help our customers meet their sustainability commitments," said Resource Industries Group President Denise Johnson. "This demonstration is a significant milestone, and we are excited for these trucks to get to work at customers' sites around the world in the near future."

The Early Learner program launched in 2021 and focuses on accelerating the development and validation of Caterpillar's battery electric trucks at participating customers' sites. This approach supports the individual commitments each Early Learner participant has made to reduce and eliminate greenhouse gas emissions from their operations. A primary objective of the program is for Caterpillar to collaborate more closely with its customers as the industry undergoes transformational change through the energy transition.

Early Learner customers came together to witness a live demonstration of Caterpillar's prototype battery truck on a seven-kilometre (4.3-mile) course. During the event, Caterpillar monitored over 1,100 data channels, gathering 110,000 data points per second, to validate simulation and engineering modelling capabilities. Fully loaded to its rated capacity, the truck achieved a top speed of 60 km/h (37.3 mph). The loaded truck traveled one kilometre

(0.62 mile) up a 10% grade at 12 km/h (7.5 mph). The truck also performed a one kilometre (0.62 mile) run on a 10% downhill grade, capturing the energy that would normally be lost to heat and regenerating that energy to the battery. Upon completing the entire run, the truck maintained enough battery energy to perform additional complete cycles.

Mine site of the future


The prototype truck was built at Caterpillar's Tucson Proving Ground, located in Green Valley, Arizona. In support of the energy transition, Caterpillar is investing to transform the proving ground into a working, sustainable "mine site of the future" by installing and utilizing a variety of renewable energy sources. The objective is to implement the same sustainable solutions mining companies will use at their own operations to learn firsthand what it takes to run an electrified mine site and effectively support customers through the changes.


"The transformation of the

Tucson Proving Ground allows Caterpillar to demonstrate our energy transition commitments and serve as a stronger advisor to customers as we navigate the changes together. We know it will take an integrated, site-level solution for miners to achieve their carbon-reduction goals, and we're here to help as they redefine the way they mine for

generations to come," emphasized Johnson.

As part of the site transformation, the company will install the latest advancements in sustainability technology, including green hydrogen production, natural gas and 100% hydrogen reciprocating engine power generation, fuel cell power generation and expanded

energy storage systems. The site will also leverage a variety of renewable power sources, including wind, solar and hydrogen, capable of powering the facility and its products as they become electrified. The transformation of the facility will also serve as a learning platform for optimizing charging and energy management integration. 



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Caterpillar enhances stability in new 340 excavator

The new Cat 340 Hydraulic Excavator features a more powerful engine, wider track, and 7.5-ton counterweight to increase productivity by 10% over the 2020 model year Cat 336. Its increased power and stability, combined with Next Generation electrohydraulic system efficiency, make it the best choice in the 40-tonne (45-ton) class for moving tons per hour.

“The 340 reaches a new level of performance,” said Brian Abbott, Caterpillar global product manager for large hydraulic excavators. “Our additions make the machine more productive and stable with larger work

tools, giving contractors more flexibility to complete a wider range of projects.”

Powerful and rugged with less maintenance

The new excavator’s reinforced structures ensure long-term durability in harsh digging, truck loading, and hammer applications. The Cat C9.3B engine’s 14 million hours of service attest to its long-term reliability. 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; Smart mode automatically


matches engine and hydraulic power to digging conditions to lower fuel consumption. Reducing engine speed to a constant 1500 rpm, Eco mode minimizes fuel consumption.

Synchronized 1,000-hour oil and fuel filter service intervals reduce downtime. The extended intervals also eliminate labor cost for nine oil and fuel filter changes and parts cost for 27 oil and fuel filters over 10,000 machine operating hours compared to many competitive 30 – 40-ton excavators.

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 4500 m (14,764 ft) above sea level make the 340 suitable for virtually any environment. 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.

Next Generation cab trim level options are available. Deluxe cabs come with a heated air-suspension seat, and Premium cabs come with a heated and ventilated air-suspension seat. Both have a tilt up 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 access 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.

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. 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 Lift Assist helps operators avoid tipping the machine. 

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2018 NEW HOLLAND L230
90 horsepower, 3000 lb. lift capacity to full height, 8800 lb. operating weight, 2 Speed Pilot Controls with selectable pattern, Enclosed Cab w/ A/C & Heater, Turn Signals, HD Hyd. Q/C, Aux., Boom Hyd., w/ standard flow (24.2 gpm).....**\$49,900**



2019 NEW HOLLAND L218 SKIDSTEER
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CONTACT BRANDON

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289-356-3306 (mobile)



PEI invests in simulator to introduce equipment operating skills to high schoolers

New and well-maintained transportation infrastructure is essential for Prince Edward Island's growing population and economy. To keep up with these demands, PEI's rapidly expanding heavy construction industry is looking to attract more workers with knowledge of the industry and up-to-date skills. The Government of Canada is committed to

working with industry to develop a skilled workforce and build a strong, resilient future for all.

Supporting sustainable growth in the industry

Sean Casey, Member of Parliament for Charlottetown, announced a contribution of \$43,077 to the Prince Edward Island Road Builders and Heavy Construction Association, through ACOA's Regional Economic Growth through Innovation (REGI) program.

The announcement was made on behalf of the Honourable Ginette Petitpas

Taylor, Minister of Official Languages and Minister responsible for ACOA.

The investment will help the association purchase a heavy equipment simulator as part of its work with the PEI Department of Education on the Youth Transition Program pilot. This program will expose high school students to opportunities in heavy construction and provide a path to become professionals in the industry. The purchase of the virtual training simulator will allow students to complete realistic, cost-effective training modules, promote



careers in the sector and help address a growing labor shortage.

"Innovative educational opportunities like this are born out of direct collaboration between industry professionals and forward-thinking educational experts. I'm thrilled that our government is making strategic investments that will strengthen our vital industries and provide access to in-demand career opportunities," said Sean Casey, Member of Parliament for Charlottetown.

Government of Canada is working directly with industry to understand and address its needs," said The Honourable Ginette Petitpas Taylor, Minister of Official Languages and Minister responsible for ACOA. "Training initiatives like this introduce youth to valuable skills and new career paths that allow them to stay and contribute to growing sectors here in Atlantic Canada."

The Province of Prince Edward Island is providing grants totalling \$25,000 to support the project. ■



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Astec launches new mobile rock breaker model

Astec Industries has launched its newest mobile rock breaker, the BreakerBOSS 5D. This new mobile mining product is used for breaking oversized rock in underground mines; typically broken at draw points and grizzly stations where rock must keep flowing.

The BreakerBOSS 5D is configured with a standard Deutz, 177 hp (132 kW), Tier 3 engine. It is also equipped with a 5,000 foot-pound (6,800 J) BTI BXR50 hydraulic rock breaker attachment. The mobile machine includes a conveniently center-mounted operating cabin for maximum visibility, heavy-duty, tube-in-tube stabilizers at each corner of the machine and manual boom/carrier and breaker lubrication systems.

The mobile rock breaker features a large-coverage boom with a 13 ft (4m) horizontal reach, a 10 ft (3m) vertical reach and a compact tram design for enhanced rock breaking and maneuverability.

Operator comfort was strategically-designed into the BreakerBOSS 5D. A ROPS/FOPs-certified cabin with heating and air conditioning, ergonomic suspension seat

equipped with armrest joystick and HMI controls, safety glass windows complete with a rock guard over the front window and dual-filter air filtration provide an enhanced and safer experience for operators.

The BreakerBOSS 5D is built with Astec's hydraulic wheel drive (HWD) and advanced braking and tramming control system (ABT), allowing the unit to gain more traction and power with fewer emissions than conventional mechanical systems. Hydraulic braking means no brake pads to service or replace; plus, with its innovative control and diagnostics, it's easy to address operational and maintenance issues.

Additional options for the BreakerBOSS 5D include: additional engine options for higher altitude applications and lower emissions requirements, a larger BTI BXR65 hydraulic rock breaker attachment, a heavy-duty, steel plate pusher blade with single cylinder actuation, radio remote control for line-of-site control up to 160 ft (50m) away, fire suppression systems, automatic lubrication systems and dust suppression system. ■





New value attachment brand Ignite launches whopping 56 products

Ignite Attachments has officially launched, offering accessibly priced attachments and three point implements for compact equipment in the agriculture, landscape, rental and construction industries in a digital, direct-to-consumer storefront.

