

EQUIPMENT JOURNAL

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ISSUE
2

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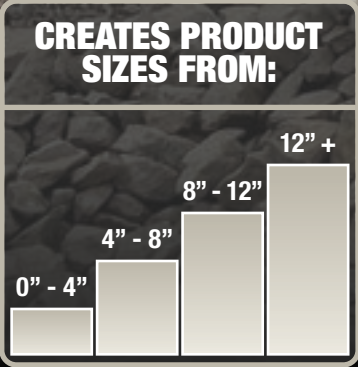
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Kubota expands reach of KX030-4 excavator

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LETTER FROM THE EDITOR

Opening the door for skilled equipment operators

The demand for heavy equipment operators in Canada is strong and growing. With the increasing demand for construction and infrastructure projects, the need for skilled operators to operate heavy equipment is increasing.

As the population and economy of Canada grows, so does the demand for infrastructure and construction projects, requiring more and more operators.

The Canadian construction industry is expected to continue to grow in the coming years, creating more job opportunities for heavy equipment operators as well.

As the demand for operators continues to increase, wages are expected to rise as well. According to the Canadian Construction Association, the average hourly wage for a heavy equipment

operator in Canada is currently around \$27.00. This is higher than the national average of \$22.00, which demonstrates the strong demand for skilled operators.

On November 16, 2022, the Canadian government made changes to the Federal Skilled Worker Program, a fast-track immigration program for highly skilled workers who want to come to Canada. The changes included the addition of heavy equipment operators to the eligibility list.

“We are using all of the tools at our disposal to tackle labour shortages, particularly in key sectors like health care, construction and transportation,” said The Honourable Sean Fraser, Minister of Immigration, Refugees and Citizenship. “These changes will support Canadians in need of

these services, and they will support employers by providing them with a more robust workforce who we can depend on to drive our economy forward into a prosperous future.”

On January 20, 2023, the government opened another path for construction workers looking to immigrate. It was announced that Immigration, Refugees and Citizenship Canada (IRCC) would be extending and expanding a permanent residence pilot program first launched in 2019, doubling its scope from 500 to 1,000 out-of-status construction workers in the GTA.

The IRCC claims that the program acknowledges the critical role that construction workers play in building and growing Canada’s cities, and offers them and their families a path to perma-



Max Carrington // Editor
editor@equipmentjournal.com

nent residency so that they can stay long-term.

Overall, I think that the changes to these programs have made them more accessible and efficient for heavy equipment operators looking to come to Canada, allowing for a faster and more efficient process for those who meet the criteria. 🇨🇦



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Kubota introduces KX030-4 compact excavator in US

Kubota Tractor Corporation has announced the newest addition to its robust compact excavator lineup, the KX030-4, from the showroom floor at World of Concrete.

The new KX030-4 replaces the KX71-3S in the 2- to 3-ton segment and rounds out Kubota's KX Series lineup. Designed with landscape and construction operators in mind, the new KX030-4 will be available at authorized US Kubota dealers beginning in March 2023. "The new KX030-4 delivers increased breakout and lifting force while decreasing the overall weight of the machine, making for easier trailering and transport between jobsites," said Bill Holton, Kubota product manager, construction equipment. "With more than 500 pounds of additional bucket breakout force than the KX71-3S and nearly 300 pounds more lifting force, the KX030-4 will be a great asset to the rental, landscape, and general construction and utility markets."

Power and performance

The KX030-4 is powered by Kubota's dependable direct-injection diesel engine engineered to maximize digging and lifting performance while minimizing noise, vibration and fuel consumption. Available in both canopy and cab models, the new

KX030-4 provides 24.7 hp, a working range that includes a digging depth of 2.9 m (9 ft 7 in), and a bucket breakout force of 3,141 kg (6,924 lbs). The KX030-4 auto-downshift feature allows the operator to travel in 2nd speed and make turns without having to manually downshift, all while traversing a jobsite for better travel and increased productivity.

A hydraulic diverter valve is located on the dipper arm and comes standard on the KX030-4, allowing operators to easily switch between attachments with the turn of a wrench. The standard third-line hydraulic return system allows oil to return directly back to the tank without flowing through the control valves resulting in less back-pressure, less heat and greater efficiency.

Also, The work light is positioned under the boom for better protection and increased visibility.


Deluxe interior

A spacious interior is designed to create a better operator experience with a larger entrance, and more cabin and foot space than the KX71-3S.

A large, easy-to-read digital operator instrument panel is conveniently positioned in the lower right corner of the operator's line of sight to

seamlessly monitor current working conditions, engine RPM, temperature and oil levels.

The front glass window of the KX030-4 opens with ease by flipping the latch and sliding up, while the deluxe suspension seat and cup holder optimize operator comfort.

Although the KX030-4 is new to the U.S. market, the compact excavator was launched in Canada two years ago. 



Topcon launches CTL 2D-MC auto grade control solution in North America

Topcon Positioning Systems has announced 2D-MC, an automatic grade control solution for compact track loaders.

Now available in North America, 2D-MC is a low-cost 2D machine control system that is designed to be installed directly onto select grading attachments.

Connecting directly to the machine's controls and an easy-to-use wireless display, the solution works along with familiar rotary laser technology to provide simplified operational visibility, with all the information needed to hit target grade with greater precision and in less time.

Ideal for slope work, side-walk grading, road base and

drain rock replacement, parking lots, sports fields, landscaping, flat pads, indoor work, concrete site prep and more, 2D-MC is an automatic grade control solution designed to adapt to different grading attachments for compact equipment, leveraging the performance of machine control technology with the accuracy of laser positioning.

"Compact equipment has proven to be essential on job sites of all sizes, and these new functionalities are a testament to Topcon's dedication to the evolving needs of today's contractor," said Murray Lodge, executive vice president of Topcon. "Now that the benefits

Continued on A12

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RENT ME



2013 CAT 972H, CAT C13 Acert diesel eng. 311 hp -Tier 3, heat & A/C, snow pusher blade avail., stk# B110-176

RENT ME



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CAT 725C, 730, 735B • VOLVO A25F, A30F, A35F

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BUY ME



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BUY ME



2022 HUSQVARNA LF 50L, 4 stroke air cooled 2.8hp Honda GX 100 gas, 2.1kW, plate size: 13"Wx19"L, stk# B200-406

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



CAT 988H (2012) - 18,850 HRS
Choice of Tires, Choice of Bucket, Maintained by Cat Dealer since new, Auto Grease.



CAT 988K (2014) - 14,955 Hours
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KOMATSU WA500-8 (2017)
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VOLVO A25G (2017) - 6,850 HRS
23.5R25 Tires, Rear-View Camera, Inspected, All Needed Servicing and Repairs Completed.



CAT 730C (2015) - 9,988 Hours
23.5R25 Tires, Rear Camera, All Needed Servicing and Repairs Completed. Tailgate Available.



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



CAT 745C (2015) - 7,340 HRS
Inspected, Serviced, All Needed Repairs Completed, Rear Camera, Tailgate Available.



CAT 745C (2015) - 5895 Hours
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Philippi-Hagenbuch to showcase Rear Eject Bodies at CONEXPO-CON/AGG

Featuring safety, stability and productivity as hallmarks of its design, Philippi-Hagenbuch's line of Rear Eject Bodies are made to offer a solution for challenging hauling applications from general construction, road construction and sand/gravel to mine reclamation and underground hauling situations where overhead barriers inhibit traditional dump bodies.

Philippi-Hagenbuch will discuss how this technology can be customized to individual operations during CONEXPO-CON/AGG 2023, March 14-18 in Las Vegas.

Adaptable to any make and model of articulated off-highway truck as well as a number of rigid frame trucks, PHIL Rear Eject Bodies are designed to curtail the challenges associated with traditional dump bodies.

In eliminating the need to raise the body of the truck, the PHIL Rear Eject series allows for the dumping of materials while in motion and in the presence of overhead barriers. This increases efficiency without reducing stability by providing a lower center of gravity and allowing dumping on downhill slopes and conditions with a soft footing. The ability to effectively empty the truck without raising the body augments safety where overhead barriers such as powerlines, roof lines or bridges may pose as forgotten safety risks as well as in underground mining applications that have low overhead clearance.

Without moving or raising the truck bed, the ejector blade pushes material toward the rear of the truck, while the tailgate lowers down and material is completely ejected. The unique sweeping action of the blade virtually eliminates all material—even that material prone to sticking to the sides or floor of the truck bed. This effective dumping action provides for more dumps in less time significantly increasing jobsite productivity.

Also, the bodies are versatile enough to be used as auxiliary feeders within quarries and mines, providing an alternative tool for delivering material to a crusher or asphalt plant if a primary feeder malfunctions or breaks down.

PHIL Rear Eject Bodies are constructed with a single hydraulic cylinder used to operate both the ejector blade and the rear tailgate mechanism. As the ejector blade moves to the rear of the body, the tailgate mechanism located in the sides of the body begins to move to the rear of the truck. This motion, naturally supplemented with gravitational forces, lowers the tailgate simply and mechanically without the need for additional hydraulic cylinders.

To further simplify the design, PHIL ejector bodies employ exclusive ejector guides integrated into the inside of the body, which provide smooth operation, while eliminating rollers that typically break or bind.

Additionally, the bodies are constructed of high strength, abrasion-resistant steel to withstand years of use with little maintenance. Because there are no external rails or guides for the ejector to move on, the Rear Eject Bodies provide enhanced ease of loading and increased capacity.

Also, Philippi-Hagenbuch eliminated all grease points with the exception of one—only requiring lubrication once a year. ■

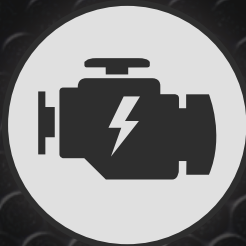


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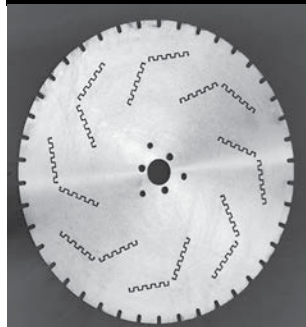
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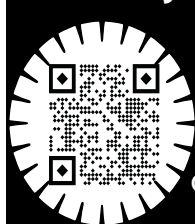
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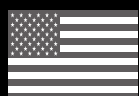
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British Columbia mine grows battery-electric fleet

New Gold has ordered four more Sandvik LH518B battery-electric loaders for its New Afton mine in British Columbia. The new battery-electric vehicles (BEVs) will join the first-ever Sandvik LH518B, which New Afton trialed in late 2020 before purchasing in February 2021, and two Sandvik Z50 BEV trucks also operating at the mine.

Located approximately 350 kilometers northeast of Vancouver and 10 kilometers from regional hub Kamloops in south-central British Columbia, the New

Afton underground block cave gold-copper mine was among the industry's earliest adopters of BEVs, which have contributed to the mine's sustainability and productivity goals.

During more than two years in operation, the first Sandvik LH518B has helped New Afton improve cycle times while reducing heat, noise and greenhouse gas emissions.

"We've tested and proven battery-electric technology for larger-scale adoption at New Afton, and now we're taking the next step in our journey and growing our BEV fleet," said Peter Prochotsky, New Afton mine manager. "We're looking forward to receiving the new loaders. We anticipate battery-electric and autonomous equipment will continue to play a vital role in improving safety and productivity at our block cave in the years to come."


Sandvik plans to deliver the first new Sandvik LH518B in 2023, with the remaining units to be delivered by 2025.

As a purely battery-powered loader, Sandvik LH518B will continue supporting New Gold's efforts to improve sustainability by reducing greenhouse gas emissions underground.

With a payload rating of 18 tonnes, the Sandvik LH518B is the mining industry's highest-capacity battery-powered loader. As a third-generation BEV, it has been designed from the ground up entirely around its battery system and electric driveline.

According to Sadvik, its LH518B integrates well with most underground fleets and operations, as it does not require any major changes to mine infrastructure.

The loader features Sandvik's patented self-swapping battery system, including the AutoSwap and AutoConnect functions, improving equipment safety and availability.

Sandvik claims to offer the industry's fastest BEV "pit stop," enabling its equipment to return to operation significantly sooner than 'fast-charge' mining BEVs. In less than six minutes, the self-swapping system disconnects and lowers a depleted battery, trams to pick up a fully charged battery and automatically connects it while the operator controls the swapping without leaving the equipment cabin, all without need for overhead cranes or forklifts. 





