

# EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

MAY 1, 2023

ISSUE  
6

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Toronto tops North American crane count

**A5**



An airborne alternative to light towers

**A10**



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**A18**

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**ISSUE 6**

May 1, 2023

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LETTER FROM THE EDITOR

Remembrance is an important part of prevention

Every year on April 28, Canadians observe the National Day of Mourning to remember workers who have lost their lives or suffered injuries on the job.

The National Day of Mourning began in 1984, when the Canadian Labour Congress (CLC) declared April 28 as a day of remembrance.

The Day of Mourning has since spread to more than 100 countries around the world. In Canada, the observance has grown in scope and significance, with many workplaces and communities across the country holding ceremonies and events to honour those who have been affected by workplace accidents.

The statistics surrounding workplace injuries and fatalities in Canada are sobering. According to the Association of Workers' Compensation

Boards of Canada (AWCBC), an average of 945 people die each year due to work-related events.

In 2021, work-related deaths surpassed that average with 1,081 fatalities recorded in Canada. The trades, transport and equipment operation segment represent about half of those fatalities.

In the same year, Canadian compensation boards reported 277,217 accepted claims for lost time due to a work-related injury or disease. The trades, transport and equipment operators account for more than 86,000 of those claims.

While the 2023 National Day of Mourning may have already been observed by the time you're reading this, it's important to remember and emphasize the human cost of workplace accidents. And it's particularly important for

construction, as its one of the most dangerous industries in which to work.

These stats, which haven't recorded a significant or lasting reduction in at least 15 years, highlight the ongoing need to prioritize workplace safety and to continue to work towards reducing the number of workplace accidents and injuries.

Employers have a responsibility to ensure workers have a safe and healthy work environment, and ensure proper training and equipment is provided to perform the job safely. Workers also have a role to play in creating safe workplaces, by reporting hazards and participating in safety training and initiatives.

On the equipment side, manufacturers are implementing new safety features, like object detection, e-fence technology or remote operation.



Bill Tremblay // Editor  
editor@equipmentjournal.com

I believe the vast majority of employers, employees and equipment and material providers implement the most advance safety precautions they're able to develop, and in-turn take pride in their safety record.

However, there is the unfortunate saying that "accidents happen," and no one heads to work thinking they won't be coming home. ☹️



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# Toronto is still home to the most cranes in North America

Toronto has once again topped the Rider Levett Bucknall (RLB) biannual Crane Index.

As of the first quarter of 2023, Toronto was home to 238 tower cranes on jobsites throughout the city.

Toronto's overall crane count increased by eight cranes throughout the last six months. RLB noted that while 31 projects have completed, 37 new projects are now underway since the last Crane Index.

The most significant increase in cranes by project type is residential, with an increase of 13 cranes for a total of 139 cranes on residential jobsites, as well as 33 cranes active on mixed use projects. Cranes on commercial projects dropped by six cranes to 35, while education (7), government (1), healthcare (2), hospitality (10), industrial (1), public/civic (6) and transportation (4) account for the remaining cranes in RLB's numbers.

## Cranes in Calgary

In Calgary, the crane count fell by a single machine, compared to the previous report, for a total of 20 cranes.

According to the crane index, despite skilled labour shortages, high material costs and limited availability of supplies and equipment, Calgary continues to flourish, and considerable investments have been made in the city's future.

Although Calgary is predicted to see a more balanced housing market in 2023, it is still investing in infrastructure to make these places "development ready" for more than 190,000 people.

As well, a \$500 million expansion to the BMO Centre is underway.

Of the 14 cities included in the crane index, Seattle, Washington recorded the second highest number of tower cranes with 51, an increase of 21 per cent since the last report.

## The remaining cities included in the Crane Index include:

Boston: 9	New York: 10
Chicago: 14	Phoenix: 9
Denver: 36	Portland: 14
Honolulu: 14	San Francisco: 17
Las Vegas: 12	Washington DC: 26
Los Angeles: 47	

The top three sectors across all cities included in the Crane Index are residential (51 per cent), mixed-use (22 per cent) and commercial (12 per cent).

Overall, the survey reports an increase of 7.04 per cent (34 cranes) from the third quarter 2022 edition of the RLB Crane Index.

Of the 14 cities surveyed, eight recorded a crane increase, while two cities noted fewer cranes and four held similar numbers.

Despite continued workforce challenges and economic uncertainties are still concerns for the coming year, RLB notes new projects continue to break ground within the 14-key markets. This indicates that investments are continuing to be made into the cities.

Notwithstanding concerns for the housing market, residential and mixed-use projects make up 73 per cent of the overall crane count.

RLB anticipates the number of cranes to remain high into 2023.

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**VOLVO A25G (2017) - 6,850 HRS**  
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# Brandt's new BMH40A is the only material handler designed and built in North America

The new BMH40A material handler from Brandt is the only North American-designed, built and supported material handler on the market.

The wheeled material handler features an operating weight of 38,736 kg, a maximum reach of 16 metres and an 8-rpm swing speed. The machine is powered by a John Deere PowerTech PSS 6.8 litre engine, and its dual variable displacement hydraulic pumps provide a combined flow rate of 236 litres per minute.

The all-new BMH40A was introduced at ConExpo in Las Vegas in March.

"The industry has been looking for a heavy lifter that delivers world-class productivity with the round-the-clock support that you typically only get from an onshore-manufactured product," said Jason Klassen, Senior Vice President of Sales for Manufactured Products at Brandt.

"The fact that it is built on proven John Deere components is a huge bonus that means increased uptime

and exceptional reliability from the machine."

Additional features include rapid cycle times that allow operators to get the job done. The energy recovery system counteracts 90 per cent of the boom and arm weight to reduce fuel consumption when lifting. The auto-idle/shutdown features help to maximize fuel efficiency, contributing to reduced cost of operation and wear of machine components.

A nitrogen-charged cylinder assists boom operation and reduces fuel consumption by up to 20 per cent.

### Consultation & collaboration

The BMH40A was developed through Brandt's collaborative product design process, which involves extensive consultations with contractors and operators.


"Consultation and collaboration are key elements of Brandt's business. As a result, we have been able to design a world-class material handler that improves productivity, increases uptime, and provides a lower cost of operation,"

said Chris Semple, President of Manufactured Products at Brandt. "The feedback we have received on the BMH40A has been outstanding. The industry asked for this machine, and Brandt delivered."

For safety, the material handler includes full perimeter handrails on top of the machine and a cab platform with ground access on all four sides. As well, the hydraulic line guarding is removable allowing for easy attachment switching and protection.

The factory-programmed rotary arm encoders ensure the grapple does not collide with the cab while working.

For operator comfort, the cab includes ergonomic and customizable machine controls and a heated and cooled leather air ride suspension seat. When fully raised, the cab riser gives operators a view from 5.8 metres from ground level to improve sightlines into rail cars or trailers.

Rear and boom side cameras come standard on the material handler to reduce operator blind spots. 



The BMH40A material handler features an operating weight of 38,736 kg and a maximum reach of 16 metres.



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By Lori Lovely

Elation-Tech has started offering installation of Unicontrol, a user-friendly, cost-effective GPS machine control system, on a variety of earthmoving equipment.

Founded in 2020, Elation-Tech is a distributor of European machine control brands, including Unicontrol, Geomax and formerly iDig.

“Unicontrol provides 3D GNSS guidance for excavators, dozers, tracked and wheeled loaders, and even backhoes with 3D machine/grade control applications,” said Christopher Brown, owner of Elation-Tech Inc.

He added Unicontrol is compatible with all heavy equipment brands on machines from 5 to 50 tonnes. The system is ideal for drainage and sewer infrastructure, as well as golf course design, digging footings and foundations, site preparation and levelling.

“This makes it ideal for jobs with little to no room for error,” Brown said.

Living up to its motto “machine control made simple,” Unicontrol is user-friendly, giving the operator the ability to upload design plans and create designs on the spot while in the cab, with updates in real time.

In addition to allowing users to upload design files, the UnicontrolCloud enables them to share projects between operators. This feature

saves time from walking back and forth between machines to share data.