The new-to-market brand aims to deliver on speed, quality and equipment compatibility with an upgraded customer experience.

According to Ignite, its product lineup makes the

equipment that businesses and homeowners already own more versatile and efficient.


"With Ignite, we've harnessed the spirit of working smarter, not harder," said Trisha Pearson, business director for Ignite. "We saw an opportunity to provide a better experience, all around, for customers who demand more value. Simply put, our mission is to give consumers the right fit for the right price, right when folks need it to get the job done."

In addition to its whopping 56 products at launch, the company believes that its e-commerce experience of sets it apart from the competition, inspiring confidence with transparent inventory availability, pricing models and proprietary attachment finder, Fit-Finder—a tool that compares the specs of the carrier and the attachment to determine compatibility.

"The value attachments sector has been stagnant for a long time and has failed to change with the times. Prod-

ucts from nearly every other category can be purchased online with a few taps on a smartphone, but this sector has been left behind," said

Matt Foley, lead engineer at Ignite. "Ignite is here to challenge that status quo. Whether our customers are looking to replace worn at-

tachments or add versatility to their equipment, we are dedicated to helping them get more done for less and faster." 

Caterpillar and Axenox strike intellectual property acquisition agreement

Caterpillar Inc has announced the company has entered into an agreement with construction solutions supplier, Axenox Inc, to acquire the intellectual properties of two of the company's asphalt paving screed products.


Under the agreement, Oxclaw textured screed plates and Bullox modular screed plate system will be available options exclusively for Cat asphalt paving customers.

A significant departure from the industry standard, Oxclaw's three-dimensional textured screed provides lateral compaction confinement to asphalt material. This improves mat density and smoothness as well as density at the joint to reduce

compaction expense and improve chances of achieving pay bonuses. Screed cast plates are made with high strength chromium carbide, delivering high wear resistance and longer life in the field.

A new way to secure the plate to the screed, the Bullox system reduces screed plate change time up 80%, from days to less than four hours, lowering costs and maximizing paver uptime availability. After a one-time installation of the insulated conductor plate, simple screed plate changes are completed using a patented lock-and-go system, eliminating the need to access and remove the nuts and bolts.

According to Caterpillar,

the Axenox screed system will be exclusively available for Cat customers and supported by the extensive Cat dealer network. 



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CM Labs releases articulated dump truck simulator training pack

CM Labs Simulations has announced the release of its Articulated Dump Truck (ADT) Simulator Training Pack.

According to the company, it is the only simulation-based solution on the market that accurately replicates machine stability and engine behavior, resulting in effective, efficient operator training. The ADT Simulator Training Pack also helps organizations address key industry issues such as safety, sustainability, and equipment maintenance.

Often the first machine novice operators use, the ADT requires familiarity with worksite team activities and strong driving skills. CM Labs' Simulator Training Pack offers a safe, effective, and comprehensive alternative for initial training while mitigating the increased fuel costs and wear and tear that typically result from inexperienced handling.

CM Labs claims the ADT Training Pack's progressive learning exercises to gradually build skill and confidence in trainees, as they work on skills such as basic controls familiarization, driving on slope, loading and unloading trailer, shared task training, as well as side and back loading.


Performance metrics tracked during training exercises include safety violations, such as collisions, electric cable contact, tipping or cabin flip, or unsafe parking, cycle times, and operational efficiency.

"While driving an ADT

may seem straightforward, it is the team-based communication skills that make an expert operator most effective," explains Alan Limoges, product manager at CM Labs. "To that end, we have included a number of exercises that focus on team collaboration." Trainees work on shared tasks with automated equipment drivers, and there is an optional add-on module for simultaneous tandem crew training with CM Labs' Excavator Simulator.

Applying CM Labs' proprietary Smart Training Technology, the simulator replicates machine behavior—providing real-world training opportunities to help reduce the risk of accidents. Users gain an understanding of braking strength and distance, blind spots, gear shifting, engine response under heavy loads, wheel deformation on rough ground, and rolling stability when driving. True replicated vehicle vibration, material pilling, alarms, and other job site sounds ensure important audio cues for safe operation and task completion.

The ADT Training Pack is compatible with all of CM Labs' Vortex Simulators, including the desktop Vortex Edge Plus, the motion-enabled Vortex Edge Max, and the high-immersion Vortex Advantage. The ADT simulator training is part of CM Labs' range of earthworks machines, making it ideal for training schools or companies with a wide range of

equipment in their fleet. 



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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 L538Z 2014 avec 7,000hrs (802587), Tires 20.5X25, Reversing fan, Heated seat, Quick coupler ISO with 3rd valve, Bucket 2,500mm, 2.7m3



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 R950 VHHD Demolition 2017 with 1,250hrs(802363), 600mm triple grouser track pads, Lock valves, Medium & high pressure circuit, reversing fan, Demolition boom 10.20m with intermediate 2.25m and demolition stick 7.30m, QC48 hydraulic Coupler Machine also has excavation configuration 3.80M plug in boom and excavation stick 2.60m, QC66 hydraulic coupler

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“All the **BOBCAT** machines are very handy, very useful machines with lots of power.”



(L to R) Oliver Kahl, sales specialist for Bobcat of Parry Sound and Larry Schneider, owner of Schneider Custom Buildings Ltd. pose for picture outside Larry’s shop just north of Parry Sound, Ontario.



Larry Schneider, the owner of Schneider Custom Buildings Ltd., takes great pride in his workmanship. They have been building brand-new custom homes, cottages and renovations in Georgina Bay, Parry Sound and Muskoka areas for over 22 years. Since buying his first two Bobcat machines in 2018, The Bobcat® E35 R-series compactor excavator and the Bobcat T595 compact track loader, they have added landscape and design to the repertoire so that they can complete a customer’s project right from the ground up to the customer’s dream finish. No need to wait for subcontractors. Whether on land or



having to take his Bobcat machines and crew on his 10-ton portable barge to build on an island, you can count on exceptional service.

“We are so busy right now that we needed to purchase more Bobcat machines to have a Bobcat on each site. The Bobcat E35 has been unbelievable for us! For size purposes and our current need, after speaking with Oliver Kahl, sales specialist, for Bobcat of Parry Sound, I decided on purchasing a Bobcat E42 and E88 compact excavator and a Bobcat CT4045 compact tractor. The Bobcat E35, E42 and E88 compact excavators are used for excavating foundations, septs, trenching, etc. and are used most on the island. The Bobcat T595 compact track loader is for moving stuff around, landscaping, grading, etc. The Bobcat CT4045 is for moving stuff, grading driveways and pushing material with the Bobcat box blade attachment. I also own a Bobcat blower and chipper attachment. All the Bobcat machines are very handy, very useful machines with lots of power.

Although very grateful to be this busy, sometimes, building gets in the way of my fun operating the Bobcat machines,” Larry said with a big smile.

“Oliver Kahl, sales specialist for Bobcat of Parry Sound has been really good to me. He goes out of the way to make sure I am happy, and that service is why I continue to buy through Bobcat of Parry Sound. I would recommend Oliver Kahl for your next purchase of Bobcat machines.”

Thank you Larry.



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2019 NEW HOLLAND L218
250 HRS
\$55,700



Vermeer launches new grinder for tree care professionals and mulch producers

Vermeer is introducing its redesigned Vermeer HG4000 horizontal grinder. This new generation of the HG4000 delivers powerful performance in various wood waste recycling applications and landscaping material production. It's equipped with a 399.7 kW (536 hp) CAT C13B T4F/Stage V diesel engine, a Series III duplex drum, an aggressive infeed to accommodate a variety of materials, and many performance and durability features. It's quiet, too, with a working sound level of 112 decibels.