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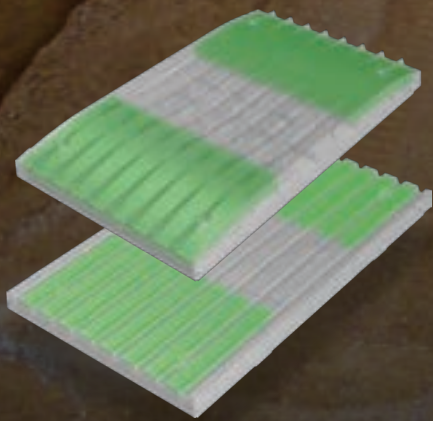
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 <p>1983 VOHL DV-4000, J.D. motor, tel-chute. \$39,000</p>	 <p>SMI BK-3200 new augers, new impeller, bad motor (parts only). \$11,500.</p>	 <p>1981 OSHKOSH R, c/w CAT 825 HP rear eng, 400 hours, 5000 tph capacity. \$65,000.</p>	 <p>1983 WESTERN STAR 6x6, Cummins 270 HP, 18-46 axles, good condition! \$57,000.</p>	 <p>1975 CAT 14G, good runner. \$57,500.</p>

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Volvo CE makes milestone investment in electric wheel loader production

As part of its ambition towards industry transformation through sustainable solutions, Volvo Construction Equipment (Volvo CE) has announced an investment into the production of electric wheel loaders from its plant in Arvika, Sweden.

The Arvika factory in Sweden specializes in the production of medium and large wheel loaders and has already been successful in driving down its carbon emissions.

The SEK 65 million (CAD 8.5 million) investment from Volvo Group will allow for the phased production of electric wheel loaders.

A milestone in the company's ambition to be entirely fossil free by 2040, the move will also go a long way to fulfilling Volvo CE's

aim for 35% of machines sold to be electric by 2030.

The SEK 65 million (CAD 8.5 million) investment from Volvo Group will allow the Arvika factory in Sweden—which specializes in the production of medium and large wheel loaders—to expand its facilities with a new building and allow for the phased introduction of new electric wheel loaders.

It is not only a milestone in the plant's almost 140-year history, but a significant moment for Volvo CE and its determination to be completely fossil free by 2040—in line with the aims of the Paris Agreement. It is also a step forward in its ambition for 35% of its machines sold to be electric by 2030.

These announcements

are part of an investment strategy that allows Volvo CE to advance electric solutions across its production facilities, also including the Konz facility in Germany, Belley in France and Changwon in South Korea, where other electric machines are made.

“This is a clear signal of our commitment to building the world we want to live in. It is more than 40 years since we last invested in a new building and what better reason now than to invest in our future, our planet and the next generation,” said Mikael Liljestrand, site manager for Volvo CE. “We know that this is not only important to our customers and stakeholders, who rightly have high expectations on us, but it is also close to our hearts



to be part of something bigger in building our future.”

Volvo CE has already successfully introduced compact electric wheel loaders to the global market with the L20 Electric and L25 Electric wheel loaders proving to be efficient, zero-exhaust emission solutions capable of driving down carbon emissions while maintaining high productivity across a variety of customer applications. Together with the ECR25 Electric, ECR18 Electric and EC18 Electric compact excavators and the mid-size EC230 Electric excavator, Volvo CE has one of the largest electric ranges on the market.

Sustainability transformation

With this investment, Arvika will erect a new building, approximately 1,500 sq m, which will allow the facility to free up areas inside its assembly factory

to be able to build electric wheel loaders.

While it has not yet been announced which models will begin their electric transformation and exactly when, production of both electric wheel loaders and more traditional wheel loaders fitted with combustion engines will continue for now on the same production line.


According to Volvo CE, the company will ensure a phased introduction model by model, taking into account all aspects of the electric ecosystem as it does so, including infrastructure requirements, charging solutions, battery handling and business models.


Volvo claims the result will be reliable mid-size and larger electric wheel loaders that can easily be integrated into customers' business.

It is not the first sustain-

ability initiative from the Arvika facility. Despite actually increasing production last year, the factory managed to reduce its internal climate footprint by 350 tons of CO2 thanks to a variety of emission reduction efforts.

“Our goal at the factory in Arvika, as well as Volvo CE and the entire Volvo Group is to be climate-smart and to produce fossil-free machines,” said Liljestrand. “Together, we are quite clear that we want to lead this transformation and be the driving force of more sustainable ways of working for the benefit of our planet. This investment is Arvika's exciting first step towards electrification.”

Building work is set to begin later this year, with further announcements on when production will begin to come. 



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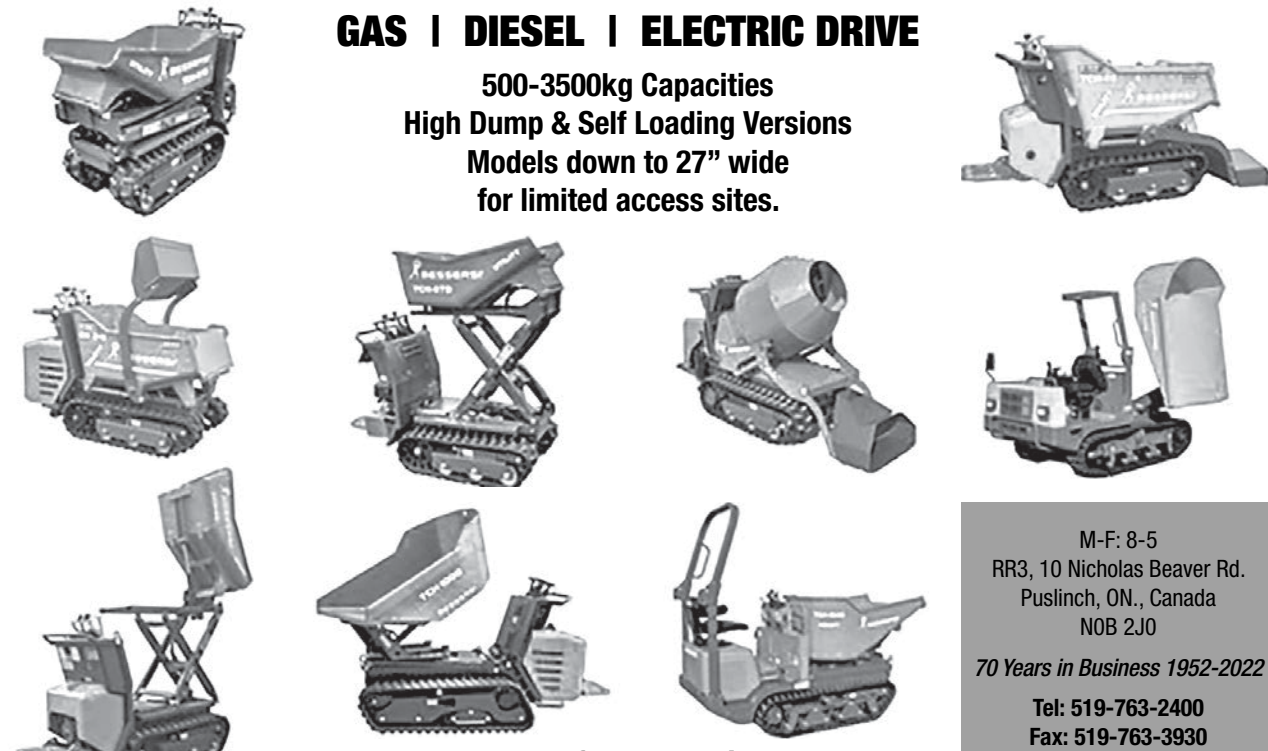
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“**BOBCAT** MACHINES
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Joe Palfy, sales specialist, Bobcat of Toronto and Amjad “AJ” Mughal, owner of AJ Luxury Pool Builders Inc. pose for a picture at AJ’s Etobicoke yard.

AJ Luxury Pool Builders Inc. has been providing top-quality products with top-quality service to their high-end customers in the Toronto and GTA area for 23 years. They also have three sister companies: AJ Excavation, AJ Waterproofing, and AJ Underpinning. They do a lot of work for electrical companies (trenching), commercial plazas, prep work for interlock & paving companies, and residential waterproofing, underpinning, shoring and pool installations. They are also fully insured WSIB, and safety is a top priority in his company. AJ even went to Paris, France to take a course on French drains because in his opinion it’s the best form of waterproofing as you don’t see houses leaking there.

Amjad “AJ” Mughal, the owner, is an architectural engineer but when he moved here from the U.S., he got into the excavating business and never looked back. He found out when he first started in



the business doing excavating for other companies for pool installations, his architectural engineer background made him more desired. Two years ago, he decided to open his own pool company installing high-end concrete and vinyl pools. The company’s main goal is to provide its high-end clients with the best service with honesty and integrity. “In today’s world, it’s important to give them top quality products and service and not overcharge them. Also, educate and help them by not letting them build something that is going to cause issues later. This goal is what AJ says is why his company has 85% repeat/referrals from current customers.

“We are very useful as a subcontractor to many companies as we have multi-compact equipment. We currently own 14 Bobcat® machines. We used to use the Bobcat 324 compact excavator for waterproofing basements excavating down 7’ but now we are using the Bobcat E32 compact excavator with an extendable arm that digs 11’ with a swivel attachment, which makes this one now the best Bobcat machine for waterproofing! During the thaw-out season, the ground is extremely slippery. We do a lot of backfills during this time and we can depend on the Bobcat compact track loaders to get us through this. Wheeled machines will get stuck. Also, for grading as well, tracks hug the ground,” stated AJ.

When asked why he chose Bobcat machines? “They are very user-friendly. We used to rent

them first before buying them. Bobcat of Toronto is very conveniently located, parts are in stock, and service is fast therefore, downtime is low. Bobcat machines themselves have really improved over the years. They are always innovating. They are affordable and comfortable to operate. Very versatile. Any operator can operate them. Great quality, reliability, durability and they last. Bobcat machines are money-makers. I prefer to deal with one company for everything. I have been working with Joe Palfy, sales specialist for Bobcat of Toronto for six years now, but have been dealing with his company since I started. Joe has the same motto as I do. Clients are the first priority. Period. Fulfill their needs. He cares about business just like me. I would not hesitate to recommend Bobcat machines or Joe Palfy and Bobcat of Toronto for your next machine purchase.”

Thanks AJ.



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Hyundai to exhibit 'Tiger Eye' excavators, re-enter skid steer and CTL categories

Hyundai Construction Equipment Americas has revealed plans for its participation in CONEXPO-CON/AGG 2023, with a major exhibit featuring a wide range of new, current and future machine models, plus demos of machine safety and remote management systems.

The company's 31,000-square-foot (2,900-square-metre) exhibit will be located in the West Hall of the Las Vegas Convention Center, Booth W42501. The triennial construction equipment exposition—the biggest in North America—runs March 14-18.

"Hyundai brings to CONEXPO-CON/AGG our strongest and deepest lineup of products,

along with exciting, alternative-powered working prototypes and some of the industry's top safety and support systems, plus our team of sales, support and product experts," said Stan Park, president, Hyundai Construction Equipment Americas. "This also marks our first CONEXPO-CON/AGG since the recent Hyundai acquisition of Doosan Infracore, now known as Develon. Visitors will see some of the promising, early results of our collaborative efforts, including one of our new articulated dump truck models."

New compact excavators

Among new Hyundai models at the show

are three compact excavators, the HX35AZ, HX40A and HX48AZ.

In addition to complying with Tier 4 Final emissions standards, the three compact excavators feature a distinctive new "Tiger Eye" design, large cabs, larger windows for increased visibility, enhanced operator comfort, load-sensing hydraulics (HX40A and HX48AZ) incorporating adjustable auxiliary flow, zero-tailswing (HX35AZ and HX48AZ), 5-inch full color LCD monitor, new auto safety lock function which prevents unintended use of a machine both from an engine and hydraulic standpoint, and five years' free use of Hyundai's exclusive HiMATE telematics system.

All three of the new HX-A series compact excavators will be offered in both canopy or cabin versions along with the choice of standard or 4-way dozer blade.

Hyundai re-enters skid steer, compact track loader categories

Also at CONEXPO-CON/AGG, Hyundai will display for the first time its newly available model HS120V skid steer loader and HT100V compact track loader, representing Hyundai's re-entry into these compact equipment categories.

The two new Hyundai compact models are powered by a 148-in3 (2,435-cm3) Hyundai 4HT14 four-cycle, turbocharged, electronic controlled diesel engine. This new Hyundai engine meets Tier 4 Final emissions standards.