Logged points can be downloaded for over-the-air collaboration, with automated documentation necessary for quality assurance.

In addition, there are different options, like tiltrotator compatibility, and six-way blade functionality. Unicontrol can also customize swing booms and long reach on excavators. Unicontrol is the only manufacturer that fully supports a swing boom.

In addition to being user-friendly, Unicontrol3D is intuitive and flexible. With mid- and small-size contractors in mind, Unicontrol, a Denmark-based manufacturer, concentrated on meeting the needs of operators by providing a digital assistant and an intuitive interface. The results are improved accuracy, less rework and higher productivity. As the system does not require extensive training, contractors save money.

Unicontrol can be customized to individual operators’ needs.

Fast-tracking sensors are connected to a dual GNSS box, antennas on the roof and an Android tablet inside the cab, allowing the operator to track and manage the digging process.

Unicontrol’s cloud provides support to both operators and dealers, with troubleshooting

available. Remote diagnostic and support tools minimize downtime.

Once a user allows access to the system through the portal, it’s possible to receive support and obtain a digital overview of the machine, GNSS rovers and base stations.

“Surface points and lines are stored in the cloud, easily identifying a specific

obstacle,” Brown said. “All this can be managed from the comfort of your office.”

The system can be retrofitted on existing equipment. It’s installed and calibrated by a local dealer technician or trained contractor.

The interface is placed in the cab for operator visibility. On an excavator, the sensors are positioned close

to the attachments, chassis, boom and dipper arm. GPS antennas are placed on the back of the excavator, over the counterweight or on masts over the front blade for levelling. There are also internal components and an optional radio for more consistent RTK corrections in rural areas where network connections may not

be available. The system can also run in 2D.

Unicontrol is currently available in more than 36 countries, including the United States and Canada, with plans to expand its territory.

“Our system can eliminate travel, downtime and help give instant feedback to the operator and/or surveyor,” Brown said. ■

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## Blue Vigil shines a new light on jobsites

Drone innovators introduce an airborne alternative to traditional light towers

Blue Vigil has reimagined the traditional towable light tower.

Rather than using a mast to

support the light source, Blue Vigil has created the Aerial LED (ALED), which uses a tethered drone to illuminate jobsites.

“Currently, towed light towers are the de-facto standard for a majority of nighttime roadside, bridge, overpass and other horizontal construction sites,” said Blue Vigil CEO Robert Schumann.

“We have a better, and safer, solution to answer what will soon become known as yesterday’s problems.”

The tethered drone is equipped with high-intensity LEDs and can position lights from 12 metres to 30.5 metres above a jobsite.

The ALED delivers more than 743 square metres of light on the ground providing nearly twice as much coverage as traditional towed light towers.

The drone’s ability to fly as high as 30.5 metres means light is projected directly down onto the area of operation, without creating glare and shadows that negatively affect workers, nearby residents and motorists.

“You want the light to come from above. The shadows just disappear when you do that. You’re no longer at a weird angle,” Schumann said.

### Power source

The ALED’s tether provides electricity to the drone delivering a constant power source. It can be powered by wall/shore power, a portable 3,000-watt generator, or a common vehicle inverter.

“The drone always stays directly above the base, so the cable doesn’t interfere with a work area,” Schumann said.

The drone is also equipped with a small backup battery in case the power source is interrupted.

“It has three minutes of flight time to come back down and land,” Schumann explained.

Blue Vigil was founded about seven years ago as a developer of tethers for commercial drones.

“We were thinking, ‘we have all this power up in the air, what can we do with it,’” Schumann said.

“Then I drove by a con-

struction site in Washington D.C. that was terribly lit.”

### Portability

The ALED is purpose-built and uniquely designed to withstand construction site environments. The all-weather light is enclosed in a portable wheeled case that can easily be positioned wherever illumination is needed.

“The whole thing weighs 70 pounds and becomes a rolling suitcase,” Schumann said.

The base is 76 cm wide, 1 metre long, and 61 cm in depth.

As the ALED is easy to move and position, it reduces the need to have heavy light towers stationed in areas where they aren’t always needed. The ALED fits into a pickup or SUV and does not require a trailer or towing, making it easy to transport, easy to position and easy to store. Set-up is as simple as positioning the unit, opening the case and pushing one-button to raise the light into position.

The drone’s housing is built using foam, which absorbs sound and increases durability.

“It’s structurally a great material,” Schumann said. “Normal drones are driven by battery life, which is driven by weight more or less, which makes them pretty fragile. That’s not appropriate for a construction site.”

### ATSSA award

The ALED has already garnered industry recognition. At the American Traffic Safety Services Association (ATSSA) 53rd Annual Convention & Traffic Expo, the ALED was selected for an Innovation Award, one of 18 products in this year’s New Products Rollout. According to the ATSSA, “it wowed the department of transportation officials who served as judges.”

This summer, Blue Vigil plans to run several pilot programs with public safety groups, contractors and the military to test the ALED on various jobsites.

Production of the lighting system is expected to begin as early as December 2024. ■

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## Bobcat develops world’s first all-electric skid steer

Bobcat Company has unveiled a prototype of the world’s first all-electric skid steer, the Bobcat S7X.

The electric skid steer was introduced at ConExpo, alongside the Bobcat RogueX concept track loader.

“We invented the skid steer industry more than 65 years ago,” said Joel Honeyman, Doosan Bobcat Vice President of global innovation.

“So, we said ‘let’s reinvent it. Let’s take all of that electric technology and put it to work.’”

The S7X follows the 2022 release of the Bobcat T7X, the world’s first all-electric compact track loader. Bobcat has unveiled several new innovations in recent years with a focus on alternative-energy, autonomous operations and digital technology.

“At Bobcat, we are always pushing the boundaries to explore the next leading advancements that help our customers accomplish more and propel the industry forward,” said Scott Park, Doosan Bobcat CEO and Vice Chairman.

Like the T7X, the S7X is powered by a 60.5-kWh, lithium-ion battery, features electric drive motors and utilizes ball screw actuators for lift and tilt functions.

Together, the battery and electrical powertrain generate instantaneous torque that is

as much as three times greater than traditional loaders.

As well, the loader balances sustainability and performance with zero emissions and is equipped to outperform its diesel-powered equivalent. The electric skid-steer loader offers operators a smooth and comfortable experience with minimal vibration and nearly silent operation.

Depending on the application, the S7X can operate for up to eight hours on a single charge, giving most operators a full day’s work. Recharging the electric skid steer requires about 10 hours to reach 100 per cent battery capacity.


“The S7X is an incredible product with real-world application that can support operators on environmentally sensitive sites, in noise-restricted areas and for indoor operation,” Honeyman said.

To bring the S7X to life, Bobcat partnered with Moog Inc., a developer of motion control components and systems for industries ranging from aerospace and defense to construction.

Bobcat is also continuing to partner with Viridi, the creator of Green Machine products, for its lithium-ion, fail-safe battery systems that are redefining energy storage for industrial applications traditionally powered by fossil fuel energy. Bobcat also

collaborated with Moog and Viridi through its work on the T7X.

Currently, the S7X skid-steer loader is in its prototype phase with plans to move to commercialization.

Additional information will be released as product development continues. 

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## CNH Industrial to acquire Hemisphere GNSS

CNH Industrial has announced it has entered into an agreement to purchase Hemisphere GNSS.

Hemisphere is a provider of satellite positioning technology and currently owned by Unistrong, a company incorporated in China.

The acquisition aims to assist CNH Industrial’s automated and autonomous solutions for construction and agriculture. Combined with its Raven Brand, Hemisphere will give CNH Industrial full control of its precision and navigation technologies.


Unistrong and CNH Industrial have come to a preliminary purchase price of \$175 million for Hemisphere, subject to customary adjustments.

Hemisphere’s proprietary Global Navigation Satellite System (GNSS) solutions

provide pinpoint accuracy for the agriculture, construction, mining and marine industries. The company also designs electronic systems and software solutions.