According to Vermeer Product Manager for Environmental Equipment Jeff Bradley, the Vermeer HG4000 horizontal grinder is ideal for professionals looking to expand their service as well as for bulk landscaping material producers. "It's a great unit for tree care professionals looking to minimize dump fees on bulkier material and turn waste into a useful end product. It's also a productive machine for small to midsize mulch producers with limited space for the material. The size of the HG4000 also makes it efficient to transport in congested urban environments making it an ideal machine for small land-clearing operations. And while this horizontal is smaller than other machines in the Vermeer grinder product line, it still can handle a variety of materials ranging from loose, bulky materials like leaves, branches and yard clipping to hardwoods, pallets and logs."


The HG4000 has a feed table capacity of 3.5 cubic metres (4.6 cubic yards). It features the proven cutting performance of the Vermeer patented Series III duplex drum with reversible hammers and tips for extended wear life compared to single-sided designs while offering bolt in replace-

ment parts. The hard-faced anvil on the HG4000 delivers impressive cutting action with the drum, and a redesigned robust anvil-mount structure helps ease the hard-faced wear edge replacement process.

The HG4000 benefits from an updated feed roller with aggressive teeth and down pressure to maintain control of the fed material. A fully enclosed feed roller drive planetary helps provide protection and a tight clearance between the roller and mill housing to optimize material feeding while minimizing material catch points.

A wireless remote control comes standard with the HG4000, allowing operators to run most machine functions from up to 91.4 m (300 ft) away. "With the remote, operators can adjust in-feed settings, engine speed droop, conveyor height and more, which means maximum time grinding throughout the day," explained Bradley.

The redesigned Vermeer HG4000 incorporates several service and maintenance enhancements, including a drive belt tensioning system that does not require the engine to be moved when adjusting, large hinged side shields for optimal maintenance access, added power rotation to the screen hoist for changing screens, and a CAT engine with worldwide support. It can also be outfitted with an optional cross-band magnet and magnetic head pulley to pull metal from the top and bottom of material on the conveyor after it has gone through the machine for clean finished material.

The HG4000 has a transport width of 2.5 m (8.2 ft), a height of 4 m (13 ft), a fifth-wheel hitch trailer length of 9.7 m (32 ft), and a weight of 24,000 kg (52,910 lbs), or a pintle hitch trailer length of 11.3 m (37 ft) and weight of 25,000 kg (55,155 lbs). 

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Volvo CE continues to invest in electric hauling solutions

Volvo Construction Equipment (Volvo CE) has announced its intention to invest SEK 360 million (CAD\$43.6 million) into its production facility in Braås, Sweden between now and 2027.

The facility in Braås, long recognized for its environmental credentials, specializes in the design and manufacture of articulated haulers for the global market. It produced a fossil-free construction machine that was the first in the world to be delivered to a customer. The decision to invest in Braås was made by AB Volvo's board of directors and means that the factory will be adapted over the coming years to enable it to produce a larger range of articulated haulers with different types of powertrain to reflect the shift in demand towards equipment with more sustainable power sources.

The investment will be used to extend production capacity at the 45,000 m² site in southern Sweden to broaden the product range going forwards, with the addition of new buildings

and production equipment. Setting its sights firmly on the future and in line with its purpose to build the world we want to live in, Volvo CE will also invest in automation and ergonomics to both reduce the need for employees to engage in repetitive tasks and create a safer work environment.


Sustainable innovation

Pioneering manufacturing techniques is nothing new for Braås. Since producing the world's first series manufactured articulated hauler, the "Gravel Charlie", a 10-ton hauler, in 1966, the facility has been at the forefront of innovation. The site is most famous for producing the largest articulated hauler in the world, the 60-ton class A60H, a real feat of engineering.

As well as constructing the world's first articulated hauler made from fossil-free steel, the engineering talent based here has also been instrumental in the building of the world's first prototype articulated hauler powered by hydrogen fuel cells—the concept Volvo HX04—which is currently the focus of

testing to develop future hydrogen solutions.

Braås is also leading the way in environmental protection and was the first in the construction industry to achieve a carbon neutral operation powered entirely by renewable energy. In 2018, the site also became a zero-landfill facility.

"The transport and construction industry is undergoing a transformation with, among other things, an increasing number of electrified vehicles," says Jonas Lakhall, site manager at Volvo CE in Braås. "This investment will enable us to adapt and extend our production facility so that we can offer a broader range of machines—with different powertrains—to our customers and help them meet their emission reduction ambitions. It is important for us to continue to be at the forefront and make clear decisions to meet our Science Based Target commitment to achieve net zero value chain emissions by 2040. By adapting our production for electric machines, we are progressing along our electrification roadmap." 



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Hamm presents eight fully electric battery-driven compact tandem rollers

Hamm has added the first fully electric battery-driven tandem rollers to its product offering. The models form part of the HD CompactLine series, with some models being fitted with oscillation drums, including the world's first e-combination rollers featuring oscillation.

With eight electric rollers in the compact class, Hamm's launch represents a milestone for the compaction industry. The HD 10e model (drum width: 1 m, operating weight: 2.5 t) and the HD 12e model (drum width: 1.2 m, operating weight: 2.7 t) boast the same compaction power as their combustion engine counterparts, but produce zero emissions. Compared to the diesel machines, they save approx. 10 kg CO₂ every hour of operation. The e-rollers are operated in exactly the same way as the other models in the HD CompactLine series.

Low-voltage system delivers energy for a whole day

One Li-ion battery (capacity 23.4 kWh) provides the energy for the travel, steering, and vibration or oscillation drives via a 48-V system. Staff do not require any specialist training or qualifications to operate the low-voltage system. The battery can be charged via a rapid-charge plug (400 V, CEE) or a standard plug (230 V, earthed adapter). To charge the battery from 0% to 100% takes approx. 4 hours (400 V) or approx. 7.5 h (230 V). The battery is designed to operate in ambient temperatures of up to 45 °C and provides enough energy for one typical work day.

Energy-saving drives

The vibration or oscillation unit is driven by electric means only via specially designed, compact synchronous motors. As a result, the efficiency rating more than doubles and the energy demand reduces accordingly too. The electric drive motor and steering motor power a hydraulic system. All e-components require no maintenance and offer impressively high torque. The concept ensures the power is always available to deliver peak performance on demand. Furthermore, a large portion of the braking energy is fed back into the system by means of regeneration.

HAMMTRONIC on board

The HAMMTRONIC control system monitors and controls the components of the zero-emissions rollers. Combined with the electronic driving levers, this makes the machine extremely easy to control with precision. Speed ramping is also implemented to ensure smooth accelerating and braking manoeuvres.

Sustainable overall concept

Hamm has fine-tuned every aspect of the e-rollers to preserve resources. For example, the models feature an automatic electric motor stop as standard. This deactivates all functions when the machine is idling, thereby reserving precious battery capacity. When ECO mode is selected, the control limits the working speed. This also saves energy, as does the LED lighting, which is fitted as standard.

The innovative steering control also helps to conserve energy: In the parking position, it uses no energy at all. The steering motor does not switch on until the electric driving lever is actuated. Then the machine steers with sensitive responsiveness and an adaptive energy supply with no additional effort.

Combination e-rollers with oscillation: For quiet and zero-emission compacting


Four of the e-models feature oscillation drums, two of which are combination rollers. This is where the already quiet oscillation meets with the quiet e-drive. The result of this is quiet compaction machines that produce no

emissions and cause very few vibrations in the surrounding area. They are ideal for compacting in noise-sensitive and vibration-sensitive areas, such as near hospitals or historical buildings.

Low maintenance

All electrical components in the e-rollers are completely maintenance-free. The extensive electrification reduces the oil volume by more than 70%. Across the entire system, there are very few wear parts that need to be greased or that could suffer from abrasion. This means there are refreshingly few service points on the e-rollers compared with the diesel counterparts. The operating hours registered are also lower than on the diesel-engined models, because the operating hour meter is not activated until the driving lever is moved.

Available from 2023

At bauma 2022, Hamm displayed two models: The HD 12e VO, a tandem roller with one vibration drum and one oscillation drum, and the HD 12e OT, a combination roller with oscillation. The first electric models are scheduled for delivery in spring 2023 to those regions where the EU Stage V exhaust emission standard currently applies. Many of these countries provide government grants to assist with the purchase of fully electric construction machinery as well as the development of the necessary charging infrastructure. 