New, largest wheel loader leads parade

Show-goers looking for full-sized con-

struction machines will find five Hyundai HL wheel loader models, six Hyundai HX excavator models and two Hyundai HW wheeled excavator models, equipped with a variety of productivity-enhancing attachments and quick-couplers. Some of these workhorse excavators and wheel loaders will be featured in demonstrations of Hyundai safety, technology and telematics systems. Among the wheel loader models is the new Hyundai HL985A, the company's largest capacity loader with a standard 9-yd3 (6.9-m3) bucket, available in Q3 2023.

Alternative-powered excavator prototypes

The Hyundai exhibit at CONEXPO-CON/AGG also will include two alternative-powered, working prototype excavators. The Hyundai HW155H is a prototype wheeled excavator, powered by a hydrogen-fueled engine. The prototype Hyundai R19E is an electric-powered compact excavator. The two-ton-class machine is designed for use both indoors and in urban settings.

Win a two-year lease on a Hyundai Ioniq 5 electric car

CONEXPO-CON/AGG attendees may participate in the Hyundai Dream Drive Ioniq 5 Car Giveaway/Photo Contest for a chance to win a two-year lease on a Hyundai Ioniq 5 electric-powered automobile. Sponsored by Hyundai Construction Equipment Americas to demonstrate corporate-wide commitment to environmental sustainability, the contest will launch at CONEXPO-CON/AGG and remain open to entries throughout 2023.





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Continued from A5 - Topcon launches CTL 2D-MC

of machine control are available for compact equipment, these systems can provide the operational gains that help contractors get more work done in less time, allowing them to bid on more and/or larger jobs."

Familiar job site technology

The 2D-MC system utilizes laser receivers to work with rotary lasers. If a user is familiar with rotary lasers, no additional tooling or training is needed to determine the correct grade for the grading attachment.

The system may be customized by using either a dual laser receiver setup for elevation at both edges of the blade, or a single laser receiver with a highly accurate dual-axis tilt sensor for elevation and slope determination.

The 2D-MC system fits right in with many of the tools already implemented, and the ability to use the software on Android devices like a CT8X2

tablet gives the customer the advantages of utilizing an interface with which they are comfortable.

Simple software

Developed from Topcon's 3D-MC software platform, 2D-MC has a simplified purpose-built app that maintains a similar visual user interface, offering convenience and familiarity when customers add higher-end 3D-MC technology to their fleet.

Also, the app has a simple user interface with a straightforward "progressive" grade arrow indication. This provides the operator with an easy-to-see "work completed" and "work remaining" visual.

With adjustable increment/decrement elevation control right from the machine's joystick, set/match elevations/slopes, valve adjustment capabilities, automatic updates and simple menus, an operator can get up and running on the system in very little time.



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Komatsu to introduce new machines, focus on ‘creating value together’

For CONEXPO 2023, Komatsu’s theme will be “Creating value together.”

The company’s booth will feature equipment, technology and service solutions that apply to the fields and topics of construction, energy/utilities, forestry, quarrying, sustainability, electrification and waste.


Komatsu’s plan is to showcase tools that support operation optimization, addressing its sustainability/electrification roadmap, technology implementation and workforce optimization.

According to the company, its booth will demonstrate how Komatsu machines and solutions can help customers optimize fleet capabilities, extend the life/improve the value of machines, operate with safety as a priority, leverage the latest technology to improve productivity, conserve resources, reduce fuel consumption and upskill and retain employees.

On the show floor, Komatsu plans to feature its latest electric offerings alongside brand-new and recently introduced machines.

Some of Komatsu machines that will be on the floor:



- PC210E electric excavator (with Smart Construction Retrofit)
- PC900LC excavator (with Smart Construction Retrofit)
- HB365LC-3 hybrid excavator (with Smart Construction Retrofit)
- D71PXi-24 intelligent dozer
- HD465-8 mechanical haul truck
- PC230F-11 processor
- PC360iLC-11 intelligent excavator
- WA600-8 wheel loader 



Yanmar CE North America announces expansion plan, job creation

Yanmar Compact Equipment North America (Yanmar CE NA) has announced plans for a 32,000-square-foot expansion to its Grand Rapids, Minnesota facility.

The new expansion, and subsequent paint system, will reportedly triple the paint capacity and double the parts manufacturing capacity.

The company claims that

this project will set the stage for future capacity increases, with company officials projecting the addition of hundreds of full-time positions over the next five years.

“We received a lot of support through the investment of Yanmar Co. Ltd, and several city, county and state grants and loans to help make this expansion happen,” said Tate Johnson,

president of Yanmar CE NA. “The expansion will improve efficiency, allowing us to better serve our customers as we continue to grow as a leader in compact equipment.”

According to Yanmar, the new paint system will be more efficient, have less environmental impact and convert a liquid paint process to a powder coating system with more paint capacity for a higher production rate.

Also, the relocated paint system will allow the space previously occupied to be outfitted with robotic weld cells and cutting tables, optimizing plant flow.

The growth of the Grand Rapids, Minnesota facility would also open new opportunities for staffing, with the addition of hundreds of full-time positions in the next five years.

Over the last three years, Yanmar CE NA has increased its staff by 35% and doubled down on quality assurance by adding new positions and tracking key metrics.

The company expects to break ground in the spring of 2023 on its expansion with a target for completion the following year. 



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Upgrades allow Liebherr crane to assist in mining truck assembly

Liebherr’s LRT 1100-2.1 rough terrain crane was upgraded in 2022. The upgraded steel counterweight is increased by 1 metric ton resulting in an increased lifting capacity, allowing the LRT to hoist loads beyond what’s capable for the rest of its class. The counterweight is also more compact providing a better rear view in the cab, minimizing blind spots. This upgrade also allows for increased load charts as well as inclination charts, aiding in operation up to 2 degrees from level.

The upgraded LRT was taken to Virginia to assist in quick assembly of an on-site mining truck. The rough terrain crane allowed for a smooth and rapid assembly of the T 264 mining truck and fulfilled any lifts needed at the site. Due to its top of the line safety features and high lifting capacity, the rough terrain crane was the top choice for this job. With no down time, the LRT crane also allowed the job to be finished four days ahead of schedule, saving both time and money.

“It can be very hard to schedule cranes for builds like this,” noted Thomas Coenen, Liebherr Mining Equipment Product


Support Representative. “Auxiliary cranes are often shared and used for maintenance of heavy mining equipment and other lifting needs around mining sites. In this instance, I was able to use the upgraded LRT from Prillaman’s crane rental. Using one crane that can lift the truck makes the project easier, and we can complete the build faster. This also meant no downtime or crane changes for different components to be lifted.”

Safety comes standard

A wide array of safety features come standard with the LRT, including the variable outrigger system, Variobase, allowing safe operation of the crane with asymmetric outrigger positions integrated into the LMI (load moment indicator). The crane also offers LICCON controlled load moment limiter that minimizes accidents and human error as well as a monitored 2 hook operation which allows for safe rotation of loads.

“At any mine site safety is the biggest concern,” noted Beau Pocock, RT Business Development Manager for Liebherr

USA, Co. Mobile and Crawler Cranes. “Any operation like this is planned out to use the safest methods possible. That is why the Liebherr LRT is the right machine for the job.”

The LRT also provides safe ascent to the crane with numerous handholds, a flat deck minimizing tripping hazards, as well as a larger cabin that tilts for better vision and ease-of-use on rough terrain. 



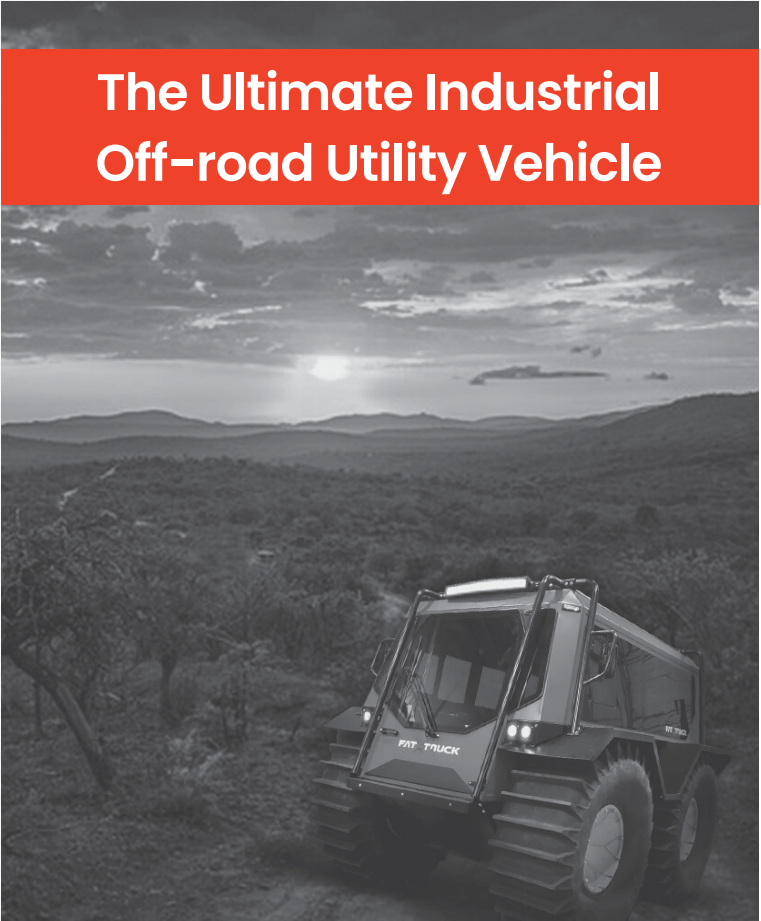
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JCB'S OFF ROAD to ZERO

To tackle the risks of climate change, the UK passed the Climate Change Act on June 27, 2019, becoming the first major economy to pass a net-zero emissions law. The act commits the UK to net-zero greenhouse emissions by 2050. Two days later Canada made the same commitment with the Canadian Net-Zero Emissions Accountability Act. There are now over 120 countries committed to net-zero emissions by 2050.

To meet these ambitious targets, Rochester, England-based JCB began to evaluate the various technologies available to reduce CO₂ emissions.

Electric Vehicle (EV) Batteries

JCB developed the world's first battery-electric mini excavator and has been at the forefront of electric technology development to meet customers' demands for zero-carbon products with its E-TECH range. Today JCB has the largest electric lineup available.

Although this works well with compact equipment, it only accounts for 5% of JCB equipment's CO₂ footprint, with its mid-range accounting for 70% and its heavy line accounting for 25%.

Initially, JCB believed that the logical progression would be to develop electric battery solutions for its mid-range and heavy lines of equipment, but is the technology scalable?

Currently the JCB 19C-1E 2-ton mini electric excavator uses four JCB designed battery packs, allowing the machine to run a full day before recharging. JCB evaluated what this would mean for a 20-ton excavator:

# of Battery Packs	Running Time [hrs]	Added Weight [lbs]	Cost vs Fossil Fuel
200	16	22,000	4.3x
100	8	11,000	2.7x
50	4	5,500	1.9x

As you can see from the chart above, a 20-ton excavator that runs for 16 hours on battery would need 22,000 lbs of batteries. The result would be a 30-ton excavator that does the work of a 20-ton machine at 4.3 times the price. In addition, it would take 12 hours to charge the battery without a fast charger.

Reducing the number of batteries does not present an ideal solution either. For example, if the excavator used 100 battery packs, a company would need two machines to work a 16-hour day or be subject to significant downtime while the batteries recharge.

There are other challenges as with EV batteries as well:

- Electric vehicles work well in an urban environment with the infrastructure to

recharge batteries. In rural sites, generators are often needed to recharge the batteries and companies sometimes end up using diesel generators, defeating the purpose of the zero-emission batteries. With the high cost of batteries, swapping out batteries is not feasible and is time consuming.

- Lithium, nickel and cobalt are the key metals used to make EV batteries and the price of batteries are dependent on their availability. Analysts believe there is a potential shortfall in the global mining capacity required to extract the minerals needed to manufacture sufficient batteries to meet projected EV demand.
- The mining process can be environmentally harmful.
- Many buyers of heavy equipment will only purchase equipment with new batteries, leading to more waste.