Their core technology capabilities include application-specific integrated circuit chips, circuit boards, radio frequency signal processing, navigation algorithms and satellite-based correction designs. It will continue to operate as a standalone business via operations in the United States, Canada and Australia.

Hemisphere’s expertise and network will be integrated into CNH Industrial’s products and services.

CNH Industrial is expected to complete the acquisition within the third quarter of 2023, subject to the completion of all required closing conditions. 





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# Hamm compactors win two Good Design Awards

The two latest series of compactors from Hamm have won Good Design Awards from the Chicago Athenaeum.

The HC CompactLine series and the HC series were recognized in the 2022 industrial category of the award program.

The Good Design Award honours high-quality products that stand out thanks to their impressive form, function and aesthetics. In awarding this prize, the jury evaluates the product in terms of innovative design, new technologies, form, materials, construction, concept, function, utility, and energy efficiency, as well as sensitivity to the environment.

"We have been harmonizing ergonomics, functionality and aesthetics for over 30 years; for us, not just pure performance, but also the health of the operator and ease of handling are right at the top of the agenda," said Dr. Axel Römer, Head of Research

and Development at Hamm.

### HC series

The 11 to 25 tonne HC series reinterprets the tried-and-tested style elements of the Hamm brand.

Visually, the new shape of the engine hood gives the compactor exterior muscle, while the geometry provides excellent visibility to the rear. Both the interior and the operator's platform provide plenty of freedom of movement.

The jury agreed that "the ambience of the new cab gives the driver a completely new feeling of space," and deemed that "the spacious cab sets new standards for visibility and workstation design."

The new compactors are also equipped for the digitalization of the construction industry.

"The HC series compactors are 'digital ready' and so meet future construction site quality and communication requirements," the Good Design jury ex-

## Cummins to invest more than \$1 billion into manufacturing

Cummins is planning to invest more than \$1 billion across its engine manufacturing network in Indiana, North Carolina and New York.

The investment will be used to upgrade the three facilities to support engine platforms that will run on low carbon fuels, including natural gas, diesel and eventually hydrogen.

"The electrolyzer production in Minnesota and investment in our Indiana, North Carolina and New York facilities are reflective of our dual path approach of advancing both engine-based and zero-emission solutions – an approach that is best for all of our stakeholders and our impact on the planet," said Jennifer Rumsey, Cummins President and CEO.

### Cummins electrolyzers

The announcement coincided with a visit from United States President Joe Biden to Cummins' Fridley, Minnesota facility on April 3.

At the Fridley facility, Accelera by Cummins – Cummins' zero-emission

technology brand – will soon manufacture electrolyzers, which are a critical piece of the green hydrogen economy. Hydrogen produced by electrolyzers can power hydrogen fuel cell vehicles and is used in industrial processes like steel production.

Building electrolyzers in Fridley is helping to bring the supply chain for zero-emissions vehicles to the United States – particularly in heavy trucking industries – and will employ hundreds of workers.

### Jamestown Engine Plant

The announcement includes Cummins' plans to invest \$452 million in its Jamestown Engine Plant to upgrade its 998,000 square-foot facility in western New York to produce the industry's first fuel-agnostic internal combustion engine platform that leverages a range of lower carbon fuel types.

The X15N is part of the new fuel-agnostic 15-litre engine platform produced at JEP.

Cummins customers are beginning to test the first



plained. "Using the Smart Doc app from Hamm, even less-experienced drivers can immediately determine which areas have been sufficiently compacted and which areas still require compaction. Furthermore, the compactors can communicate, even with digital applications from third parties, via a standardized interface."

The 5 to 7 tonne HC CompactLine is in the

small compactor segment. Particularly noteworthy is the 7-ton HC 70i, which at 4.4 metres in length, is the world's shortest compactor in this weight class.

Combined with the three-point articulation and the extremely short wheelbase,

this results in excellent driving and handling characteristics. The jury stressed the compactors, thanks to their compact form, short wheelbase and gradeability, are perfectly suited for compaction in narrow construction sites and in

trenches.

The jurors also emphasized the HC CompactLine series "is extremely easy to operate thanks to the standard intuitive operation, embedded in an ergonomically optimized workstation." ■



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# "We are witnessing the start-up of the Hitachi global brand in the Americas"

In March 2022, Hitachi Construction Machinery Americas (HCMA) set out to bring its global brand to North America.

A month prior, John Deere and Hitachi ended their joint venture manufacturing and marketing agreements for excavators in North America. As well, Deere acquired ownership of the three Deere-Hitachi joint venture factories. Hitachi would also see a change to its shareholder composition.

"2022 was such an epic year for HCM group," said Sonny Ishii, Chairman of Hitachi Construction Machinery Americas. "These changes were truly positive ones for our group and brought a solid foundation for our future growth in the Americas. We call it the second foundation of our company."

The separation from Deere enabled Hitachi to connect directly to its customers.

"This is one of the areas we lost in the last 20 years. We were buffered from the feedback of customers and dealers. This was at odds with our Hitachi culture," said Al Quinn, CEO for Hitachi Construction Machinery Americas.

"Our future is built on direct involvement with customers and direct engagement with dealers to satisfy their needs."

**Hitachi Dash 7**

In March 2022, Hitachi sent out teams to visit customers and dealers to discover what machine solutions would best fit their business needs.

The result is the new Dash 7 product lineup, a complete redesign that will include

two compact excavators, 13 construction excavators, six mining excavators, as well as six construction wheel loaders.

"Almost 3,000 engineers have been working over the last year in Japan to develop this product and to finalize this product," said Simon Wilson, Vice President of Sales for Hitachi Construction Machinery Americas.

"The information that was provided from North America to the engineering team has really driven us to focus on what these customers have really been asking for."

Many of the new Dash 7 excavators and wheel loaders made their debut at ConExpo in March.

"This is our first ConExpo, and I cannot even tell you enough just what an exciting time this is for us," Quinn said.

**10,000 resumes**

To launch the new Hitachi, the company expanded its North American headquarters in Newnan, Georgia, and built a more than 37,000 square metre parts distribution centre. Hitachi also created more than 150 new positions within the organization.

"Despite labour challenges, we had over 10,000 applicants for 150 jobs, and they were far and away from within the industry," Quinn said. "They were people that shared the same dream as we did that wanted to build something special."

Hitachi is also tasked with building a dealership network for its excavators. While they have retained the core dealers that carry the Hitachi wheel loader brand, the company began connecting with new dis-

tribution partners. To date, Quinn said they have about 80 per cent market coverage in North America.

"We would say that we attracted Class A or Tier 1 distribution to take us to the next level of being able to compete with the market leaders," Quinn said.

"And this is just the start."

**Looking to the future**

The expansion into the Americas is seen as one of the most important challenges for the company in Hitachi's 70 years of developing, producing, selling and servicing construction and mining machinery.

"We know that Hitachi globally is a powerhouse, but we lost that visibility in the Americas," Quinn said. "We are witnessing the start-up of the Hitachi global brand in the Americas."

In the 2022 fiscal year, the Americas represented about 24 per cent of revenue for the entire Hitachi Construction Machinery Group.

Quinn explained 2022 sales represent almost 10 times Hitachi America sales in 2021, which is 50 per cent more than the company pro-

jected.


"It's hard to believe. With all the struggles and the challenges that we're still having, just to be able to sustain and support that level of growth has really been a challenge," he said. "But when we look back, it's unbelievable."

The company is now on track to double its sales for the 2023 fiscal year.

We have the orders; we have the dealer network of about 80 per cent and we're doing business now with essentially all the major national rental companies," Quinn explained.

Hitachi's goal is to become a Top 3 manufacturer of construction machinery in North America by the year 2028.

"I can honestly say I'm more excited about the future now than when I joined the company," Quinn said.

"I expected great things of the Hitachi brand and anticipation of when it would come together, but the customer reaction, the dealer reaction, and the employee reaction took this excitement to a whole other level." 



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# Cat’s new small wheel loaders feature industry first drivetrain tech

Caterpillar has equipped its next generation of the 926, 930 and 938 small wheel loaders with a range of new technologies.