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Cemen Tech expands manufacturing facility to meet increasing demand


Even amid so much global economic uncertainty, Cemen Tech is on track to expand this year. The Iowa-based, mid-sized manufacturing company recently completed the expansion of its facility in Indianola, Iowa by adding 12,000 square feet, bringing the total square footage of the company's manufacturing facility to 120,000 square feet. The expansion is part of the company's commitment to investing nearly USD\$3 million (CAD\$4 million) to upgrade facilities, equipment and technology. "The expansion of our headquarters is not only about increasing our production capacity to meet the demand for our technology, but also about investing in people," says Connor Deering, President and CEO of Cemen Tech. "Cemen Tech is literally changing an industry and changing people's lives through our market leadership."

Classes for those interested in fields like welding, industrial painting and electronics are tentatively set to start in January 2023. The company is also working with area high schools and technical schools to forge partnerships in which students work for Cemen Tech part-time, while still pursuing their diploma or degree. "This way, we train applicants for immediate success on the job, helping to ensure a strong cultural and skills fit between the employee and the company from the start," Deering said. "It gives us an opportunity to teach new hires about our organizational culture. I believe [our education efforts] will help support an educated team member who's connected to our culture, resulting in a long-term highly engaged employee."

In addition to housing Cemen Tech University, the expansion also includes new bays for production and research and development. The long-term investment in R&D infrastructure underscores the company's commitment to continue to be the leader in volumetric technology. 

Epiroc completes acquisition of US excavator attachment manufacturer

After first announcing its agreement to acquire the business of Wain-Roy on October 21st, Epiroc has now completed the acquisition of the US manufacturer of excavator attachments. Prior to Epiroc's acquisition, the Wain-Roy business was part of Oregon Tool, Inc. Wain-Roy has a manufacturing location in Kronenwetter, Wisconsin that employs about 100 individuals. The majority of Wain-Roy's customer-base

is in the United States and it generates about SEK 200 million (CAD\$25 million), annually. "Wain-Roy is known for its high-quality products and competence," says Helena Hedblom, Epiroc's President and CEO. "This acquisition will strengthen our presence in the North American construction market and increase our capacity for manufacturing advanced attachments in that region." 

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Doosan introduces powerful next-gen wheel excavators

Doosan Infracore North America has introduced its next-generation -7 Series wheel excavators: the Doosan DX140W-7, DX190W-7 and DX210W-7. Each machine is equipped with a balance of power and fuel efficiency to keep operators working productively. The “dash 7” excavators replace the “dash 5” models in the Doosan excavator lineup.

Designed for demanding tasks, the three new Doosan -7 Series wheel excavators deliver powerful digging and maneuverability when working on bridges and roadways or in urban areas. Each machine is equipped with a balance of power and fuel efficiency, along with best-in-class comfort features, intelligent controls and smart machine functionality, to help operators take on their toughest jobsite challenges.

“Each day comes with unexpected challenges, so it’s critical that Doosan excavators are equipped with machine features that help our customers take on whatever comes their way,” says Joel Escalante, senior product specialist. “With our new wheel excavators, customers can achieve powerful digging and more maneuverability, all while reducing fuel consumption. We’ve also enhanced the excavator cab with additional comfort features and now offer an all-around view monitor camera system for even better visibility of the jobsite.”

Powerful digging and maneuverability

Equipped with superior hydraulics, the redesigned wheel excavators deliver the powerful digging force needed to move and lift more material with each cycle. A

one-touch power boost feature can be enabled to help amplify hydraulic power for digging in tough material.

The new -7 Series wheel excavators have a modular design that allows owners to easily configure the machine’s undercarriage to level, backfill material with the front dozer blade or stabilize the machine when digging.

Owners can choose from four independent outriggers or a front dozer blade and independent rear outriggers.



Doosan wheel excavators are often used in highway and street development, building, manufacturing operations, site development and land improvement.

For example, a wheel excavator customer can drive on the shoulder of a road to dig in an adjacent ditch or use a bucket with a hydraulic thumb or tiltrotator to pick up materials and load them into a truck for disposal.

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.

New machine offerings

The optional load isolation system engages automatically at 3.1 mph (5 km/h), reducing attachment and machine bouncing when traveling on uneven road surfaces.

The standard auto hold brake system engages the digging brake automatically to improve operator comfort and productivity. The fine swing function reduces the shock from excavator swing starts and stops to help with operator accuracy.

An optional trailer-ready feature allows wheel excavator operators to pull a 5- to 10-ton trailer.

In addition, a tilt-rotator working mode and a priority valve enable the use of mulchers, grass cutters and other specialty attachments.


Four selectable power modes

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

- Power+ mode for severe digging conditions and mass loading (top loading)
- Power mode for extremely deep trenching and simultaneously truck loading
- Standard power mode for general ground utility applications: digging and pipe laying
- Economy mode for precise grading and to maximize controllability and machine efficiency

DoosanCONNECT telematics

The DoosanCONNECT Telematics system comes standard on all -7 Series wheel excavators, making it easy to remotely monitor and maintain 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. 

Maximize productivity, fuel consumption with smart technologies

The redesigned wheel excavators feature smart technologies such as Smart Power Control (SPC) to improve machine efficiency while maintaining productivity through variable speed control and pump torque control.

Each of the four power modes will function with SPC engaged or disengaged; however, SPC is only active in the digging work mode.

Four work modes, auto idle, auto shutoff and machine diagnostics help wheel excavator owners manage their fuel costs. In addition, each machine is equipped with engine auto shutdown to save fuel and help lower warranty hours.

Improved visibility and comfort

The redesigned Doosan wheel excavator models are built for all-day operator comfort with features to reduce noise and vibration.

The cab offers more floor space, automotive-style heating and air conditioning and excellent visibility through the front, rear and overhead windows. 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 multilingual Doosan Smart Touch screen, standard on -7 Series excavators, displays important settings and information on one screen. From the easy-to-read touch screen, operators can monitor critical machine functions and control machine settings, rearview 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,



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KEEPING BILBAO'S TRAFFIC MOVING

The growth of Bilbao's port has been a real success story for Spain in recent years. But the increased traffic to and from the harbor had become a problem for the city's ageing roads and was leading to frequent congestion. A new relief road was planned but required Mammoet's specialist help to construct whilst preserving the ecology along the route through the scenic Bolintxu valley.

Relieving congestion in growing Bilbao

Bilbao is established as one of Spain's busiest ports and has in the past two decades seen continued expansion with shipping traffic heading to Europe and further afield. But this, along with urban sprawl and increased vehicle usage across the city, has meant that some existing road infrastructure is struggling to cope. High levels of congestion are common and so the regional government commissioned the new Supersur relief road to allow traffic bound for the port and the scenic coastline to avoid travelling through the city.

With much of the Supersur now complete, the final section to provide a seamless route around the outskirts of Bilbao required an impressive feat of engineering - the construction of twin viaducts spanning up to 162m across the scenic Bolintxu valley to link road tunnels on each side. But the length of these bridges was only the start of the challenge for project owner Interbiak and structural engineering consultants Arenas&Asociados. The Bolintxu valley is a protected area of natural beauty and ecological importance, and so the project needed to ensure that any structure crossing it not only had a minimal footprint but also avoided disrupting the area during installation.

Alejandro Godoy, Project Manager at Arenas&Asociados explains: "Interbiak stipulated, quite rightly, that the method of construction for the new bridges needed to take into account the potential impact

on the natural environment as a primary concern. This meant that we had to explore alternative ways to solve this challenge, as a conventional approach would have been to use temporary scaffolding or support towers down in the valley".

"From the beginning we thought the lowering method could be an effective alternative. Being aware that Mammoet was able to deliver such operations having seen their work at the Alconetar Arches Viaduct over the Tajo River and the Bolueta Arches over the Nervion River, for the City Metro of Bilbao, they were our first call to establish the best common approach."

Treading lightly

Discussions on finding a suitable solution began several years before the project was due to commence, with technical analysis and studies conducted to understand precisely what was possible within the geography of the area. It was decided that the design of the bridges would each consist of an arch spanning the valley with supports only in the form of abutments on each side. It was then up to Mammoet to propose the best solution to install them.