JCB consulted their customers and their demands were clear. Equipment must be refuelled efficiently, effectively and quickly, leading to very little downtime. JCB determined that EV batteries would not meet their customer needs, so they investigated the following alternative fuels:

1. HYDROGENATED VEGETABLE OIL (HVO) BIOFUEL

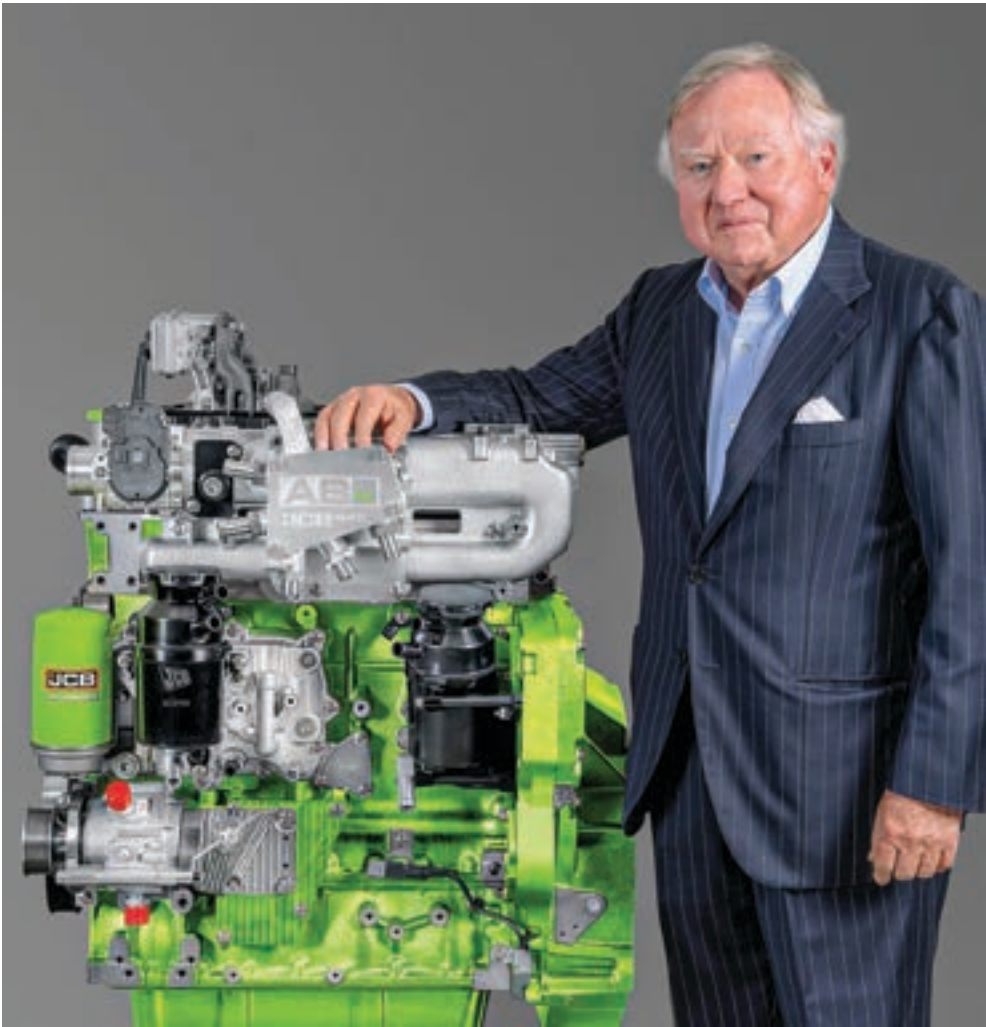
HVO can be produced using a variety of feedstocks including vegetable oils such as rapeseed, soybeans, non-food oils and waste fats such as animal fats or used cooking oils. Because of its diesel-like properties, it can be used as a drop-in fuel to replace conventional fossil fuel diesel without any modifications to the engine. Although this reduces CO₂ emissions during the production process, this solution produces the same CO₂ emissions as conventional diesel while burning. In addition, producing crops to produce fuel instead of food may not be the ideal solution.

2. BIOGAS

Biogas is a biofuel derived from the decomposition of organic waste such as food and animal waste. A blend of gases, primarily methane and carbon dioxide, is released when the organic matter decomposes in an anaerobic environment. Disadvantages of this solution include its dependence on a large supply of organic waste, the dependence on weather and the foul odour emitted from biogas power plants.

3. ELECTROFUELS (E-FUELS)

A drop-in fuel like HVO, e-fuels are manufactured by combining CO₂ captured from the air with hydrogen obtained from sustainable electricity sources such as wind, solar or nuclear power to form hydrocarbons. Hydrocarbons can be used to make oil products. Challenges with e-fuels include an increased cost (10x conventional diesel)



JCB Chairman, Lord Bamford

due to the complicated production process and its unsuitability for cold climates.

4. AMMONIA

While HVO, biogas and e-fuels offer low CO₂ emissions, they still produce CO₂ at the tailpipe. Ammonia is colourless fuel emits no carbon dioxide when burned. Both fuel cells and internal combustion engines can use it. A more sustainable version, called green ammonia, is made with hydrogen that comes from water electrolysis powered by alternate energy such as solar, wind or nuclear, combined with nitrogen from the air. The top concern with this fuel type is its toxicity. In concentrated form, the pungent, colourless gas can be deadly. In addition, ammonia is corrosive to some alloys and plastics. Combustion yields a small amount of nitrous oxide, another greenhouse gas.

5. HYDROGEN

HVO, e-fuels and ammonia all have hydrogen as a key ingredient, but hydrogen can be used as a fuel source itself. It is a clean fuel that when reacted with oxygen produces energy. Its only by-product is water. The best way to produce hydrogen (green hydrogen) is to use electricity produced from solar, wind or nuclear to split water into hydrogen and oxygen. There is 3 times more energy in hydrogen than diesel. Hydrogen can be transported as a gas or liquid.

After looking at the alternatives, JCB chairperson Lord Bamford said: "On a busy building site, large heavy machines must be refueled efficiently, effectively and quickly, and very often. Batteries can't do that, but hydrogen can. It's the most abundant element with the highest energy content of any common fuel by weight."

Hydrogen Fuel Cells

Once JCB had decided that hydrogen had the most potential in the construction and agricultural industries, the company began to investigate hydrogen fuel cells. Hydrogen fuel cells produce electricity by combining hydrogen and oxygen atoms. The hydrogen reacts with oxygen across an electrochemical cell similar to that of a battery to produce electricity with water and heat as its only by-products. Fuel cells do not need to be periodically recharged like batteries, but instead continue to produce electricity as long as a fuel source is provided.

After obtaining a fuel cell, JCB began to

develop a 20-ton excavator prototype, though this determined to be more difficult than initially believed. The engine and most of the components had to be redesigned. The engine required a cooling pack that was susceptible clogging from dust and dirt. In addition, the fuel cells, and required components, are very expensive, and the price of fuel cells is highly reliant on the price of platinum.

The Chairman's Challenge

After completing the hydrogen fuel cell prototype, the JCB team agreed that the design was complicated, cost prohibitive and was limited by the current supply of hydrogen fuel cells. In July 2020, the team presented their findings to Lord Bamford. Understanding this, Lord Bamford issued a challenge to the engineering team: "Design a hydrogen motor. One that delivers power in the same way as conventional engines."

JCB's Solution:
The Hydrogen Combustion Engine

To date, JCB has invested £100 million (CAD \$166 million) in a project to produce a super-efficient hydrogen engine. According to the company, a team of 100 engineers has been working on the project for more than a year and the 50th hydrogen combustion engine has come off the production line as part of the development process.

JCB hydrogen engines are already powering prototype backhoe loaders and Loadall telescopic handlers, and the company has recently unveiled its very own designed-and-built mobile refueling bowser to take the fuel to the machines. The bowser has enough hydrogen to fill 16 hydrogen backhoe loaders and can be transported either on the back of a modified Fastrac tractor or on a trailer.

The Challenges Ahead

Now that JCB has proven that a hydrogen combustion engine is possible, the infrastructure to develop green hydrogen must be built. JCB is being transparent about their plans because they believe that construction and agricultural manufacturers will have to work together to achieve these goals.

JCB has announced that it will showcase its super-efficient hydrogen combustion technology at the ConExpo 2023 show in Las Vegas as part of the International Fluid Power Exposition (IFPE). ■

Bobcat introduces its most compact telehandler yet

Bobcat has announced its all-new TL519 telehandler, the most compact telehandler in its current lineup. At just 6-feet (1.8-metres) wide, the TL519 is designed to bring powerful performance and enhanced maneuverability to jobsites big and small. Ideal for construction, agriculture and rental tasks, the TL519 outperforms in lift height compared to competitive machines in its class size. It features a 74-hp engine, a 2-speed hydrostatic transmission and a standard Power Bob-Tach mounting system so operators can easi-

ly swap attachments without leaving the cab. “The TL519 delivers the power, extended reach and maneuverability that customers need to tackle big jobs on confined jobsites,” said Drew Kolo, marketing manager at Bobcat. “Its ease of use and attachment versatility also make it the go-to machine for a wide range of applications.”

Performance

The TL519 has a lift capacity of 5,500 lbs (2,495 kg) and a lift height of more than 19 ft (5.8 m). Also, it comes equipped with four steering

modes and five operation modes for more versatility. The advanced Tier 4, turbo-charged engine delivers powerful, high-torque performance, excellent efficiency and achieves emissions compliance without the use of a diesel particulate filter (DPF) or selective catalyst reduction (SCR). Also, according to Bobcat, operators will appreciate the new engine’s reliable cold weather starting and a variety of features that make maintenance and service more convenient. Five operation modes give operators the versatility

needed for a wide variety of applications:

- ECO mode allows the operator to maintain hydraulic performance without using the engine’s full power—working with lower rpm, less noise and lower fuel consumption
- Smooth Drive mode is ideal for maneuvering across jobsites with mild acceleration and deceleration while carrying loads
- Dynamic Drive mode increases responsiveness of the telehandler’s acceleration and deceleration for traveling between tasks



- Flex Drive mode allows the operator to manage the engine speed independently from travel speed
- Advanced Attachment Control mode allows for full auxiliary hydraulic performance


machine function settings and auxiliary hydraulics are located on the rear of the joystick. The low-profile boom sits below operator eye level to provide an open view of the surroundings. Front, top and rear window wipers help keep windows free of debris and precipitation. Mirrors on the operator’s left and right provide added visibility when working in confined areas. An optional rear mirror kit, rear view camera kit and boom work light kit also are available.

Comfort and operability

The TL519 was designed to incorporate sleek and efficient Bobcat R-Series styling and enhanced visibility. The cab builds upon the Bobcat tradition of operator-centered design with high visibility, excellent ergonomics, a comfortable suspension seat, efficient HVAC system, and an easy-to-read instrumentation panel that Bobcat equipment operators will find familiar across R-Series machines. Bobcat’s telehandler cabs are designed and tested to Roll-Over Protection Structure (ROPS) and Falling Object Protective Structure (FOPS) level II standards. A single, intuitive joystick controls the travel direction, lift and tilt functions, boom extension, and auxiliary hydraulics. This gives the operator fine adjustment for lifting loads with care. It also allows operators to control several machine functions at the same time and from one control point, enabling more precise control and higher productivity without having to remove their hand from the joystick. Fingertip control access makes operation smooth, comfortable and easy. On the front side of the joystick, the directional switch for forward, neutral and reverse can be operated with the index finger. The 2-speed travel switch, lift-arm float, boom extension,

Uptime, serviceability and versatility




The TL519 is built with a robust box-welded frame for enhanced rigidity, plus a low center of gravity for optimal stability. The shielded bottom plate protects vital components, and the engine, cooling system and critical components are well-protected within the center of the chassis, ensuring minimal wear and tear due to jobsite obstacles or harsh terrain. Engine compartment accessibility puts routine maintenance checks, filters and other engine components in easy reach, as well as the oil filter and other service points. With the Bob-Tach mounting system, operators can share select attachments with other Bobcat equipment for even greater versatility. From pallet forks and buckets to grapples and snow pushers, operators can conquer a variety of tasks without the need for specialty attachments. According to Bobcat, the TL519 will be available to customers in North America starting in Q2 2023. ■



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DEVELON replaces Doosan construction equipment brand

Doosan has announced that its familiar brand will now be called DEVELON throughout the world.

Under the new brand name, the company will continue providing innovative products and solutions that exceed expectations, further cementing its status as a global leader in construction equipment and solutions for the infrastructure industry.

The work to identify a new brand name to replace Doosan began following the August 2021 sale of Doosan Infracore to HD Hyundai (formerly Hyundai Heavy Industries Holdings Co. HHIH). The name DEVELON was chosen to convey the company's drive to develop onward to bring innovative solutions to the construction equipment industry through technological transformation and the development of exceptional equipment and services.