The exclusive adaptive engine rpm feature automatically adjusts engine speed based on operator input to improve productivity and reduce fuel burn.

The 1,200 to 1,500-rpm working range makes the loaders more fuel efficient, while larger pumps run at slower speeds for less wear and longer service life.

**New drivetrain technology**

As an industry first development, the new wheel loaders feature four custom-

ized powertrain operating modes, including:

- **Utility mode:** designed for hydromechanical tool use or pick-and-place work, utility vehicle mode delivers fine ground speed control with engine rpm throttle lock.
- **Torque mode:** saves up

to 5 per cent on fuel by freewheeling around corners and while travelling downhill.

- **Hystat mode:** provides engine braking with aggressive deceleration, acceleration and no travel until the throttle is applied.
- **Ice mode:** for snow-clearing applications, ice mode offers soft directional shifts and extended coast-out for improved control.

**Cat Command**

The next gen small wheel loaders expand Cat Command for Loading to the global market. Advancing safety and productivity, Command for Loading offers remote control of the loader to remove the operator from hazardous conditions. New for this model series, the command console offers efficient line-of-sight machine operation through the console’s ergonomic control layout of loader functions. The command station positions the operator in a virtual cab with familiar controls and machine displays for remote, non-line-of-sight loader control. Elevating efficiency and productivity, one operator can control multiple machines at different sites from a single command station.

levers, and both come with a range of programmable options to meet operator preference.

Included with joystick controls, the versatile jog dial offers quick, on-the-go speed, throttle lock, auxiliary hydraulic flow, and wheel torque adjustments as well as screen navigation and creep speed control.

**Optimized Z-bar linkage**

With standard parallelism, the optimized Z-bar linkage digs like a Z-bar but acts like a tool carrier, increasing versatility and visibility. The design provides coupler and high lift options for all new models. The patented positive pressure fusion coupler interface eliminates wear and maximizes performance with reduced work tool offset. A full range of work tools for the new loaders includes optimized forks with mechanical parallel lift and performance series buckets featuring an aggressive rack angle for load retention and a 10 per cent boost in fill factors.

**Efficient operation**

The customizable in-cab display delivers an easy view of operating parameters. Up to 50 different operating profiles can be set through the display, which the loader can recall when an operator starts the machine. The next gen loaders now come with two steering options – new force feedback joystick steer control and a low-effort steering wheel – to further customize machine configuration.

The new joystick steering allows the loaders to travel at speeds of up to 40 km per hour, thanks to the force feedback feature that stiffens at higher speeds and softens as speed decreases.

As well, the new loaders offer joystick or single axis

Caterpillar’s new auto wheel torque control allows the machine to automatically control torque to the wheel and adjust rimpull control to reduce tire spin. To improve traction on difficult terrain, the new loaders feature standard front axle differential lock with optional limited rear slip differential.

On the 926 and 930 loaders, the differential lock is controlled on-the-go by the operator with the joystick. The new 938 loader comes standard with automatic differential lock, as well as manual control.



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**1999 CAT D9R**, Stk# D0422, 13,705 Hrs., ROPS Enclosed, S/U Blade w/ Tilt, Single Shank Ripper w/ Hydraulic Pin Puller, 75% Undercarriage, Webasto Engine Heater, Positive Air. .... **\$427,500**



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**2006 Kenworth C500 Tandem Winch Tractor**, CAT C15 475HP, 18 Speed, 40" Sleeper, 16,000lb front axle, Dana D46-170H 46,000 lb rear, 4.30 Ratio, 244" WB, Tulsa 30T Winch, 13479 Hours, 449,383 Kms..... **POR**



**2023 Western Star 4900XD Tridem Tractor**, Cummins X15 605HP 2050T, 18 speed manual, 20,000lb front axle, 69,000lb rear, 4.10 ratio, Airliner 69,000lb Suspension, 54" Sleeper, 425 ft rubber, 11R24.5 Rear. .... **\$339,500**



**2018 Kenworth C500 Tridem Tractor**, Cummins ISX 605HP, 18-Spd. Manual, 38" Sleeper, 20,000 lbs. Front, 69,000 lbs. Meritor Rear, 4.10 Ratio, Air Disk Brakes, Neway ADZ369 Rear Suspension, Double Frame, 2,056 Hrs., 195,100 Kms ..... **POR**



**2022 Kenworth T800 Tridem Cab & Chassis**, Cummins X15 565HP 2050 Torque, 18-Spd. Manual, 20,000 lbs. Front, RZ166P 69,000 lbs. Rear, 4.56 Ratio, Double Frame, Extended Cab, 385 Frt. Rubber, 11R24.5 Rear, 1,439 Hrs., 39,500 Kms ..... **POR**



**2004 Kenworth C500 Tandem Bed Truck**, 380", 475HP CAT C15, 18-Spd. RTL018918B Eaton Fuller, 18,000 lbs. Front, FR2P-32-S Rears, Double Diff Locks, Double Frame, Center Roll, Live Roll, Gin Poles, Winch, Flip Over Fifth Wheel, 5,931 Hrs., 35,822 Kms..... **POR**



# Terex Cranes transforms into two entities

Terex Cranes is separating its tower cranes and rough terrain cranes into two entities.

Going forward, the crane manufacturer will transform into Terex Tower Cranes and Terex Rough Terrain Cranes.

The reorganization includes independent leaders and brand identities as well as expansion of manufacturing capacity, including a brand-new facility to manufacture self-erecting cranes. Terex Tower Cranes and Terex Rough Terrain Cranes will sit within the lifting category of Terex Materials Processing's equipment portfolio.

"Since they are two

completely different set of products, manufactured in two independent facilities, it makes sense to separate them to provide more focus and clarity," said Kieran Hegarty, President of Terex Materials Processing. "We see a lot of potential for Terex Tower Cranes and Terex Rough Terrain Cranes."

Each new brand now has its own general manager with independent growth strategy to expand each product portfolio and find new distribution partners globally while enhancing support for the existing network.

### Terex Tower Cranes

Marco Gentilini will lead Terex Tower Cranes as Vice President and General Manager. The segment includes flat top, luffing jib, hammer-head and self-erecting tower cranes manufactured at its Fontanafredda facility, in north-eastern Italy.

Gentilini sees room for expansion in the self-erecting crane product line. Nicola Castenetto will lead the product development, strategic planning, sales and post-sales activities of self-erecting cranes.

"Along with Nicola's appointment we also have a

dedicated engineering team to lead product development, and a brand-new facility that will concentrate on the manufacturing of self-erecting cranes," Gentilini said. "It's an exciting time for this arm of our business and these investments show that we believe in the product and are committed to growing it."

### Terex Rough Terrain Cranes

Giancarlo Montanari is leading Terex Rough Terrain Cranes as General Manager. Terex Rough Terrain Cranes are manufactured at Crespellano in Northern Italy.

"Being physically based at Crespellano and having full responsibility for both the internal side of the Terex Rough Terrain Cranes business as well as the outside, customer-facing side ensures that there is focus, continuity of oversight, coordination and support across all departments," Montanari said.

The priority for the new Terex Rough Terrain Cranes business will be to expand its market presence into countries with limited rough terrain crane popularity while improving manufacturing capacity at Crespellano to meet growing demand.



"We are confident that this new structure will focus each business on strengthening their individual and unique brands. Both leaders have a wealth of experience, and our investments will support them in driving the long-term growth and success of Terex Tower Cranes and Terex Rough Terrain Cranes," Hegarty said.



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## Epiroc technology heads to the Moon

While Epiroc machines are often used to explore below the Earth’s surface, a new partnership has the company looking upwards to the Moon.

The mining and infrastructure equipment company has signed a long-term collaboration agreement with ispace, a private lunar robotic exploration company. The partnership will involve Epiroc contributing technology and solutions for commercial Moon missions.

“Epiroc is very excited to collaborate with ispace to develop and provide technology and solutions together to begin exploring the moon’s surface with the ultimate goal of supporting and expanding human life in a sustainable way,” said Epiroc’s President and CEO Helena Hedblom. “We look forward to our continued collaboration to make the mission successful.”