Veronica Arrayago, Mammoet Project Manager: "Avoiding disruption to the river and the valley floor meant that we looked at how a swivel arch methodology could be used, which would allow construction of the bridges by lowering an arch segment from each side of the valley. Although this technique has been used a handful of times in recent decades, it is not common. Further, whilst similar bridge spans have been installed this way before, the weight of each arch section—up to 1,150t—had not. So we were facing a landmark operation in every sense of the word to ensure the bridges were put into place safely and efficiently."

The approach would see each arch erected in two halves - one at each side of the ravine—before lowering and tilting them slowly to meet in the center. Each semiarch would

be built upright, supported by a temporary scaffolding tower and mounted on top of a large swivel. Once both semiarches were completed, they would be simultaneously tilted down and lowered, rotating on their swivels in a smooth and controlled strand jack operation.

Arrayago continues: "We recognized that moving such large components would present a challenge and demand some of Mammoet's highest capacity strand jack equipment, especially as the final position of the bridges meant they would face very high tension loads."

"However, we needed to be creative in the design of the equipment and where it was installed because the space between the tunnel openings and bridge abutments was extremely limited; the tunnels had to be used for tasks such as laying out strands as they were threaded into the jacking equipment. Furthermore, the tunnels were the only access route in and out of the site and would also be in use for other project workflows at the same time—so an extremely thorough plan across all phases was required in order for us to execute successfully."

Unique equipment proves key

The result was a methodology that allowed each semiarch to be moved directly from where it had been constructed onsite. Two bundles of steel cables were connected to an elevated section of each semiarch, which would then be moved via strand jack to lower the section. The strand jacks were to be mounted on tailored swiveled steel frames that had been fully engineered, designed, and manufactured by Mammoet for the project, and connected to a temporary foundation behind the abutment.

However, the massive forces that would be at play during the operation meant that multiple strand jacks would typically have been needed for each cable bundle, meaning additional steelwork, more groundwork and therefore more time and expense. Mam-

moet's unique equipment inventory proved key in avoiding this, as Arrayago explains:

"Mammoet owns a number of 1250t strand jacks, which are the largest in the world and unique to us having been custom designed to our specifications. They proved invaluable for the Bolintxu project as it allowed us to use fewer strand jacks for each arch, reducing time and cost for the client and making best use of the highly limited space on site."

The commencement of an operation of this kind is triggered by breaking the static balanced position of the semiarches when they are still connected to the temporary scaffolding towers used for their construction. For this purpose, Mammoet deployed six push-pull cylinders of 64t capacity behind each arch to generate the sufficient force for the semiarch to start its way down into the valley.

Each bridge took between two and three days to successfully install. The first day was spent completing the slow and careful equilibrium-breaking process, while the remaining time was used to lower the component smoothly until it was in place ready to connect to the opposite side.

Traffic relief for Bilbao

The result is that the Supersur can now form a new, faster and less congested route that takes traffic away from the center of Bilbao. Critically, this has been done with minimal impact on the local environment and no disruption to the delicate ecology in the Bolintxu valley. Godoy concludes:

"We are delighted to have helped complete this landmark project, and importantly that with the help of Mammoet we were able to do so in a way that was compatible with the natural environment. Mammoet's expertise in planning and executing the lowering operations, and their efficient access to the right specialist equipment, was crucial in making sure the work was completed safely, accurately and on time."



AEM inducts Genie founder into Hall of Fame

AEM inducted Sherman Ward "Bud" Bushnell, founder of Genie, into its Hall of Fame for a broad range of contributions in developing and advancing technologies that support the construction and agriculture industries worldwide.

The AEM Hall of Fame recognizes the pioneers whose inventions, ideas, leadership and courage have contributed to the industry and our community's quality of life.

The award was presented to Genie President Simon Meester at AEM's Annual

Conference in Napa, California on November 18th.

"Bud Bushnell is a tremendous addition to the AEM Hall of Fame," said AEM President Megan Tanel. "His combination of innovation, professional dedication to safety, and personal dedication to the team he built at Genie, are exactly what the AEM Hall of Fame is meant to celebrate."

Bud Bushnell (June 13, 1921 – November 14, 2020) founded Genie Industries, which today is the Genie brand of Terex Corporation, the pioneering manufactur-

er of mobile elevating work platforms, which enable people to work safely and productively at height.

An inventor and craftsman all his life, Bud launched the company in 1966 in a small warehouse in downtown Seattle. His first lift operated on compressed air, and customers referred to the hissing noise it made as "Genie magic in a bottle," leading to the company name.

Through his inventions, Bud didn't just make work at height more efficient, he helped make it safer. Help-

ing people work safely at height is still the most important thing Genie and its equipment do today.

"I am proud and humbled to be able to accept this honor on behalf of Bud and the Bushnell Family," said Simon Meester, president of Genie. "Leading by example, putting the customer first and focusing on the team to make it happen made us the company we are over the last 55 years. We have a lot of exciting products coming our way in the next ten years, and Bud's spirit are in all of them." ■

Oshkosh Corporation to acquire Hinowa

Oshkosh Corporation has entered into a definitive agreement to acquire Hinowa, a privately held international company and leading manufacturer of track-based aerial work platforms, mini dumpers, lift trucks and undercarriages.

Once complete, Hinowa will become part of the Oshkosh Access Equipment segment.

"We look forward to welcoming the Hinowa team into the Oshkosh family," said John Pfeifer, Oshkosh Corporation's president and chief executive officer. "This acquisition will accelerate our electrification capabilities and provide growth opportunities across core and adjacent markets."

Hinowa is well-known for its advanced track designs and electrification expertise as an early adopter and leader in lithium-ion battery technology. Hinowa has produced JLG® compact crawler boom lifts since 2010, including electric, hybrid and diesel-powered models.

"We are excited to expand our long-term relationship with Hinowa," said Frank Nerenhausen, executive vice president, Oshkosh Corporation and president, JLG Industries. "Combining our capabilities will enable us to better serve customers and expand our operational footprint in Europe."

Hinowa was founded in 1987 in Nogara, Italy, and today has an approximate 250,000 sq ft manufacturing

facility and 50,000 sq ft parts facility with nearly 230 team members. The company has a long history of innovation, offering a diverse line of premium products for work at height and vegetation management applications.

"We are pleased to join Oshkosh Corporation," said Dante Fracca, founder and owner of Hinowa. "Our successful 12-year relationship with JLG, along with shared core values around culture, safety, productivity and sustainability position us well for the future."

The Hinowa acquisition supports the Oshkosh accelerated growth strategy. The transaction, which is subject to customary closing conditions, is expected to close within 90 days. ■



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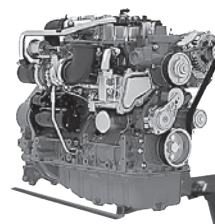
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United Rentals to acquire Ahern Rentals for \$2 billion

United Rentals has announced that the company has entered into a definitive agreement to acquire the assets of family-owned Ahern Rentals, Inc. for approximately US\$2 billion in cash.

The board of directors of United Rentals unanimously approved the agreement. The transaction is expected to close prior to year-end 2022, subject to customary conditions.

Founded in 1953, Ahern Rentals is the eighth largest equipment rental company in North America, with approximately 2,100 employees and 106 locations in 30 states serving approximately 44,000 customers in the construction and industrial sectors.

For the trailing 12 months ended September 30, 2022, Ahern Rentals generated US\$310 million of adjusted EBITDA on US\$887 million of total revenue.

“Our acquisition of Ahern Rentals supports our strategy to deploy capital to grow the core business and drive shareholder value. We view ourselves as the ideal owner of these assets within our network, as customers will benefit from the combination of the two organizations moving forward

together. We’re leveraging our competencies in larger-scale M&A to augment both our near- and long-term earnings power,” said Matthew Flannery, chief executive officer of United Rentals. “Our integration playbook is underway so we can prepare the acquired branches to take full advantage of our systems and operational capabilities, and gain from our employee and customer-centric culture. I look forward to welcoming our new team members upon the closing of the acquisition.”