"We believe the new DEVELON brand will help us build on the success we've had in North America over the past 30 years and throughout the world for more than 80 years," says Todd Roecker, vice president of growth initiatives.

DEVELON will continue to focus on manufacturing construction equipment to build critical infrastructure for the betterment of communities and societies in North America and beyond. DEVELON products and services will help customers and partners become industry leaders in construction, logging, recycling, mining, rental and agriculture. Efforts will also

be placed on advancing sustainable development through alternative energy sources of power for construction equipment.

New brand to debut at CONEXPO

Today's announcement is the first of many in a series of steps to launch the new brand. Visitors to CONEXPO-CON/AGG in March will see the next phase of the launch with newly branded construction equipment in the outdoor DEVELON exhibit. This will include the latest developments in the Concept-X autonomous equipment solution and live demonstrations at the outdoor exhibition in the Festival Grounds lot (F9153).

"Our commitment to the construction equipment industry and advancing new technologies has never been stronger than it is today," says Roecker. "DEVELON anticipates changes in the industry and prepares solutions to address these challenges. This is evident by our ongoing development of the world's first autonomous jobsite solution — Concept-X — and the work we are doing with alternative energy sources like electricity and battery packs for our mini excavators."

After CONEXPO, continued efforts will be made to advance the brand at the local dealer level through updates to signage and machine decals. Customers are likely to begin to see newly branded machines at their local DEVELON dealerships and on jobsites as early as the end of Q2 2023.

Dedication to North America

In North America, DEVELON will continue supporting its more than 180 dealer locations in the United States and Canada. DEVELON North American operations will remain headquartered near Atlanta, in Suwanee, Georgia, where the company continues to offer a training center for dealership service technicians.

The company will maintain exceptional parts availability through its two regional parts distribution centers: one in Atlanta and a second in the Pacific Northwest. A customization plant in Savannah, Georgia, will still play a key role in supplying machines to DEVELON dealers and customers: getting products into the hands of customers faster, with the configurations they need for their applications.

"Our dealers and customers should expect the same strong support from DEVELON in the future," says Roecker. "We are committed to the long-term success of the new brand and ensuring our customers have the support they need to be successful. DEVELON makes best-in-class equipment, excelling in performance, durability and reliability. That commitment will remain constant."

DEVELON will continue as a subsidiary in the Hyundai Genuine group alongside Hyundai Construction Equipment (HCE). These two subsidiaries will remain independent construction equipment companies under HD Hyundai. Together, the two brands will position

Hyundai Genuine as a global top-5 player in the construction equipment industry.

"We've grown our construction equipment offering in North America with our line

of mini excavators and most recently the addition of dozers," says Roecker. "These product expansions represent our goal of providing a full line of equipment for our dealers

and our customers. We believe that this demonstrates our commitment to North America, and we look forward to continued growth here for many years to come."



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Komatsu to introduce new machines, focus on 'creating value together'

For CONEXPO 2023, Komatsu's theme for the will be "Creating value together."

The company's booth will feature equipment, technology and service solutions that apply to the fields and topics of construction, energy/utilities, forestry, quarrying, sustainability, electrification and waste.

Komatsu's plan is to showcase tools that support operation optimization, addressing its sustainability/electrification roadmap, technology implementation and workforce optimization.

According to the company, its booth will demonstrate how Komatsu machines and solutions can help customers optimize fleet capabilities, extend the life/improve the value of machines, operate with safety as a priority, leverage the latest technology to improve productivity,

conserve resources, reduce fuel consumption and upskill and retain employees.

On the show floor, Komatsu plans to feature its latest electric offerings alongside brand-new and recently introduced machines.

Some of Komatsu machines that will be on the floor:

- PC210E electric excavator (with Smart Construction Retrofit)
- PC900LC excavator (with Smart Construction Retrofit)
- HB365LC-3 hybrid excavator (with Smart Construction Retrofit)
- D71PXi-24 intelligent dozer
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Volvo CE introduces collision mitigation system for wheel loaders

Volvo Construction Equipment has launched its Collision Mitigation System for Volvo Wheel Loaders—an automatic braking feature that supports operator response and helps reduce the risk or consequences of collision when working in reverse.

The new system, which the company claims to be the first of its kind, assists operators while working in reverse and automatically applies service brakes when the wheel loader approaches any obstacle, alerting the operator to take further action.

“We at Volvo CE continue to proactively develop intelligent solutions which not only mitigate the consequences of accidents but strive to avoid them altogether,” says Lars Eriksson, Global Product Manager for wheel loaders at Volvo CE. “This new Collision Mitigation System is one important part of our work to reduce the risk of accidents and help fulfil our commitment towards zero accidents.”

How it works

The Collision Mitigation

System identifies when there is a risk of collision and responds by automatically activating the brakes for 2-3 seconds to slow the machine down prior to impact or bring it to a stop to avoid it. According to Volvo CE, this initiation of the braking is meant to alert the operator to intervene.

Also, the system will remember the last slope the machine climbed, allowing operators to reverse down a pile without activating it.

It can also be temporarily deactivated for specific site conditions.


Functioning only when the wheel loader is in reverse and driving at speeds of between 3-15 km/h (1.86-9.32mp/h), no matter what gear it is in, it is designed to serve as a facilitator to jobsite safety.

Even sophisticated assistance systems like this cannot completely eliminate accidents and Volvo CE asserts that it always advocates for safe operator driving behavior.

A boost for jobsite safety

Developed in-house by Volvo CE, the patent-pend-

ing Collision Mitigation System for Volvo Wheel Loaders is a factory-fit option currently available on the L110H/L120H equipped with OptiShift, L150H, L180H, L220H, L260H and L200H High Lift wheel loaders.

Requiring a Radar Detect System to be fitted, it works as an additional system to the existing features, options and site services provided by Volvo CE for its line of wheel loaders. 





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Genie introduces its highest capacity construction telehandler



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The new Genie GTH-1256 telescopic handler builds on the design of the Genie 6K, 8K and 10K telehandlers, expanding Genie’s telehandler family. The new 12,000 lb (5,443 kg) capacity telehandler is purposefully designed to improve durability, lower total cost of ownership and provide maximum produc-

tivity on the jobsite. Focused on simplifying fleet ownership and maintenance, the new GTH-1256 shares many features and parts across the other GTH product line. Genie will debut its new GTH-1256 telehandler in its booth at The ARA Show. According to Genie, the GTH-1256 delivers more capacity at maximum lift height than any other telehandler in its class—6,000 lb (2,721 kg) at a max height of 56 ft 3 in (17.15 m) and 3,500 lb (1,588 kg) at max outreach of 42 ft (12.8 m). Powered by a side-mounted 120 hp Deutz engine with four-speed powershift transmission, the GTH-1256 delivers 15% more efficiency in power transfer for picking and placing activities.

transaxle lines deliver the reliability, power and performance for rough terrain. Genie’s proprietary, long-life Enduro A/T tires are standard. These hybrid, all-terrain tires combine the best characteristics of rock lug tires and conventional rough terrain tires. Furthermore, a wide centre bar delivers better wear on hard surfaces and self-cleaning outer lugs power through soft, muddy ground without becoming clogged. Enduro A/T tires also provide one-third longer wear before replacement is needed, reducing ownership costs. A new cab design features enhanced visibility of all four tires, a 7-inch display, reverse back up camera, rear proximity alarm and full A/C system. “This is a high-capacity telehandler designed, built and extensively tested for the realities of heavy-duty jobs,” says Amalija Kopac, Genie’s senior product manager. “When we were designing and testing this machine, we prioritized durability and reliability, along with a reduced total cost of ownership and productivity, ensuring our 12k telehandler will deliver the performance and longevity needed by equipment operators and owners—now, and well into the future. This is the next step as Genie develops and expands our telehandler family, and we’re excited to introduce you to the new GTH-1256!”

The Genie Quick Attach system makes it easy and fast to swap attachments, and the GTH-1256 shares attachments with Genie’s GTH-1056 10k telehandler, including three carriage sizes (48 in, 60 in, and 72 in), a rotating carriage and a swing carriage. This ease-of-use and commonality of attachments gives fleet owners an opportunity to increase the versatility of their fleet in a cost-effective manner, contributing to lower costs and a better ROIC. ■



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2011 CAT 345DL EXCAVATOR \$72,000 19,857 HRS OTTAWA, ON



1987 CAT IT28B WHEEL LOADER \$28,500 10,386 HRS POINTE-CLAIRE, QC



2019 CAT CB22B COMPACTOR \$63,400 230 HRS VAL-D'OR, QC



1987 CAT CS433 COMPACTOR \$10,000 5,424 HRS ORILLIA, ON



1997 CAT BG240C PAVER \$12,500 7,156 HRS LONDON, ON



1994 CAT PM565 COLD PLANER \$50,000 12,116 HRS WINNIPEG, MB



2008 CAT 450E BACKHOE \$57,000 9,612 HRS DARTMOUTH, NS



2016 CASE 580SN BACKHOE \$75,000 5,457 HRS CANDIAC, QC



2006 CAT D3GLGP DOZER \$65,000 4,717 HRS SUDBURY, ON



2007 CAT D5GXL DOZER \$52,000 7,636 HRS CAMBRIDGE, ON



2006 KOMATSU D65EX15 DOZER \$60,000 11,089 HRS DARTMOUTH, NS



1985 CAT 140G GRADER \$62,000 18,318 HRS WINNIPEG, MB



2006 CAT 545C SKIDDER \$61,000 12,454 HRS SAULT ST. MARIE, ON



1996 TIMBER JACK 450C SKIDDER \$49,000 9,306 HRS ORILLIA, ON

USED AND RESTORED PARTS

Recent arrivals

- 330B Rebuilt Swing drive p/n 114 1441
- 938, 950, 962 GP buckets, new take off's
- New CAT 420 pin on front bkt, c/w bolt on edge
- Numerous Fusion couplers, IT couplers all new take off's
- 446D Side Dump new Cat unused 1.25 cu/yd
- 430E 30" rear bucket, new CAT
- Numerous Hydraulic cylinders rebuilt, Excavator and loader.
- Numerous new Cat surplus cutting edges and bucket teeth.

\$6,950 exchange
\$6,200 and up
\$950 ea
\$1,800 ea
\$16,500
\$1,800

Transmissions (rebuilt & tested)

- Rebuilt 950G trans, 114 8945
- Rebuilt IT28G trans p/n 2013318
- Rebuilt 928G trans p/n 177 0017
- IT18F transmission (1082075)
- 988B Transmission p/n 3P9094
- 924 transmission rebuilt. p/n 1807503
- 980C rebuilt, p/n 6Y3197 h/d arrange.
- New arrivals for tear down, 966H, 324D, 980G, 930H.

\$18,300 exchange
\$13,500 exchange
\$14,500 exchange
\$10,500 exchange
\$25,850 outright
\$11,200 exchange
\$22,700 exchange

Final Drives & Differentials

- 740 Final Drive, reconditioned, p/n 3710565
- 324D Rebuilt final drives, new bearings/seals
- 365B Rebuilt final drive, P/N 136 2956 (2)

\$22,500
\$10,500
\$18,500 ea

- 345 Final drive 227 604
- 319/320/321/323 p/n 3530611 final drive open & insp

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5'X14' TRIPLE DECK SCREEN



TESAB TS1000
CONE CRUSHER

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Terex Finlay J-1160 Primary Jaw Crusher – **ON RENT**
Terex Finlay I-120RS Recirculating Impact Crusher – **ON RENT**
Terex Finlay I-120RS Recirculating Impact Crusher – 1350 HRS
Terex Finlay I-100RS Recirculating Impact Crusher – 1587 HRS
Tesab 1012TS Impact Crusher – 468 HRS
Tesab 1012TS Impact Crusher – 468 HRS – **NEW**

Tesab TS1000 Secondary Cone Crusher – 440 HRS
Tesab 700i Primary Jaw Crusher – 540 HRS
Tesab 700i Primary Jaw Crusher – **NEW**

SCREENING PLANTS

Tesab TS1550 Heavy Duty Scalper Screen – 453 HRS
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Tesab TS1340 Heavy Duty Scalper Screen – **NEW**
Tesab TS2430 Inclined Screening Plant – **NEW**

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Terex brands set to impress at CONEXPO 2023

Both Terex MPS and Powerscreen—two Terex brands—have revealed their lineups for CONEXPO-CON/AGG 2023.

Terex MPS (Materials Processing Systems) will unveil two new machines at the show—the new Cedarapids CRC1350S Portable Cone Crusher Plant and the new Simplicity ESX “Extra Clearance” Series Horizontal Screen.