The long-term vision of ispace is to support humanity by providing lunar transportation and gaining a better understanding of the Moon’s environment and available resources.

By taking advantage of lunar water resources, ispace plans to develop the space infrastructure needed to enrich life on earth, as well as expand our living sphere into space. Also, by making the Earth and Moon one system, a new economy with space infrastructure at its core will support human life, making sustainability a reality.

The company’s search for water on the Moon is the first step to achieving that goal.

Initially, ispace will explore the lunar surface and collect relevant data of the Moon. As part of that effort, ispace and Epiroc are partnering to develop technology and commercial solutions to be used as early as 2024.

“I am very pleased to sign this agreement with Epiroc,” said ispace founder and CEO Takeshi Hakamada.

“ispace is pioneering the Cislunar ecosystem to open new opportunities for governments and industry players. Our collaboration to develop technology and solutions in the field of space resources in a sustainable and responsible manner for future lunar missions is another step to realizing ispace’s vision.”

In March, ispace announced it has completed its seventh phase of its first mission, and its HAKUTO-R Mission 1 Lunar Lander is now safely orbiting the Moon.

More information detailing Epiroc’s involvement in ispace’s lunar missions will follow over time. 

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## Nominations open for the AEM Hall of Fame

The nomination process for the Association of Equipment Manufacturers’ (AEM) Hall of Fame is now open.

The Hall of Fame celebrates the men and women who create the equipment and technologies that build, feed, and power our world. As well, many of the inductees have created a positive, inclusive and thoughtful environment for the people around them to make it possible.

“When you look at the members of the AEM Hall of Fame, it’s clear none of them would be there without including the people around them, on both a professional and personal level,” said Megan Tanel, President of the Association of Equipment Manufacturers.

Inductees into the AEM Hall of Fame should exemplify four key guiding principles, including innovation, industry contributions, leadership and corporate citizenship/social responsibility.

The AEM Hall of Fame is accepting nominations for 2023 until Friday, June 16. To submit a nomination for consideration, visit [aem.org](http://aem.org). 



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# EQUIPMENT FEATURE

## EARTHMOVING & EXCAVATION

### EZ DOES IT

John Deere equips new P-Tier small dozers with tech to simplify operation



John Deere's new P-Tier small dozers are equipped with new technologies and design features to simplify operation.

Unveiled at ConExpo, the 450, 550 and 650 P-Tier dozers with Electro-Hydraulic (EH) controls are equipped with EZ Grade from the factory, which helps operators manually grade smooth finish passes by making small blade corrections automatically.

"The system makes it easier for unskilled operators," said Matt Goedert, Roadbuilding Solutions Marketing Manager for John Deere's Worldwide Construction & Forestry division. "The system is constantly reacting for the operator so they can keep their grade smooth."

As well, all three machines are upgradable to Slope Control, which allows the operator to grade at desired slopes.

"Say, we're grading a flat building pad. Using the touchscreen, operators can enter in a zero per cent main fall and zero per cent cross fall. The blade will automatically move to achieve that target slope," Goedert said.

All three dozers are compatible with laser

receivers, and the Slope Control with Dual Laser system is scheduled to be released this summer.

"It gives operators the ability to not only maintain that slope, but maintain that slope to a desired elevation," Goedert said.

As an additional tech feature, the small dozers include a new 20-cm touchscreen cab display that offers intuitive navigation of machine control and settings.

#### Design upgrades

To enhance operator performance and safety, the new P-Tier small dozers feature a variety of strategic design choices aimed to increase operator visibility and comfort.

The cab is now 14 per cent larger than previous models and includes increased storage space and easier ingress/egress capabilities.

To improve operability, customers can now proportionally control the blade's angle and change travel direction using the integrated FNR switch.

"We carried down joysticks from mid-size

lineup," Goedert said. "Now operators don't have to move their arm back and forth to change direction. That is all integrated into a switch from the joystick to reduce fatigue."

Deere also redesigned the dozer hood to increase operator visibility. On the 650 P-Tier, the hood is straightened and lowered by 127 mm. For the 450 and 550 P-Tier models, the hood is straightened and lowered by 18 cm.

"This gives operators clear sightlines closer to the front of the blade," Goedert said. "Not only do they have exceptional visibility to the blade corners where they're looking while they're grading, they can look up and have excellent visibility up the front of the machine, which improves overall situational awareness."

The 71-hp 450 P-Tier small dozer features an operating weight of 8,081 kg to 8,634 kg, a 3.15-metre-wide blade and is equipped with a John Deere PowerTech EWX 4045 engine. Compared to the previous model, the 450 P-Tier reduces fuel consumption by 17 per cent in backfilling operations.

Specific to the 450 P-Tier, Deere removed the DEF system, while still meeting Tier 4 Final and Stage V emissions regulations.

"We wanted to give customers a less complex aftertreatment system with reduced maintenance," Goedert said.

The 92-hp 550 P-Tier small dozer features an operating weight of 8,552 kg to 9,124 kg, a 3.15-metre-wide blade and is equipped with a John Deere PowerTech PWS 4045 engine.

The 104-hp 650 P-Tier is the largest of the small dozers with an operating weight of 9,600 kg to 10,198 kg, a 3.25-metre-wide blade and a PowerTech PWS 4045 engine.

All three dozers include an integrated welded-on spill sheet on the blade to increase capacity and help reduce damage caused by material spillage.

The machines also feature a standard Eco mode that automatically adjusts engine speed and powertrain settings based on load, to maximize fuel usage by up to 20 per cent compared to standard operating mode, without performance loss. ■

## John Deere delivers a preview of its hybrid 850 X-Tier dozer

Featuring an exclusive dual path electric drive, John Deere has developed the new hybrid 850 X-Tier dozer.

The concept dozer was one of several E-Drive machines displayed at John Deere's ConExpo booth in March.

The 850 X-tier dozer delivers multiple operating modes to tailor performance and fuel consumption to jobsite requirements. The X-Tier dozer will accompany the 850 P-Tier model in the future, and a release date has yet to be announced.

"As we continue to introduce battery-electric and electric-hybrid solutions to the market, we aren't just designing a new way to fuel your fleet. We're also focusing on building an electric infrastructure through innovative and forward-thinking technology," said Ryan Campbell, President of Worldwide Construction and Forestry and Power Systems for John Deere.

As hybrid solutions, E-Drive machines feature an electrified drivetrain with an engine as the main power source. The machines enable better fuel economy, improved powertrain component life and stronger pushing power on the job than traditional models.

"As our customers strive to meet their own sustainability goals, John Deere is working to provide solutions to meet these customer needs," said Kathleen Roberts, John Deere's Product Manager for dozers. "We talk a lot about the importance of pushing material, but we're hearing the need for a lot of customers on the sustainability side as well."

#### Dual path electric drive

Powering the 850 X-Tier dozer starts with a 9-litre diesel engine. The power generated from the engine passes through a generator to inverters, then to electric drive motors attached to the final drives that move the dozer.

"What it does for our customers is really the exciting part and that, in one word, is performance," Roberts said.

The dual path electric drive is a unique feature to John Deere machines. The less complex drivetrain powers each track with an electric motor to maintain the maneuverability and control of a traditional Deere dozer.

"The two motors mimic the benefits we get from a hydrostatic drive machine, which allows us to have infinite speed

control, power management and on-the-go steering," Roberts said.

The cab of the 850 X-Tier dozer includes Deere's updated display system and the surround-view camera system. The new display and cameras system aims to address labour shortages and the skillset of new operators.

The dozer also comes equipped with EZ Grade, which makes small blade corrections automatically. The grade management system is also fully upgradable to 3D technology.

"The more we can do to help operators feel more comfortable, get up to speed quickly and be on the job safely, the better solution we have for our customers. This product does that for them," Roberts said.

For a machine in the 850-size range, the ability to rebuild and Total Cost of Ownership (TCO) are important factors in the purchasing decision. Roberts explained the electrical components in the X-Tier dozer help to reduce TCO.