According to United Rentals, the acquisition will expand the fleet available to its customers by over 60,000 rental assets with an original cost of US\$1.85 billion, as well as approximately US\$145 million of non-rental fleet.

Notably, over 75% of Ahern Rentals’ rental fleet is comprised of high-demand aerial and material handling equipment.

Don Ahern, chief executive officer of Ahern Rentals, said, “I’m proud of what we’ve built at Ahern Rentals over nearly seven decades, and I’m extremely pleased that the combination with United Rentals will take the business forward in this next chapter of growth. I want to thank our employees



for driving the results that make this transaction possible. This is a strong outcome for both organizations and our customers.”



New case study highlights the JLG DaVinci’s performance in cold temperatures

JLG Industries has released its new case study, “JLG DaVinci Lift Proves Itself in Cold-Temperature Applications.”

Recently, JLG partnered with Sunbelt Rentals to evaluate the industry’s first all-electric scissor lift’s performance in below-freezing conditions, and the results highlighted in the case study show how far battery technology has advanced in the aerial industry.

“Electric machine operation and productivity in conditions below 32°F (0°C) have traditionally been a huge concern in cold-temperature applications, like in refrigerated food processing warehouses, cold storage facilities, vaccine laboratories or outdoors in the winter,” says Bob Begley, JLG’s director of product management for scissor, vertical and low-level access lifts. “That’s because working in these types of conditions can impact electric equipment performance, resulting in slow, sluggish functionality and reduced battery runtime by up to 50 percent, partly due to hydraulics and previous battery technology.”

According to Begley, battery technology has significantly advanced in recent years, driving the industry towards more electrified products—including the advent of 100-percent, fully electric machines like the JLG DaVinci AE1932 lift. With zero hydraulics to help eliminate job site leaks and zero emissions to help control job site pollution. It is purpose-built for applications where stringent environmental regulations must be met while offering consistent, ongoing productivity—even in the coldest conditions. “We had many assumptions about how the DaVinci lift would perform that we needed to test,” says Begley.

To find out, JLG and Sunbelt Rentals ran this machine, with its innovative energy-efficient design and advanced battery system, through multiple duty cycles in below-freezing temperatures. This case study provides details about how the DaVinci lift performed in a harsh and cold working environment—an industrial freezer—and shares JLG’s and Sunbelt’s conclusions from the testing.



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Liebherr expands rough-terrain crane range with LRT 1130-2.1

At bauma 2022, Liebherr showcased the most powerful rough-terrain crane on two axles on the market. The LRT 1130-2.1 has a maximum lifting capacity of 130 tonnes and extends Liebherr's range of rough-terrain cranes at the top end of this segment. Apart from its high performance, the designers particularly focussed on economical transport and safe crane operation when they developed this new model.

The new Liebherr LRT 1130-2.1 is now the world's most powerful all-terrain crane on two axles.

Liebherr unveiled a 130-tonne rough-terrain crane at bauma 2022 under the slogan "The toughest in the roughest". The new LRT 1130-2.1 offers very high lifting capacities and the longest telescopic boom of any 2-axle rough-terrain crane anywhere in the world. It also has the most economical transport dimensions in its performance class.

High performance with long telescopic boom

The concept of the LRT 1130-2.1 is maximum performance with economical mobility, worldwide. The new Liebherr rough-terrain crane is currently the only 130-tonne crane on a 2-axle chassis.

At the same time, its telescopic boom is the longest in its class at 60 metres. It consists of the pivot section and six telescopic sections and is extended and bolted fully automatically with the Liebherr TELEMATIK high-speed telescopic system.

A 10.8 metre single folding jib or a 10.8 - 19 metre double folding jib is available for the LRT 1130-2.1. It is mounted at angles of 0°, 20° or 40°, or can optionally be hydraulically tilted from 0° to 40°.

With an additional seven-metre lattice section as a telescopic extension, the new crane reaches hook heights of up to 85 metres. The folding jib is carried on the right-hand side of the boom.

At the same time, a 2.9-metre assembly jib can be attached to the left-hand side of the boom. A side-folding rooster sheave, which can be operated in 2-line mode, rounds off the boom options.

Economical transport

Liebherr has designed the dimensions

of the new LRT 1130-2.1 so that it can be transported economically on low-loaders worldwide. Its width is 3.4 metres, its height 3.85 metres and its chassis length is 9.4 metres. The transport weight is 48 tonnes without ballast, but with the folding jib and hook block. This can be reduced to 44.8 tonnes. These values are unique in the class of powerful 2-axle all-terrain cranes. A permit-free standard transport vehicle is sufficient for the 20-tonne ballast and additional equipment. The counterweight consists of three ballast slabs and is attached to the slewing platform via self-assembly with ballasting rams.

Safety first

High safety levels in every respect were the main priority for the design of the new LRT 1130-2.1, which features an outrigger monitoring system as standard.

The outrigger status, on tyres or supports, is detected automatically and saved to the crane controller. The attachment of the ballast to the slewing platform and the installation of the optional double folding jib, including its angle adjustment system, are also recorded and monitored.

The VarioBase variable support base, which was developed by Liebherr and is standard equipment on all Liebherr LRT cranes, makes an important contribution to increasing safety. VarioBase allows each individual crane outrigger to be extended to any length. The crane work is controlled by the load moment limiter within the LICCON controller, which calculates the maximum load capacities precisely for the current situation. This prevents accidents caused by human error during the assembly process and when hoisting loads.

Also, VarioBase offers greater flexibility on the construction site, higher lifting capacities and a larger working range. The greatest advantages are achieved in the areas directly above the outriggers.

Safety is also enhanced by providing greater comfort for the operating personnel. The new 130-tonne crane also features the wide crane cab that has already proven its worth on the other Liebherr LRT models. It can be tilted backwards to provide greater comfort when hoisting loads to great heights.

Clear, self-explanatory controls make the



crane easy to handle and they allow crane drivers to concentrate on the main focus of their job, working with the crane and the load.

Also, there are ladders, a large number of handles and an electrically extending platform on the cabin to ensure safe access to the crane.

Like the LRT 1090-2.1 and LRT 1100-2.1 cranes, the LRT 1130-2.1 also complies with a global, uniform safety standard and thus with globally valid regulations such as the US ASME B30.5 standard, the European EN 13000 standard, the Australian Standards (AS) and the Russian GOST standard. The machines also include systems to prevent safety equipment being bypassed. Liebherr is a pioneer in the industry in this respect.

High off-road capability

The new LRT 1130-2.1 is designed for robustness, off-road mobility and manoeuvrability. It is powered by a 6-cylinder CUMMINS combustion engine that complies with all applicable exhaust emission regulations.

Also, it can be operated without restrictions with hydrogenated vegetable oil (HVO).

The engine develops 188 kW (252 bhp) and supplies a maximum torque of 1,186 Nm.

A 6-speed powershift transmission from DANA and large 29.5 R 25 tyres guarantee the required off-road capability and all-wheel and crab steering ensure easy handling and high manoeuvrability in constricted conditions.



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Junttan and ABI machines get Trimble-ready factory integration

Trimble has announced a Trimble-ready factory option for new ABI MOBILRAM-Systems and DELMAG drill rigs as well as Junttan foundation machines.

Trimble Groundworks is a 3D machine control system that improves efficiency and reduces downtime with stakeless navigation, productivity and quality monitoring and office-to-field connectivity.

The system is meant to optimize productivity by enabling operations day and night and under almost any conditions.

Also, using 2D or 3D guidance, Trimble Groundworks provides accurate piling depth and direction.

The system reduces driving time per pile for piling machines, decreasing fuel usage to improve jobsite sustainability.

ABI

ABI piling and drilling machines shipped from the factory will be ready for the installation of the Trimble Groundworks Machine Control System, which Trimble claims can significantly reduce the cost and complexity of the installation for the contractor.

When an ABI MOBILRAM-System or DELMAG Drill Rig is purchased, the option to install a Trimble Groundworks base kit is now available. This base kit provides mounting hardware, brackets and an integrated wiring harness allowing a more seamless

installation of Trimble Groundworks.