Powerscreen will showcase three machines, with its Gladiator MT1150SR and Titan 2300, making their CONEXPO debut.

“We are excited to meet with our customers and distribution partners at CONEXPO and thrilled to be launching these two new units at the show,” commented Russ Burns, sales director for Terex MPS. “They illustrate our future product road maps, which focus our efforts on offering customer solutions that are safe, reliable and provide dependable production.”

“As Conexpo draws closer, there is huge anticipation amongst our dealers, customers and staff. We are delighted to be heading back to Las Vegas for one of the most important tradeshows in the crushing and screening calendar,” said Sean Loughran, business line director and general manager for Powerscreen. “Whether it’s your first time attending Conexpo or if you are a seasoned attendee, we invite you to join us at the Powerscreen

booth to learn more about our equipment and meet with the people behind the brand.”

Cedarapids CRC1350S portable cone crusher plant

The new Cedarapids CRC1350S Portable Plant is designed for high production at lower costs per ton.

Featuring the enhanced TC1300X cone crusher with 400hp and high efficiency roller bearings, not only increases the power overall, but increases the stroke from 45mm to 70mm.

According to Terex MPS, this configuration results in an increase in throughput and improved quality product shape.

This plant, paired with the TSV7203P, 7 ft (2.13 m) wide 3 deck Horizontal Screen delivers peak productivity in an easily portable structure.

Also, the company claims that the TSV screen increases production and handles applications not possible with traditional horizontal screens.

Also, a variable slope operation offers increased capabilities, higher production, enhanced durability, and ease of maintenance.

“The design of this plant was led by a series of interviews between our engineers and key distributors, the feedback of which resulted in the development of this popular closed-circuit layout. The CRC1350S exceeds our customer portable plant strategies, meeting our customer

demands to yield higher production capacity, lower cost per ton while remaining highly portable,” explains Russ Burns, Sales Director Terex MPS.

Simplicity ESX Extra Clearance Horizontal Screen

The ESX620 horizontal screen is the newest addition to the trusted range of screening solutions by Simplicity. The elliptical stroke, “Extra Clearance” ESX Series screens have taken the legendary oval stroke screen to the next level. The increased clearance between the screen decks provides easy maintenance access to the media. Upgrades to the drive train and suspension ensure that this screen still has the performance that customers can count on for years to come.

Outfitted with the latest design techniques and advancements, utilizing state-of-the-art engineering and production processes, the ESX Series screens are designed to be stronger, run smoother, and give customers peace of mind by providing industry leading durability.

“With a wide opening of 23 in (58.4 cm) between the top and middle deck, and a staggering 27.5 in (69.9 cm) between the middle and bottom, our experienced engineering team has designed this with the user in mind,” said Burns. “Whether you are

installing urethane media or specialty wire cloth, we have you covered with space large enough to inspect and replace any type of media you prefer, safely and with ease.”

Are you not entertained?

Powerscreen will showcase three machines in Las Vegas including the Gladiator MT1150SR and Titan 2300, both of which are making their CONEXPO debut.

First launched in 2020, the Gladiator range is a dedicated offering of Wheeled Crushing & Screening Plant that is easy

to operate and move, reliable and environmentally friendly.

The Titan Screening range was introduced to the portfolio in 2021 to fulfil a requirement for a secondary scalper whilst providing a cost-effective solution in high volume applications.





















Accompanying these machines is the popular Premiertrak 330 Jaw Crusher which has been tried, tested, and proven all over the globe.

“There is an excellent spread of Powerscreen equipment on display at this year’s CONEXPO-CON/AGG,” said

Neil Robinson, product and applications manager at Powerscreen. “Although still relatively new, the Gladiator and Titan ranges have already become established members of the Powerscreen product portfolio—which is testament to the hard work and dedication of our engineering teams. We had also hoped to bring a Chieftain 1700X for those who missed out at CONEXPO 2020, but given the high demand for this machine, we didn’t want to disappoint a customer by delaying its delivery even by a few days.”



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MAJOR heightens performance and wear life with new FLEX-MAT Modular PLUS

MAJOR has introduced FLEX-MAT Modular PLUS, an advanced screen media solution that combines the benefits of FLEX-MAT—high open area, efficient stratification, no blinding or pegging—with a new and improved wear life comparable to polyurethane screen media.

FLEX-MAT Modular PLUS is specially designed to withstand harsh screening conditions with the most abrasive materials, such as granite and basalt.

“We’re always looking at ways to help producers get the best end product. What better way than to optimize the design of our efficient FLEX-MAT product for even better performance,” said Bernard Betts, president of MAJOR. “FLEX-MAT

Modular PLUS is just that. A proven, reliable solution to achieve heightened screening performance and improve the bottom line.”

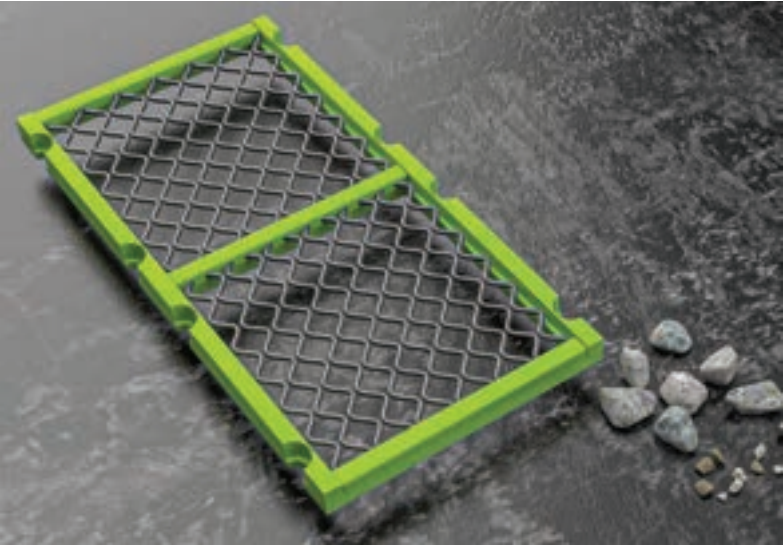
The efficiency-enhancing characteristics of all FLEX-MAT screen media, including the Modular PLUS series, are created by bonding OPTIMUMWIRE with distinctive lime-green polyurethane strips rather than weaving them. This allows wires to vibrate independently from end to end under material contact.


The high frequency of the wires—8,000 to 10,000 cycles per minute—adds to the vibration of the screen box—800 to 900 cycles per minute—to speed up material separation and passing. The increased screening action improves

material throughput while virtually eliminating near-size pegging on the top decks and fine material blinding and clogging on the bottom decks, resulting in a lower cost of production per ton.

Additionally, MAJOR claims that the media offers up to five times longer wear life than traditional woven wire and produces a cleaner retained product.

Like MAJOR’s traditional FLEX-MAT panels, the new PLUS series is available in a variety of patterns, including the D, S and T series. The D series features a standard square pattern, which is ideal for precise sizing. The S series maximizes open area, virtually eliminates blinding, and reduces fine contamination. The T series enhances screening



for particles below 0.059 in (1.5 mm) and features small openings to minimize blinding. The screen media is secured through either grooved, step, or pin and leg panels. 



Metso Outotec restructures its screening media production

Metso Outotec is developing its global supply chain operations by reorganizing its screening media production in North and Central America.

The company is investing in new screening media production capacity in Irapuato, Mexico, which is planned to significantly increase supply and delivery capabilities for mining and aggregates customers in the region.

As a part of the reorganization, the company has decided to discontinue its screening

media operations in Warrenton, Missouri in the United States.


The new factory in Mexico will start operations gradually during the first half of 2023. Once fully operational during the third quarter, the total production capacity is planned to double by 2024 from the current level.

“We will serve customers with shorter lead times and faster deliveries by utilizing a production site optimized for screening media products. The new factory is located close to our rubber and Poly-Met fac-

tory in Irapuato, and it further strengthens Mexico’s position as a center of expertise for producing high-quality consumables,” says Heikki Metsälä, president of consumables for Metso Outotec.

The new screening media center is expected to employ around 46 people. Today, Metso Outotec has approximately 370 employees in its rubber and Poly-Met operations in Mexico. In 2022, Metso Outotec announced that it invests in establishing its first polymer filter plate production unit in Mexico.

The screening media production in Warrenton will be ramped down by the end of 2023. The closure is expected to affect approximately 40 employees in total.

“Our global supply footprint is under continuous development to ensure sustainable and profitable growth and to serve our customers’ growing needs. Closing a factory is a hard but necessary decision to make. We will support our employees throughout the transition,” said Metsälä. 



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McCloskey teases new look and upcoming products

McCloskey has unveiled an updated look for its product line. The new design maintains the brand's colour, protecting its equity, while infusing it with a new look in line with new products being introduced at CON-EXPO/CON-AGG 2023 in Las Vegas, Nevada.

Located in the Silver Lot, the 15,000 square-foot (1,394 square-metre) space showcases the newest products from McCloskey International, as well as new features designed in collaboration with key customer input.

Of note, the brand's new look brings a consistent coloured chassis and galvanized steel handrails, creating a unified and a more contemporary look across the product range.

"As McCloskey and its allied brands grow in response to rising demand globally, we continually are seeking new ways to enhance the brand while ensuring we maintain the equity we have built over time," said Toni Laaksonen, senior vice president at McCloskey International. "This update reflects our commitment to the founda-

tion built on the McCloskey green while refreshing the product line with a modern approach."

McCloskey claims that the increasingly urgent search for carbon-neutral and emission-reduced sustainable products has led the company to develop a number of options for its customers, including electric and dual-power (hybrid) alternatives.

So, CONEXPO 2023 will house a S190 Dual Power screener along with an ST-100TVR Dual Power stacker




as representative of the advances in McCloskey's product innovation.

Also, according to McCloskey, it will roll out electric versions of its crushers in 2023, including the J4E and J6E, with more products entering the market throughout the year.

A 1,200 square foot information pavilion at the McCloskey booth provides a bird's eye view of the equipment, as well as a venue for customers to meet and mingle with dealers from around the world.

McCloskey's allied brands, McCloskey Environmental

and MWS Washing Systems will be showcased in the main pavilion, along with an aftermarket display and information zone to be used to meet with representatives on the broad offering of after-sales support and services available. 



EvoQuip announces Redhead Equipment as new Canadian dealer

Redhead Equipment have been appointed as EvoQuip's Canadian dealer for the province of Saskatchewan.

According to EvoQuip, Redhead will act as distributors for the complete range of EvoQuip crushing, screening and conveying equipment for the region.

"We already have a strong presence in Canada and this new appointment will only improve the level of customer support we can offer," said Andrew Lawrence, EvoQuip sales director. "This

is a hugely important region for us, so it was important that we partnered with an experienced company that have the skills to further develop the EvoQuip brand in Canada. We believe we have found the right partner in Redhead Equipment."

With a long history stretching back to 1948, Redhead Equipment have established eight locations across Saskatchewan where they supply agricultural, construction and truck and trailer equipment.

"This is another big step for us," said

Gary Wilson, corporate sales manager for Redhead Equipment. "Over the years we've gained a lot of expertise in dealing with construction equipment, so adding compact crushing and screening to our portfolio was the next logical step. We're excited to be able to bring these quality products to our customers."

Along with sales opportunities, Redhead Equipment will provide parts, service and warranty support for EvoQuip equipment by factory-trained technicians.



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New Superior skirting system controls conveyor dust emissions

Superior Industries, a US-based manufacturer and global supplier of bulk material processing and handling systems, recently completed development of a brand new Modular Skirting System—an accessory that controls dust and prevents spillage within conveyor load and transfer zones.

"Our crews visit and collect data from thousands of conveyor systems each year and we figure about half of them would benefit from material containment components," says Paul D. Schmidgall, chief engineer in Superior's conveyor components division. "That's one out of every two conveyors spilling




valuable material, spewing harmful dust, and creating unsafe work environments."

The new Skirting System retrofits to any brand of ex-

isting structure with little or no field fabrication. Two sets of adjustable legs aid in this universal installation.

Additionally, adjustable clamping mechanisms are used in place of nuts and bolts to hold the skirtboard rubber tight against the belt. An optional stilling zone is also available to accelerate the settling of dust while material is moving inside the system.

Superior's Modular Skirting System is sold in 5-foot (1.5-metre) sections for conveyor belt widths up to 72 in (1.728 cm).

Along with 250 tons of other products, this new Skirting System will be shown at CONEXPO-CON/AGG 2023. 