"Thanks to our electric drive components, we're able to provide our customers with a stronger TCO strategy than we ever have before," Roberts said. ■







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**2010 NEW HOLLAND U80B**  
79 hp, 4WD, Deluxe cab w/Heat/Air Con., 4 forward x 4 reverse speed trans. w/Power Shuttle, Ride Control, NH/FFC Hyd., QC on front loader, Aux. hyd., QA bucket & AMI pallet forks, 3 point hitch, Dual tilt w/ holding valve, Additional rear counterweight **\$69,900**



**2007 NEW HOLLAND B95**  
95 hp, 4 cylinder diesel, cab w/heat and air conditioning, front & rear wiper, Extendahoe, 1.3 yard front bucket, 24" rear bucket, Pilot Controls, 4 speed power shuttle trans., loader aux. hyd., 1050 Hrs, pattern control changer **\$69,900**



**2005 NEW HOLLAND DC85**  
Dozer, 89 gross engine horsepower, 4 cylinder engine, LGP model, 28" grouser shoes, Drawbar, Mechanical suspension seat, Canopy, 124" wide PAT blade, New sprockets & track chains Installed, 3577 hours **\$69,900**



**2007 JCB 3CX BACKHOE**  
90 hp, 4 cylinder turbocharged diesel, Cab w/heat & A/C, pilot controls, 4 speed powershift trans., Extendahoe, 14x17.5 front tires, 19.5L24 Rear tires, 24" Rear bucket, front pin on bucket **\$54,900**



**2004 HYUNDAI HL760-7**  
Wheel loader, 40785 lb. operating weight, Cummins QSB5.9-C engine with 205 horsepower, 4-speed Powershift transmission, Exterior mirrors, 23.5R25 radial tires, 3rd function Auxiliary hydraulics, 2272 hours showing, 4.25 yard bucket, New decals being installed **\$54,900**



**2004 HYUNDAI HL730-7**  
21384 lb. operating weight, Cummins B3.9C 4 cylinder engine, 125 gross engine hp, 4 forward x 3 reverse speed Full Auto. Powershift trans., 17.5-25 tires, Front/rear fenders, 3rd function aux. boom hyd., ACS hyd. coupler, ACS 2 yd mat. bucket with bolt-on cutting edge, 3647 hours **\$64,900**



**2018 HYUNDAI R80CR-9A**  
65 horsepower, 4 cylinder diesel, Cab with heat and air conditioning, radio, pattern control changer, Dozer blade, 1 and 2 way auxiliary hydraulics, hydraulic quick coupler, hydraulic thumb, excavating bucket, rubber tracks, ONLY 190 Hours **\$124,900**



**2012 HYUNDAI HL730TM-9**  
26370 lb. operating weight, Cummins 128 hp engine, 4-speed Powershift trans, Tool Carrier model w/ QA, 3rd function aux. hyd, 17.5-25 tires, Front/rear fenders, 2.2 yd mat. bucket w/ bolt-on cutting edge, Exterior mirrors, Beacon light, Backup camera, 2806 hours **\$102,900**



**2009 HYUNDAI HL740TM-7A**  
Tool carrier model w/hyd. QC, Cummins QSB6.7 engine w/ 138 hp, 26680 lb. operating weight, 4-speed Powershift trans., Front/rear fenders, Ext. mirrors, 20.5R25 radial snow tires, 2.5 yd mat. bucket w/ bolt-on cutting edge, 3rd function auxiliary hydraulics, 7553 hours **\$79,900**



**2018 HYUNDAI R172-9A**  
3920 lb. operating weight, Kubota 16.8 hp engine, 2-speed travel, Pilot-op joysticks, Pattern change lever, 9 inch rubber tracks, Hyd. adj. undercarriage width (38" - 50"), 5'11" boom length, 3'8" arm length, Canopy, Mech. sus. seat, Front work light, Horn **\$33,900**



**2011 HYUNDAI R16-9 COMPACT EXCAVATOR**  
Mitsubishi 17 hp engine, 3640 lb. operating weight, Variable undercarriage width, 9 inch rubber tracks, Mechanical pin grab quick coupler, 18 inch bucket, Auxiliary boom hydraulics, Canopy, Dozer blade with folding wings **\$21,900**



**2011 NEW HOLLAND L230**  
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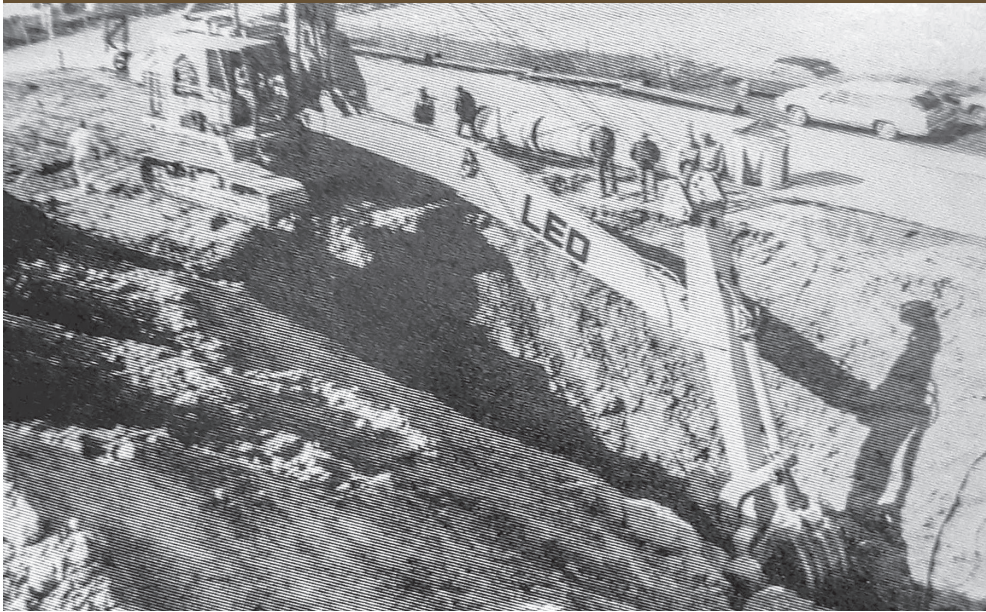
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# LOOKING BACK AT EXCAVATION

By HCEA Canada



Pictured here in 1969 is a Northwest Series II Model 9570 cable-controlled backhoe owned by Leo Contracting Ltd. of Toronto, Ontario. This job involved installing 3.2 km of storm and sanitary sewers in the industrial area of Toronto Pearson International Airport. With the new hydraulic excavators poised to take prominence over the old-style cable machines, like this Northwest, manufacturers had slowly begun the transition. This machine is fitted with a hydraulic bucket cylinder.

As well, this 9750 machine is equipped with a 3-cubic metre bucket and could dig about 10.6 metres deep. So as the story goes, the boom section was lengthened about 4 feet to dig that deep and the company name 'Leo' on the boom is where exactly the splice was located. These machines could be configured as shovels, draglines or as lifting cranes. Air controls were the industry standard, enhancing duty cycle for operators. There were no joysticks or air-conditioned cabs in this era.

The Historical Construction Equipment Association (HCEA Canada) 2023 event Wheels & Tracks in Motion will be held on June 10 and 11, while the Last Blast event takes place on October 14. Both events are held at the Simcoe County Museum near Barrie, Ontario. 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. Visit their website at [hceacanada.org](http://hceacanada.org) for updates. 