"Trimble enables our customers to map the entire construction process from planning to quality management. On construction sites, for example, the pile grid does not have to be measured in place," said Tobias Schmidt, head of control engineering electrics at ABI. "A significant advantage of the Trimble Ready solution is the direct communication with the ABI control system, so that the sensor technology available on the machines can be integrated. The necessary mounting options on the machine are already prepared. This significantly reduces the costs required to equip a system from Trimble."

"Both Trimble and ABI are committed to providing innovative solutions for drilling and piling operations," said Kevin Garcia, general manager, Trimble Civil Construction. "Trimble Groundworks technology on ABI foundation machines can deliver outstanding quality while increasing productivity and keeping our customers safer in the field. Improving the efficiency of the drilling and piling workflow is always the goal for both companies."

SITECH dealers, Trimble's global distribution network, will provide installation services, personalized training and local technical support for Trimble Groundworks installed on ABI drilling and piling machines.

The Trimble-ready option for ABI MOBILRAM-Systems and DELMAG Drill Rigs were made available in November.

Junttan

The integration of Trimble software in the office and Trimble Groundworks in the field can, according to the company, increase the efficiency and productivity of piling operations, wirelessly syncing data to reduce site visits and provide a single source of truth.

"Junttan strongly believes in the benefits of digitalization in the piling construction field and we are excited to include a GPS machine control system in our product offering," said Karoliina Pesola, head of Digital and Measuring Solutions, Junttan. "Trimble Groundworks connected to Junttan's machine control system PCD will provide a new dimension to our customers' piling experience."

"Both Trimble and Junttan have a long history of providing innovative solutions for piling operations," said Kevin Garcia, general manager for Trimble Civil Specialty Solutions. "Trimble Groundworks technology on Junttan foundation machines will enable our customers to maximize piling productivity and safety, with a reliable and accurate workflow."

Trimble Groundworks allows operators to create an in-field design for piling and create piling reports. To reduce blind spots, administra-

tors can set avoidance zones in the design file. With these stakeless workflows, Trimble Groundworks reduces the need for surveyors and other personnel to be near the ma-

chine, making job sites safer.

For Junttan's machines, Trimble Groundworks factory-fit option is expected to be available for order in the first quarter of 2023. ■





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LOOKING BACK AT PILING

By HCEA Canada

The fall of 1950 saw the Toronto Transit Commission move forward with subway construction awarding a contract to the consortium of Pitts, Johnson, Drake & Perini Contractors. The sheer size of the project meant many other area contractors took on subcontracts. A prominent Toronto area company at the time, Rayner Construction Ltd., is shown here driving piles in preparation for an open cut section of the subway.

This Northwest 1940s era Model 6 crane was handling a pile driving attachment equipped with a steam powered pile hammer typical of the period. Many contractors fabricated their own pile leads in-house based on the job requirements at hand. Of course, new innovations such as diesel powered pile hammers and pile extractors were not readily available for use, as of yet.

Although GPS, lasers and Total Station hadn't been invented as of yet, these old school type operators did what needed to be done and did it correctly. No joy sticks here - clutches & brakes all manually controlled which was no easy feat. It made for a very





busy day for the highly skilled Hoisting Engineer.

When the pile driving portion of the job was completed many of these machines were converted to other attachments including cable shovel fronts and backhoes to complete both the open cut and underground excavation phase of the subway.










Please see updates on our web site: www.hceacanada.org


To see more than 60 restored pieces of vintage construction equipment in action be sure to attend the Historical Construction Equipment Association (HCEA Canada) 2023 events: 'Wheels & Tracks in Motion' in June and the 'Last Blast' in October.

Both events are held at the Simcoe County Museum. HCEA Canada is a proud Heritage Partner of the Simcoe County Museum. 




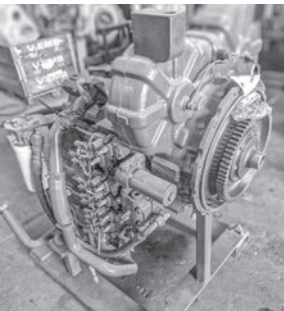
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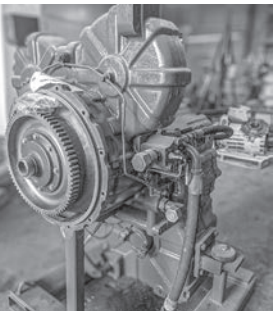


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Drill-rod handling robot boosts productivity and safety

The labour shortage wreaking havoc across North America has hit the drilling industry as hard as any. One recent advance that promotes workplace safety also helps solve the workplace shortage. RodBot is engineered to reduce the number of people needed on a drill rig down to a single operator.

MEDATech's Borterra drilling division created the hydraulic, robotic pipe handler specifically for loading and unloading drill rods and casing. RodBot is suitable for mining, construction and the oil & gas industry, as it can be adapted to work on virtually any piece of drilling equipment. Mounted to a drill rig, pipe truck or on a skid, RodBot is an easy tool for operators to master thanks to its computer-assisted controls with embedded collision-avoidance capabilities. Multiple units are either working in the field (Alabama Power) or being commissioned for a variety of applications, including a new exploration-drilling unit.

Built for safety

Mechanized equipment, better training and safety protocols have greatly reduced the instance of injury in drilling over the past 20 years. Until now, one big exception was handling rod and casing: it accounts for over 90% of drilling-related injuries. The manual work of inserting and extracting rod and casing typically involves a crew of two or three moving heavy metal cylinders from rack to drill head or vice-versa.

"Moving drill pipe in and out of the mast can be the bottleneck in the drilling process," says Scott Dalrymple, MEDATech Senior Design Engineer & Product Manager for Borterra. "Until now, there has been no mechanized system that can do it as

quickly as people can. But the very nature of the job makes it fraught with potential for injury."

Because of their weight, manually-loaded ITH rod and casing is typically limited to 5-foot lengths, meaning that 60 pieces of each are needed for a 120-foot shaft. Handling that many pieces of rod is hard, time-consuming work with a lot of potential for accidents.

Addressing labour shortages

RodBot eliminates 95% of manual rod handling. What that means is that only in exceptional circumstances do rigs need more than a single operator.

With RodBot, pipe and casing is picked up or put into the cradle with a precisely-controlled grapple. Once the operator has manually steered the pipe or casing to or from the mast, they can essentially hit 'repeat' and RodBot adds or removes rod or casing as needed.

Prioritizing safety

"Robotic lifting and transporting has become the norm in many industries," says Dalrymple. "The challenges of working in remote locations with diesel-only power have made it difficult to transfer car assembly plant-type robotics into a drilling environment." RodBot is industry-leading in that it's 100% hydraulic-robotic. The technology is similar to what the car companies have been employing on lines for over two decades, but in a remote setting. "Bringing proven, safer technologies from manufacturing to drilling only makes sense," says Dalrymple.

RodBot has three control modes: from Full Manual, where the operator controls movement every step of the way, to Autonomous Control with Collision Avoidance.

- **Full Manual Control:** The operator has manual control of each moving element of the arm.

- **Tip Control:** Computer assistance allows the operator to control the arm moving the drill pipe in a linear motion. Single-axis input on the joystick translates to the pipe, moving in a straight line either vertically or horizontally out from the arm base.

- **Autonomous Control:** The RodBot moves along a path determined by the operator and/or automatically adapted to the current mast position. The operator has hands-on control and can start/stop at any time if safety is ever in question.

Collision avoidance


RodBot has what robotics engineers call "go" and "no-go" areas: zones within the arm's reach in which it's safe to operate and zones where it's not. That includes defining zones where there is equipment in the way and must be avoided. With RodBot, an operator can program a starting point, an ending point, and the robot will calculate the most efficient path, including navigating around any defined obstacles, using collision-avoidance software built into the robotic operating software.

As a separate unit, RodBot can mount to an existing drill rig or be set beside the drill on a skid. The operator can define and modify no-go zones for both the path taken by the robotic arm and exclusionary zones for the drill setup at each new location.

"The rod movements are consistently fast," explains Dalrymple. "The learning curve is quick and the machine minimizes the potential for human error."