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Volvo CE introduces first electric machine for road segment

Volvo Construction Equipment (Volvo CE) has unveiled its latest addition to its growing portfolio of electric machines, and first in its road segment, the DD25 Electric asphalt compactor.

The company plans to showcase the machine at CONEXPO 2023 in Las Vegas, and it is expected to be available on select markets from Q1 2024.

A compact double-drum asphalt compactor, the DD25 Electric is a zero-exhaust emission solution for small scale compaction projects including street repairs and patching, parking lots, driveways, municipalities and rental houses.

According to Volvo CE, this introduction is an important milestone in the company's journey toward electromobility and its ambition to build a more sustainable construction future.

"As a global leader in construction solutions, delivering premium products and services, we not only have a responsibility to reduce our carbon footprint, but we are committed to leading the way and providing real-life solutions for our customers that will help them meet their own sustainability goals," said

Ray Gallant, vice president of product management and productivity at Volvo CE North America. "We are proud to expand our portfolio of electric machines and extend our offering to the road segment."

Paving the way for zero emissions

The electric driveline of the DD25 Electric is based upon the same proven architecture and components found on Volvo CE's ECR25 Electric compact excavator and L25 Electric compact wheel loader.

Its zero-emission operation makes the DD25 Electric ideal for sensitive or urban environments with strict emission regulations and for organizations who are looking to meet their own sustainability goals.

Also, zero tailpipe emissions means a cleaner and more enjoyable work environment for operators, site teams and passers-by.

Expected to operate for a full shift on a single charge, depending upon the type of job and intensity of the work cycle, the DD25 Electric has the same charging solutions as its forerunners, the ECR25 Electric and L25 Electric, allowing customers to choose the right solution depending

on their operational requirements.

The machine comes with an integrated on-board charger which enables charging from 0 to 100% in as little as three hours depending on AC power level. With an optional off-board DC fast charger this can be achieved in little over an hour, and this also offers a practical solution to top-up the machine's charge during the lunch break.

High performance

Combining the Volvo Asphalt Compactor platform with battery power, the DD25 Electric offers 24 kW of available power, 30% more than the conventional Volvo DD25B. The result is a more responsive machine in terms of speed and vibrations, which performs better on grade, thanks to the size of its components, and better at high elevations, when compared to a diesel machine which loses power as you increase altitude.

360-degree visibility and high-frequency compaction allow operators to achieve a smooth finish asphalt surface with speed. Frequency can be adjusted from 3500 rpm, 55 Hz to 4000 rpm and 67 Hz, to cater for different applications. ■



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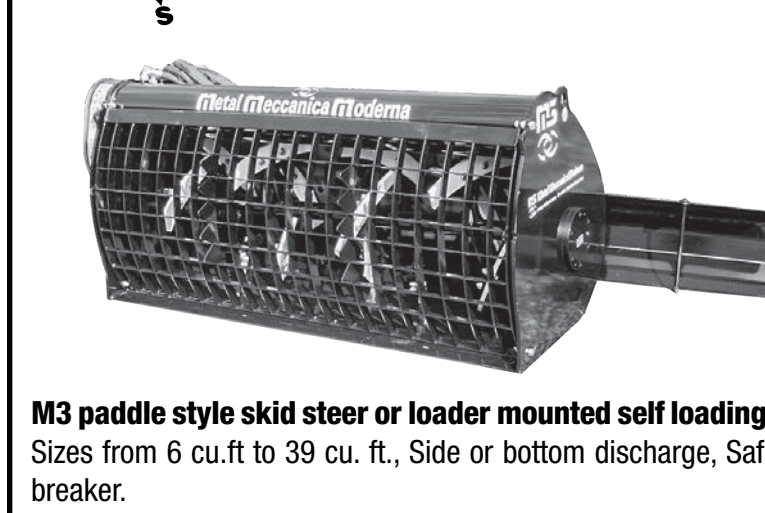
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12,663 hrs



2021 VOLVO EW60E Stk#2022013
17 hrs \$145,500



2019 VOLVO L60H Stk#2027303
364 hrs \$228,000



2018 VOLVO L60H Stk#2027313
1,162 hrs \$192,500



2011 VOLVO EW180C Stk#2030405
6,934 hrs \$167,500



2020 VOLVO L70H Stk#2030530
1970 hrs \$290,000



2018 VOLVO L60H Stk#2027304
448 hrs \$230,000



2018 VOLVO DD110C Stk#2011762
1,584 hrs \$132,900



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A30D, A25D REBUILT TRANSMISSION
1 Year Strongco Parts Warranty



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Curb Roller to showcase Lynx Modular Roller Screed

Curb Roller Manufacturing's first modular screed system, the patented Lynx Screed, is a versatile alternative to completing flatwork. It provides a series of linkable screed pipes to accommodate concrete pours in varying widths from 3 ft (0.91 m) to 22 ft (6.7 m).

Unlike traditional roller screeds, the Lynx modular system removes the need for purchasing dedicated pipe lengths to offer easy adaptability for a multitude of pours.

Also, its aluminum design decreases strenuous setup, shipping costs and transportation requirements for jobs that call for longer pipes.

Curb Roller Manufacturing will highlight the Lynx Screed, along with other products and technologies at the Canadian Concrete Expo from February 16-17 at the International Centre in Toronto.

"Screed adaptability and efficiency have been two of the biggest obstacles for concrete contractors' productivity," said Seth Ulmer, Curb Roller Manufacturing sales manager. "With our Lynx Screed, contractors can work on pours ranging from a 22-foot-wide street to a 5-foot-wide sidewalk in the same day with just a few sections of pipe that can fit in a standard pickup."

How it works

The Lynx modular screed system, compatible with the manufacturer's Eel and Batt screeds, offers six pipe lengths that range from three to nine feet. Also, the system can be customized to include pipe combinations that total up to 22 ft (6.7 m) in length.

In addition to added versatility when compared to standard roller screeds, the Lynx Screed is designed to offer greater ease-of-use and reliability, when compared to

other modular systems on the market, through its quick and secure field assembly design. Moreover, the Lynx pipes are easily aligned and connected with three separate bolts and a centering ring.

The operator simply places the centering ring between two pipes, securely seating them together. From there, the cut-outs at the pipes' ends allow the operator to easily insert three bolts, securing the pipes together by tightening the nuts.

With this setup, users don't have to retighten their pipes mid-job or worry about unthreading when changing screeding directions.

Furthermore, the Lynx Screed system eases maintenance and setup by using different size nuts and bolts (9/16-inch and 11/16-inch) enabling contractors to use a single, common wrench set for assembly and disassembly.

The Lynx setup is completed by bolting drive and static heads to the assembled pipe's ends and then connecting to Curb Roller Manufacturing's electric Eel Screed or battery-powered Batt Screed.

"Until recently, those looking

for flexibility were stuck with cumbersome A-frame screeds or expandable roller screeds that require constant retightening or special tools," said Ulmer. "With our stable connection points, customers can quickly assemble and complete the job—no hassle, no holdups."

A versatile choice for municipalities

Like walk-behind curb rolling machines, roller screeds are known for their portability, ergonomic design, ease of use and ability to create quality results with less dependence on the operator's skill level.

While roller screeds have several power source options, battery-powered roller screeds allow municipalities to actively protect the environment by operating without fumes. Additionally, without a cord or added weight of an engine attached to the screed, crews have more mobility when moving between projects.

Some battery-powered screeds, like the Batt Screed from Curb Roller Manufacturing, are powered by a removable and rechargeable

60-volt lithium-ion battery commonly found in other tools, and are able to screed off up to 1,800 to 2,500 square feet (167 to 232 square metres) with one fully charged battery, depending on the slump and pipe length.

Curb Roller claims that municipalities can maximize their efficiency by pairing their battery-operated roller screed with a modular pipe system, like Curb Roller Manufacturing's Lynx Screed.

With these versatile systems, municipal crews can accommodate pours ranging from 3 ft (0.91 m) to 22 ft (6.7 m) wide with one set of connectable pipes instead of purchasing dedicated pipes for different pours.

The equipment has minimal storage requirements and is easy to transport, so crews can simply disconnect the pipe sections and place them in the back of a pickup truck and drive to the next location.

According to Curb Roller, investing in innovative concrete equipment can quickly pay for itself by helping municipalities

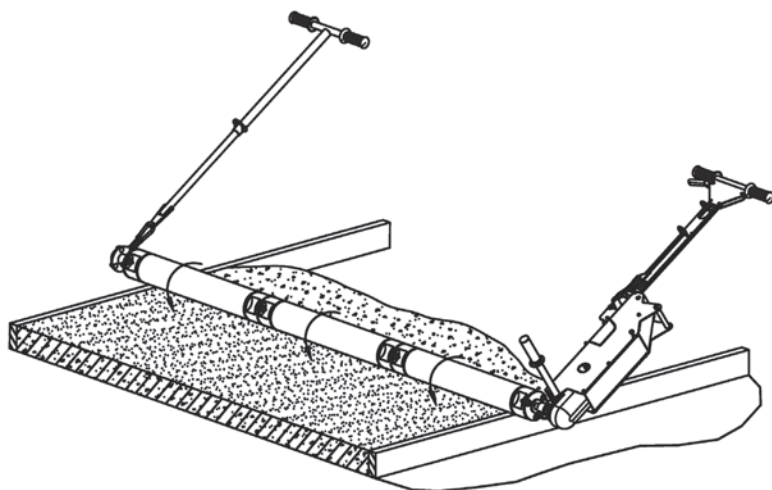
increase quality while boosting workforce efficiency and reducing injuries and operator fatigue.

With an estimated cost of less than \$7,000 (CAD 9,370), the company claims that its Curb Roller model cuts labour on projects by up to 75% and can pay for itself in just 1,500 linear feet.

Meanwhile, the company also claims that with a Batt Screed and Lynx Screed pipe system—a combination that typically costs less than \$6,000 (CAD 8,030)—municipalities can see savings that offset the cost in only a matter of weeks, according to the company.

New advancements in concrete equipment have created convenient solutions for the many challenges municipalities face. Walk-behind curbing machines and roller screeds have taken the physical strain, outside expense and long wait times out of concrete work.

With an investment in equipment that is simple to learn and convenient to use, municipal crews can potentially produce their own high-quality results safely, efficiently and at low cost. ■



Minnich Manufacturing redesigns low-cost A-1C dowel pin drill

Minnich Manufacturing has redesigned its A-1C dowel pin drill to offer concrete contractors the same high-quality performance at a more affordable price point.

“We’re excited to offer a quality drill for customers who need a basic option. We’re proud of our higher-end products, but some road-building contractors simply don’t need all the bells and whistles that accompany them. The A-1CL is for them,” said Rob Minnich, president/CMO of Minnich Manufacturing. “The Minnich quality our customers know and love

is still there, just with fewer features than the original A-1C.”

The A-1CL dowel pin drill is a lightweight, on-slab, high-production drill that offers horizontal, vertical and 35-degree stitch and skewed drilling positions. The drill is maneuverable but does not include a formal steering system. The A-1CL nomenclature refers to its lightweight design, weighing in at 350 lbs (158.8 kg).

The A-1CL reaches a maximum drill depth of 18 in (45.7 cm) with an under-collar drill steel length of 24 in (61 cm).

The powerful and efficient A-1CL requires 92.2 SCFM and 120 PSIG of pneumatic power. All specs included correspond with the 48" model. Once available, the A-1CL will come in four different drill widths—48 in (121.9 cm), 36 in (91.4 cm), 30 in (76.2 cm) and 24 in (61 cm).

The optional Minnich dust collection system can be mounted directly to all Minnich dowel drill units, including the A-1CL for reduced debris on the jobsite and in compliance with OSHA regulations.

Concrete dowel pin drilling is an integral part

of road construction projects. For these jobs to stay on time and under budget, the dowel pin drilling component must move along efficiently and safely. According to the Minnich, its A-1CL dowel pin drills offer a faster, more accurate, safer alternative to hand drilling and at a lower price point than many other on-slab options, helping contractors ensure that complex projects run smoothly. ■



Hitachi parts warehouse damaged by tornado

On Thursday, January 12 at 4:30 pm EST, a tornado swept through Jackson, Georgia, causing widespread damage.

A 336,017-square-foot parts distribution center operated by Hitachi Construction Machinery Americas was severely damaged.

At 4:00 pm, a tornado warning was announced. Approximately 100 employees were evacuated and sought refuge in designated evacuation sites. No major injuries were reported.

“We are very thankful that our evacuation plan was successful and that no major injuries were reported among our valued team members,” said Al Quinn, CEO of Hitachi Construction Machinery Americas.