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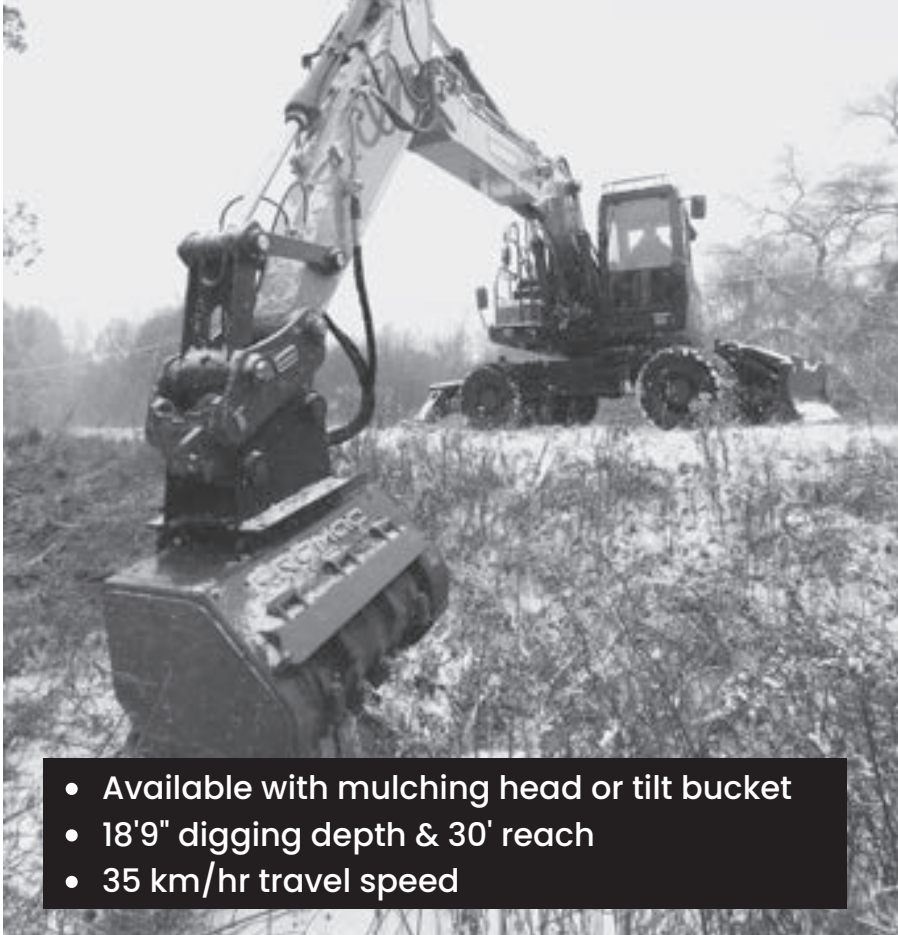
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Hyundai Construction Equipment Americas has introduced three compact excavator models, the HX35AZ, the HX40A and the HX48AZ.

Hyundai debuts new trio of compact excavators

Hyundai Construction Equipment Americas is

expanding its HX-A series with the introduction of three compact excavators.

The new HX35AZ, HX40A and HX48AZ compact excavators made their debut at ConExpo in March.

“Contractors will find the right combination of power, performance and operator safety and comfort in Hyundai’s three new compact excavator models,” said Adam Ford, Product Manager at Hyundai Construction Equipment Americas. “These machines represent a new generation of compact excavator technology built on decades of engineering and manufacturing excellence.”

The three new models join the compact excavator line-up, which collectively earned a coveted, international 2022 Red Dot Design Award, honouring the best industrial designs.

Hyundai’s award was based in part due to the distinctive tiger eye styling of the rear lights, demonstrating that form can go hand-in-hand with function.

The rear lighting design integrates with the overall larger cab design and expanded visibility from the large, curved windows.

All three new models feature Tier 4 Final compliant, low-emission engines.

HX35AZ compact excavator

The Hyundai HX35AZ compact excavator is pow-

ered by a Kubota D1703 diesel engine with a net power rating of 24.8 hp.

The HX35AZ has an operating weight of 3,765 kg, a dig depth of 2.95 metres, and bucket breakout force of 3,212 kg.

HX40A

The HX40A features a Yanmar 4TNV88C engine rated at 37.4 hp.

The machine has an operating weight of 4,300 kg, dig depth of 3.4 metres, and bucket breakout force of 4,466 kg.

HX48AZ

The HX48AZ is also powered by the 37.4 hp Yanmar 4TNV88C engine.

The compact excavator has an operating weight of 4,950 kg, dig depth of 3.5 metres, and bucket breakout force of 3,730 kg.

The HX40A and HX48AZ offer standard load-sensing hydraulics, while the HX35AZ and HX48AZ incorporate zero-tail swing for efficient operation in confined spaces.

All three models include adjustable auxiliary flow, 127 mm full colour LCD monitor, and a new auto-safety-lock function preventing unintended use of a machine.

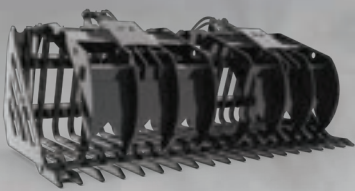
All three compact excavators will be offered in both canopy or cab models along with the choice of standard or four-way dozer blade. ■



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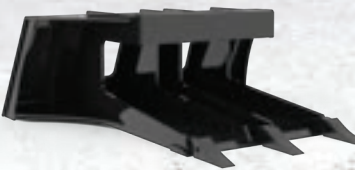
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## Develon debuts the DD130: its second dozer model

Develon is expanding its dozer lineup with the soon-to-be-released DD130.

The new dozer will offer a productive fine-grading solution for residential and light commercial construction projects.

Develon (formerly Doosan construction equipment) entered the North American dozer market in 2022 with the introduction of the 122 hp, 11.3 tonne DD100. The first models made their way to dealerships and eventually customer jobsites in late 2022.

The DD130, the second dozer model from Develon, is expected to be available in North America later this year.

“The design concept is the same, keeping the visibility, operator comfort and ease of operation in mind,” said Moo Young Park, engineering manager at Develon. “The launch of the DD100 was very positive and we hope to continue the momentum with the larger DD130 dozer for the North American construction industry.”

### DD130 productivity

The DD130 dozer features an operating weight of 15,300 kg and is equipped with a 160 hp engine.

Productivity is driven by the dozer’s 6-way variable angle pitch blade. The machine is available with two blade options, a standard 4.6 cubic yard blade or an optional 5.5 cubic yard capacity blade. The blade moves freely to lift, tilt and angle, and 2-way mechanical adjustments can change the blade pitch to control how steeply the blade will dig into the ground. Operators can adjust the blade pitch from 52 to 58 degrees.

Develon dozers come standard with piping for an optional ripper attachment.

“Even if you don’t need the ripper, you’re able to add it later on without modifying the hydraulics,” Park said.

The ripper attachment features parallel linkage that helps maintain a constant angle to the ground regardless of the height.

Also, a towing draw bar is available as an attachment, allowing operators to use the dozer to tow other equip-

ment on a jobsite.

To improve visibility to the machine’s blade, Develon developed a narrow front engine compartment. As well, components have been moved to avoid impeding the operator’s view.

“Usually there’s a pre-cleaner outside of the machine, but that would impact visibility,” Park said, noting the precleaner is now tucked away inside of the engine compartment.

As well, the electronic cooling system was moved to the back of the dozer to further improve front visibility, and the cab’s low-profile front pillars maximize the glass area. All-glass doors provide a full view of the working environment.

For further visibility and safety, a standard rear-view camera provides operators with an additional view of the dozer’s surroundings via the full-colour, 20-cm Smart Touch display.

### Serviceability


The DD130 comes standard with an electronically operated tilting cab that provides access to internal

components. Even with the cab tilted, the dozer can be started while the machine is being diagnosed or repaired.

The dozer undercarriage is designed for convenience and cost-effective maintenance. Areas of the undercarriage that naturally experience greater wear and tear are easy to access. For example, a removable side panel provides access to an area to add grease to the undercarriage’s tension system.

### Technology

Advanced technologies in the DD130 dozer deliver more precision to help operators meet exacting specifications. A 2D grading system option is available to make precision grading easier, regardless of the operator’s skill level.

A telematics system is standard on the DD130 dozer, making it easy for customers to remotely monitor and maintain their machine. They can monitor the health, location and productivity of the dozer from a user-friendly mobile app and website. 



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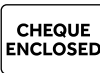
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# Bell Equipment successfully tests motor grader prototypes

Bell Equipment is expanding its mining and construction product range to include motor graders.

With graders already operating in several applications, production of the machines is expected to begin as early as the third quarter of 2024.