It takes less skill to operate than your average video game."

RodBot retrofits

There's no need to wait for drill rig replacement to start using RodBot, as it can be retrofitted onto most rig configurations. Borterra can also supply a dedicated hydraulic powerpack (diesel, gas, or electric), help integrate your existing hydraulic system, or supply you with the information you need to do it on your own. 



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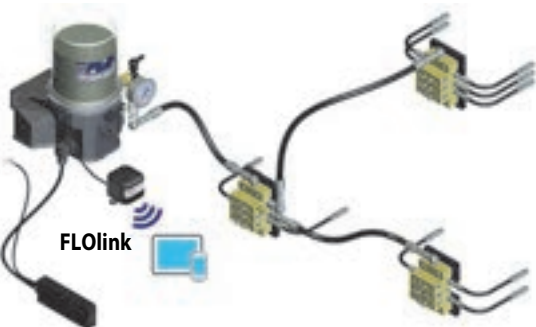
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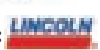
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ON THE MOVE

NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

Astec appoints new members to board of directors

Astec Industries, Inc. announced the company's board of directors elected Mr. Mark Gliebe and Mr. Nalin Jain, each a new independent director.

The election of Mr. Gliebe and Mr. Jain increases the size of the Board to 12 directors, 11 of whom are independent directors. Each of Mr. Gliebe and Mr. Jain will serve as a member of the Audit Committee of the Board. In addition, Mr. Gliebe will also serve as a member of the Compensation Committee of the Board, and Mr. Jain will also serve as a member of the Nominating and Corporate Governance Committee of the Board.

Mr. Gliebe is a seasoned, former public-company Chairman and CEO with deep experience in the global manufacturing operations of industrial companies with highly engineered products.

Until his retirement in 2019, he served as Chairman and CEO of Regal Beloit Corporation, now Regal Rexnord, a global manufacturer of electrical motors and controls, power generation products and power transmission components.

During his eight years as the CEO of Regal Beloit, Mr. Gliebe drove operational excellence from the factory floor up, establishing key performance metrics and aligning incentives. Prior to Mr. Gliebe's role as CEO, he had served as President and Chief Operating Officer of Regal Beloit from 2005 to 2011.

Prior to joining Regal Beloit, he worked at General Electric for 22 years holding various positions of increased responsibility. In addition, Mr. Gliebe has meaningful public and private company governance

experience having served on both public and private company boards. Mr. Gliebe received his BS in Computer Science degree from Bowling Green State University and his MBA from Cleveland State University.

Mr. Jain currently serves as President, Digital Electronics at Wabtec Corporation, a role he has held since 2020.

Prior to his current role, Mr. Jain served as Group President of Wabtec's Global Equipment business, leading Wabtec's comprehensive global locomotive, mining, marine, stationery and drill portfolios.

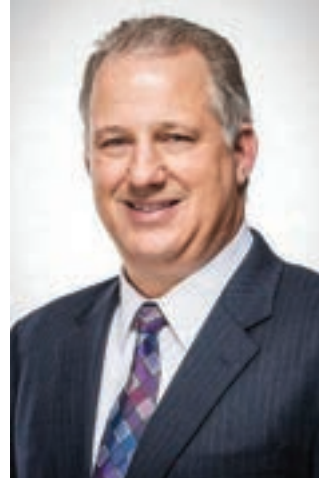
Also, Mr. Jain led GE Transportation's international business activities in key markets like APAC, China, Australia, Europe and Africa. He was responsible for expanding the business footprint and global capabilities across these regions. He

previously served as CEO for GE Aviation and GE Transportation in South Asia.

Prior to GE, he was Director of Global Partnerships with Bombardier Inc. Mr. Jain has a bachelor's degree in Engineering from National Institute of Technology in Surat, India and an MBA from the Indian School of Business, Hyderabad, India.

"We are pleased to welcome Mark and Nalin to the Board. Leaders of their caliber, their respective industry knowledge and individual experiences make them very strong additions to our boardroom," said William Gehl, chairman of Astec's board of directors. "We look forward to benefiting from their deep knowledge and expertise as we continue to execute on our strategic priorities to drive shareholder value."

Mr. Gliebe said, "I admire



Mark Gliebe



Nalin Jain

Astec's leading position in global construction equipment manufacturing and am honored to join the Board. I look forward to working with my fellow directors to help guide the Company forward."

"My passion for leveraging technology to create positive change seamlessly aligns with the Company's

purpose-driven mission – to connect people, processes and products, advancing innovative solutions from Rock to Road as OneASTEC," said Mr. Jain. "I am honored to join the Company's Board and work with the management team as we advance the Company's unique and innovative position in the Rock to Road™ value-chain." ■

Jason Adams promoted to president of Superior Industries

Superior Industries, Inc. has announced that Jason Adams, current senior vice president, has been promoted to president of the 50-year-old company.

"Jason's hard work, care for employees, and extensive industry experience make him well-suited to take this role and thrive," says Bob Domnick, CEO of Superior Industries. "We're all excited to follow his humble direction!"

Just before Superior's big jump into aggregate processing equipment, Adams was one of the first industry veterans to take a chance when he joined the com-

pany in 2014. Since then, his team successfully launched Superior's construction management group. Then, about 18-months ago, he was promoted to senior vice president. He continued to lead the construction management team in that role, but added sales, manufacturing, and aftermarket departments to his leadership portfolio as well.

Adams followed both his father and grandfather into the aggregates industry when he started working for Terex in 1994. There, he most recently served as general manager for the publicly-traded company's



Jason Adams

Simplicity and Canica brands. After Terex, was GM and VP of Operations at Continental Companies, an equipment dealer, manufacturer and installer based in Missouri. ■



Jonathan Randall

Jonathan Randall named president of Mack Trucks North America

Mack Trucks has announced that Jonathan Randall has been named president of Mack Trucks North America, reporting to Martin Weissburg, global president of Mack Trucks and chairman of Volvo Group North America.

Randall joined Mack in 2016 as senior vice president, North American sales, and served most recently as senior vice president, North American sales and commercial operations. He brings more than 25 years of commercial vehicle experience to the role, with original equipment manu-

facturer (OEM) leadership positions in truck sales, product marketing, truck leasing and aftermarket parts and service.

"Jonathan is a proven leader who is passionate about working with our dealers and customers to grow Mack's business as we introduce new services and products to the North American market," said Weissburg.

Randall, who has a bachelor's degree from Colorado State University, will continue to be based at the company's headquarters in Greensboro, North Carolina. ■

Daimler announces two new Canadian sales executives

Daimler Truck North America (DTNA) today announced the appointment of Glen White to the role of vice president of Canadian on-highway sales, and Allison Athey to the role of vice president of Canadian vocational sales.

White is a long-time employee of Daimler companies, who started his career in 1997 as an industrial engineer at Freightliner's former St. Thomas, Canada assembly plant. He moved

on to roles of increasing responsibility in manufacturing engineering, project controlling, engineering platform management, national account sales, manufacturing controlling, and most recently served as director of project strategy for DTNA.

Athey joins DTNA from Volvo Trucks, where she has worked for the past 13 years. She started her professional career as a chemist specializing in powertrain

technology development, earning two patents for her work. She later joined product marketing, supporting multiple new product launches and spending time working overseas to support international projects. Most recently, Athey served as a sales executive and liaison to dealerships located in the Northeastern U.S.

"We're thrilled to welcome Allison Athey to the Daimler Truck North America team, and to benefit from Glen

White's vast company and industry knowledge," said David Carson, senior vice president, sales and marketing, DTNA. "With their combined experience and leadership, we're confident that our valued Canadian customers in both vocational and on-highway segments, and our strong Freightliner and Western Star dealers, will continue to receive the same dedicated support they expect and deserve."



Glenn White



Allison Athey

White earned a bachelor's degree in industrial engineering from the Technical University of Nova Scotia. Athey earned bachelor's degrees in both chemical engineering and chemistry from Virginia Tech and an

MBA from Hood College. Athey and White replace Brad Thiessen, VP and general manager Canadian sales, who will retire at the end of the year following a prestigious 21-year career at DTNA. ■



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