The tornado rendered the Jackson parts warehouse unusable in the near term. Part of the warehouse roof collapsed, and there is significant damage to the building’s infrastructure. Hitachi Construction Machinery Americas team members cannot access

the facility or its current inventory until it is determined to be safe, which may take several weeks.

Hitachi Construction Machinery Americas rolled out its contingency plan to try to ensure timely delivery of parts. The plan includes air-shipping to dealers from a master warehouse in Japan and setting up a temporary external warehouse to receive additional parts.

According to the company, these plans will minimize any disruption for Hitachi customers.

“We are taking steps to prevent any disruption to our customers’ businesses by employing the full breadth of Hitachi resources,” said Quinn. “We will do whatever it takes to be the best supplier our customers and dealers work with.”

Hitachi is also making a sizable donation to a local community support group to aid in the support and recovery this storm brought to the local community. ■



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LOOKING BACK AT CONCRETE

By HCEA Canada



Pictured here, in the 1930s, is a Koehring steam powered dry-batch concrete mixer at work on street construction in Toronto, Ontario.

From 1915 onward, improved mixing drums design along with gas and diesel engines allowed the dry-batch mixers into the 1960s. Other pioneers in the dry-batch mixer design and manufacture included Blaw-Knox, Rex, and Jaegar Co. Ltd.

As seen in the photo, the dump truck box had four separate sections with the correct amount of aggregate for one batch of concrete. Bags of cement were manually loaded into the skip

which was then dumped into the drum. Once mixed, the concrete was delivered by mixer boom's bucket for placement.


Under the watchful eye of the foreman on this side of the street and the inspector on the far side, installation of curb and gutter, what could go wrong? With no lasers, curb machines or a fleet of ready-mix trucks at the ready these old-timers did remarkably well building our towns and cities

In the 1950s, Koehring acquired the 100 year-old Waterous Company based in Brantford, Ontario to become Koehring-Waterous. Koehring cable cranes were

built there along with the 466 hydraulic hoes and forestry equipment until the 1990s when the plant was closed.

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

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

Please check our website: www.hceacanada.org for updates. 

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GOMACO announces the death of Gary L. Godbersen, president, CEO and cofounder

GOMACO has announced the death of its president, CEO and cofounder, Gary L. Godbersen.

Gary peacefully passed away on January 17, the opening day of World of Concrete 2023. He was 83 years old.

Gary dedicated his life to the concrete slipform paving industry. His career in concrete began in 1963 in Minnesota where he took on leadership roles in two family businesses as President of Highway Bridge Inc., and Vice President of Godbersen-Smith Construction Company.

In 1965, Gary, along with his father, Harold, created Godbersen Manufacturing Company (GOMACO) to manufacture bridge deck finishing machines. GOMACO grew to include a full line of concrete paving equipment and became the worldwide leader in concrete paving technology, holding several domestic and international patents for new machine innovations. Gary served as GOMACO's Chairman of the Board, president and CEO since 1986.

Other leadership roles within his family-owned companies include: Chairman of the Board and president of GOMACO International Ltd. in the United Kingdom since 1984; Chairman of the Board, President and CEO of Godbersen-Smith Construction Company in Ida Grove since 1986; President and Chairman of the Board of BOBALEE Hydraulics in Laurens, Iowa, since 1986; and President of Gomaco Trolley Company in Ida Grove since 1982.

Gary was a leader within the construction industry, as well, lending his time and talents to all the industry's major organizations throughout his career.

Because of his dedication, he was recognized by his peers for several of the construction industry's highest honors and awards. He was one of 12 individuals honored as an inaugural inductee into the Construction Equipment Hall of Fame for outstanding contributions to the construction equipment industry. He was a recipient of the Annual American Road & Transportation Builders Association (ARTBA) Award. ARTBA also named Gary as one of the "Top 100 Private Sector Transportation & Design

Construction Professionals of the 20th Century."

Gary earned the Governor's Achievement Award from the Iowa Department of Economic Development for community betterment. He was the Iowa and Nebraska recipient of the Ernst and Young Entrepreneur of the Year award. He earned the construction industry's most coveted award, the Hartmann-Hirshman-Egan Award from the American Concrete Pavement Association (ACPA) in 2015. He is also a member of the Construction Equipment Hall of Fame.

Gary spent his career traveling the world promoting the advantages of GOMACO's full line of concrete slipform paving products and advancing the usage of concrete on paving projects. He enjoyed visiting with contractors and finding solutions for their project challenges. He loved his family and took great pride in his children and grandchildren. 🇺🇸



Gary L. Godbersen

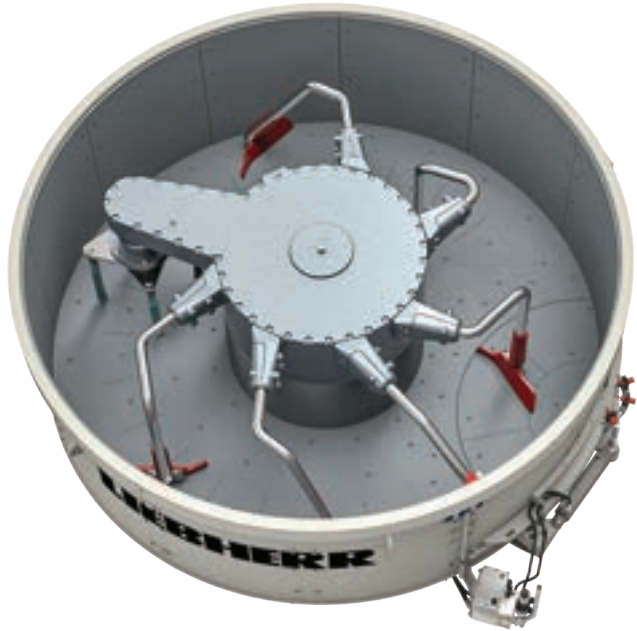
Liebherr Concrete Technology to exhibit at the Precast Show 2023

Liebherr USA's Concrete Technology team will be exhibiting at the Precast Show in February 2023 showcasing the RIM 2.25 M ring pan mixer.

Organized by the National Precast Concrete Association (NPCA), the show features more than 4,000 manufacturers from the concrete industry showcasing the latest innovations in the concrete industry.

Liebherr USA will be showcasing the RIM 2.25 M ring pan mixer, and product expert, Marcio Manzione, will be on site at the Liebherr booth for any mixing inquiries.

"This type of mixer is a very versatile model with the ability to be applied with several types of mixing designs," noted Manzione. "The machine has no blind spots, and the agitator of-



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NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

Doosan Infracore North America names new CEO

Mr. Chris Jeong was recently named the new chief executive officer (CEO) at Doosan Infracore North America. He succeeds Mr. Edward Song, the previous CEO, who was promoted to global sales head of Hyundai Doosan Infracore in Korea.

Most recently, Chris Jeong served as CEO for Doosan Infracore European Union. He joined Doosan in 2006 as a senior corporate strategy manager after completing his MBA at Carnegie Mellon University. Also, he led strategic activities across various markets before he

was promoted to vice president of sales and marketing for emerging markets. Chris oversaw sales and marketing for Doosan employee teams in Asia, Oceania, Commonwealth of Independent States, Middle East, Africa, Latin America, Brazil and India.

“I’d like to acknowledge the many accomplishments of Doosan Infracore North America under the leadership of Mr. Edward Song,” Chris says. “Edward was instrumental in getting the new organization structured in 2018 as we recommitted

the company to the heavy construction equipment industry in North America.”

According to the Doosan Infracore North America, Edward led the company to success during his time as CEO. Among his many accomplishments were establishing two regional parts distribution centers in North America, opening the machine customization plant in Savannah, Georgia, and most recently introducing the new Doosan machine monitoring center at the corporate office in Suwanee.

“It has been my pleasure

serving you and your customers over the last five years, and I look forward to continuing to support the company and our products in my new role,” Edward says. “Much has transpired since 2018, and I’m pleased by the progress we’ve made working together to enhance the Doosan brand and grow the product line in North America.”

Edward notes that he is excited for his successor and what the future holds for Doosan Infracore North America and its dealers and customers.

“Chris will continue building on the strong foundation we’ve established, particularly the growth during the last five years,” confirms Edward. “His experience and insight will help us continue to move the company forward and expand our footprint in North America.”

Chris Jeong’s will oversee the Doosan exhibit at CONEXPO-CON/AGG 2023 in Las Vegas.

“I’m excited about our Doosan exhibit planned for the outdoor Festival Grounds,” he says. “We will be demonstrating our latest



Chris Jeong

developments on Concept-X and autonomous equipment with live demonstrations throughout the day. We will have a full lineup of our current products as well as new additions to the lineup.”

Takeuchi hires Baldwin, Wells for regional manager roles

Takeuchi-US has named Jeffrey Baldwin as its new Central Midwest regional product manager and Austin Wells as its new Southwest regional business manager.

Baldwin is now responsible for supporting all the company’s dealers and national rental accounts in the Central Midwest region, which includes Iowa, Kansas, Missouri, Nebraska and Oklahoma. He will also train the region’s salesforce on product features, benefits, applications and how to perform effective

machine demonstrations.

Based in the Tulsa, Oklahoma area, Baldwin comes to Takeuchi from Vacuworx Global where he served as director of sales in the construction, utility and demolition markets. There, he managed and optimized the company’s dealer network, including onboarding, training and account development.

“Jeff’s experience in all facets of inside sales, outside sales, customer service and training position him for great success in his new role

at Takeuchi,” said Shay Klusmeyer, Western Division sales manager for Takeuchi-US. “He’s very customer focused, driven and accountable, which are qualities that will help him build strong, positive relationships with our dealers in the Central Midwest region.”

Wells will manage all sales activity in the Southwest region, which includes Texas, New Mexico and Colorado. His duties will include dealer development and recruitment, inventory control,

forecasting, promotions, sales planning and goal setting within that region.

Located in Katy, Texas, Wells comes to Takeuchi from Bank of the West where he was a vice president and senior national account manager. While there, he managed Takeuchi Financial Services, working directly with the company’s dealer network to secure retail financing and credit approvals. Wells holds a bachelor’s degree in business administration from the University of Mississippi.



Jeff Baldwin



Austin Wells

“Austin has a unique background, having worked on the financial services side of the equipment business prior to joining Takeuchi as a regional business manager,” said Klusmeyer. “His experience working with

dealers as well as his excellent relationship-building and communication skills make him a great fit as a regional business manager. We’re pleased to have him as a part of our team in the growing Southwest region.”



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Astec Industries announces CEO transition

Astec Industries has announced that Barry Ruffalo has stepped down as president and chief executive officer, and as a member of the Board of Directors, effective immediately. The Board has appointed Jaco van der Merwe to serve as president and chief executive officer and as a member of the Board of Directors.

Mr. van der Merwe joined Astec in 2016 as Group president and currently serves as Group president - Infrastructure Solutions, a role he assumed in 2019.

William D. Gehl, Chairman of the Board, said, “We are fortunate to have someone with Jaco’s experience and skill to assume the role of CEO. He is a proven leader and has a thorough understanding of our business.”

“We would also like to thank Barry Ruffalo for his efforts at Astec and wish him the best in his future endeavors,” said Mr. Gehl.



Jaco van der Merwe

Mr. van der Merwe commented, “It is an honor to be the CEO of Astec and I look forward to our journey together. The hardworking people of Astec are the key to our success. Our company has a fifty-year history of designing, engineering, manufacturing and servicing the most innovative, efficient and dependable equipment solutions within the Rock-to-Road segment of the construction industry. By working together with a dedicated focus on execution, we will create value for our shareholders, customers and employees.”



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2018 CAT 963K 3,760 HOURS, 4 IN 1 BUCKET, CAB. **FOR RENT OR SALE**



2021 CAT CS78B 650 HOURS, 84" SMOOTH DRUM, CAB, AC. **ARRIVING SOON**



2022 TRIDENT 124 VIBRATORY SCREEN 4X12 DECK, CAT POWER, NEW AND UNUSED **ASKING \$265,000**



2020 HITACHI ZX225 USLC-6 2,365 HOURS, 9'6" STICK, Q/C, AUX. HYD..... **\$219,000**



(2) 2022 CAT 349 NEXT GEN, 12'10" STICK, Q/C, TOOL CONTROL..... **FOR RENT**



2019 HITACHI ZX225 USLC-6 3,100 HOURS, 9'6" STICK, Q/C, AUX. HYD..... **\$199,000**



2015 CAT 314ELCR 3,660 HOURS, BLADE, AUX. HYD. 9'10" STICK, 28" PADS..... **CALL**

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