“Grading applications require a robust and powerful grader to achieve the performance and reliability expectations of the industry,” said Warren Swart, Bell Equip-

ment Product Manager.

Bell Equipment’s test and prototype graders have already been operating “with great success” in several applications from landscaping through heavy ripping and road construction.

“It has been really pleasing to see the improvements in efficiency and performance identified during the design stage being confirmed on real-world job sites,” Swart said.

“We’ve been encouraged by the positive feedback we’ve received from expert advisers and operators who have experienced our prototype machines. We’re excited to introduce the Bell Motor Grader and illustrate some of the advances we’ve made to a complicated piece of equipment.”

Bell has successfully automated specific functions within the ADT industry, and automation has also been one of the significant drivers in the motor grader design process. This automation allows the operator to be more focused on the job at hand and the final product, while still improving fuel efficiency and component life expectancy.

Recognizing the diverse applications and often remote uses of motor graders, Bell has standardized low-maintenance components, such as a fully sealed circle bearing. This provides extended service intervals and consistent grading performance without the need to make regular adjustments. To simplify operations further, advanced diagnostics are incorporated into the machine to reduce the complexity of daily checks and servicing efforts.

### Bell’s grader lineup

The line of graders from Bell Equipment will include three base machines. The G140 is designed for all maintenance and light to medium construction tasks, while the G160 was developed to handle heavy construction applications. The G200, the largest grader in the range, is designed for bulk earthworks and the mining industry. Each grader has the option of a four or six-wheel drive configuration.

“From the conception of the Bell grader, we factored in the requirements of a six-wheel drive configuration. This early integration, as opposed to trying to add into the platform later, has resulted in a better performing machine that is more controllable, robust and easier to maintain, Swart said.

“The Ergopower transmission is well respected in the grading application for entry level units, and we are particularly excited about the opportunity that the cPower transmission provides for higher duty applications,” Swart said. “There will be significant advancements that we can offer users of the two larger graders by having a transmission that can be so easily tailored to a customer’s needs.”

The Bell graders are designed as international products and able to meet various emission regulations in international markets as well as different types of operator controls.

The company plans to launch graders into its various international markets in a staged approach.

While retaining a familiar control and layout, Bell has incorporated a range of advanced components and features to help operators improve productivity, maintain costs and deliver work efficiently.

### Automation

The grader line follows the introduction of the Bell tracked carrier in 2020 and is part of the company’s strategy to grow its own range of manufactured product for the global construction and mining industries. ■





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# Volvo CE enhances the operator experience with new EC500 excavator

Designed with the operator and safety as priority, Volvo Construction Equipment’s new EC500 features a new operator interface, cab design and safety features.

Volvo CE provided the first look at a prototype of the EC500 excavator at ConExpo in March. The new excavator is also the first of the next generation machines introduced by the manufacturer.

As the successor to the Volvo EC480E, the EC500 is a 50-ton crawler excavator designed for construction, road building and aggregate applications.

“It’s the same size and same weight, but we increased the engine power and kept the same digging force,” said Sejong Ko, Product Manager for Excavators at Volvo CE North America.

“This is a faster machine with better fuel consumption that provides our customers with a good total cost of ownership.”

### Volvo Smart View

As part of Volvo CE’s vision of zero accidents, the EC500 is fitted with Volvo Smart View with Obstacle Detection, providing operators with an enhanced, 360-degree, real-time view of their surroundings and automatic alerts should obstacles be detected.

“This is a unique technology to Volvo. It is a radar detection system that can figure out if it detects an object or a human. On the monitor, the bird’s eye view screen will catch if something

is approaching,” Ko said.

As well, three-point access guard rails and a foldable top handrail for transportation are additional new safety features.

### Volvo’s new cab

New features include a high-definition co-pilot screen, keyless engine start, wired and wireless smart phone charging and a new work mode switch.

“Our current design is good, but we wanted to move forward, so we completely changed everything inside of the cabin. The seat, the screen, the layout. Everything,” Ko said.

The next generation excavator is also set up for a range of options to help operators complete their tasks faster, more easily and more safely.

New electric joysticks give the operator more control over the hydraulic system. This system allows up to nine operators to set their personal preferences for boom and swing speed.

“Operators are hard to hire nowadays, and their skill level is very different. Each operator setting is different, which will help them work accordingly,” Ko said.

The excavator’s new joysticks include rollers to control the machine’s tracks. As well, a smaller joystick within thumb’s reach allows the operator to navigate the in-cab screen’s options.

“He or she doesn’t have to stop working to navigate the menu,” Ko said.

The hydraulic pumps can

be operated together or virtually disconnected, allowing the operator to control the boom without affecting track speed, delivering a smooth ride for the operator. This also increases controllability, shortens cycle times and improves fuel efficiency.

“No matter if I raise the boom up or down, the track speed is the same. It’s very convenient and safe,” Ko said.

### New tech

The EC500 is equipped with several of Volvo’s tech features, including the operator coaching app, Volvo

Dig Assist, which is a suite of tools designed to help deliver excavator accuracy by eliminating the need to manually mark out a site and check depths and grades.


Volvo Active Control, an automated grading system and part of the Dig Assist suite of tools, will also be available for the first time on a 50-ton excavator.

“All of these combined functions will help operators to work in a better way,” Ko said. “No matter how skilled they are, the operator will work like an expert.”

Volvo has also increased the cooling capacity of the

EC500 to tolerate extreme temperatures, and extended service intervals for hydraulic oil and filter from 2,000 hours to 3,000 hours.

Manufactured at Volvo CE’s crawler excavator plant

in Changwon, Korea, production of the EC500 will begin in the fourth quarter of 2023 and the machine will be available in select markets including North America. 



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(L to R) Colin Imrie, sales specialist for Bobcat of TriCities and Greg Wildeboer, owner of Whispering Pines Landscaping, pose at his yard after taking possession of three new Bobcat machines, a S740 compact skid-steer, an E35 & E50 compact excavators to add to his fleet of 11 Bobcat machines.

As of April 28th, Whispering Pines Landscaping, established by Greg Wildeboer, celebrated its 30th Anniversary! Greg has 55 employees and 16 crew, specializing in high-end residential estate landscape construction (including pools, patios, water features, fireplaces, all around any outdoor living space), gardening and lawn services within an hour's circumference from Or-angeville. Greg says he owes a lot of his company's success to his very loyal workforce.

Many employees have been there for 5 to 15 years, and Gerald has been with him for 25 years. Maybe it helps that Greg gets up earlier to make sure he gets the coffee on to serve to all his crew when they arrive at the shop. Greg has to be one of the most meticulous people I have ever met. Everything must be well organized, clean, neat, professional and uniform. I can under-stand why they have so many happy customers and award-winning projects.

Just like his team to be all uniform, same colours, he also likes his equipment to be. Each crew has a Bobcat® compact excavator and a compact track loader or skid-steer. He was previously very loyal to another brand of machine; however, they were not keeping up with today's tech-nology. "Technology was

something we really valued and monitored remotely," stated Greg. In the fall of 2019, he had a demo day for his employees, with four different brand machines for his crew members to test out for agility, lifting capacity, dump heights, comfort, and overall ability. "No matter what brand I believe is best, what is important is what our operators like, that is what is important." They narrowed it down to two brands and decided Bobcat was the winning choice. In 2020, they started switching out their entire fleet. "Only one machine left to go."

What they liked about the Bobcat machines, either than their advanced technology, was their smoothness, breakout force, lift capacity, bucket curl was important, power, visibility – see cutting edge, responsiveness to operators and sensitivity.

"A past employee whom I have great respect for had been using Bobcat machines and dealt with sales specialist Colin Imrie, Bobcat of TriCities for all their purchases. He said Colin had great integrity and was a pleasure working with so came highly recommended to me. Lots of dealerships have been dealing with supply chain issues in the past couple of years but Colin has always been very responsive, and

communicative with any delays. We have a very good working relationship. He did whatever he could to get the Bobcat machines in the quickest time possi-ble. The service techs have been good, and we have had great success with Bobcat machines with very few breakdowns. They always have parts in stock and the proximity of their dealer-ship are handy and important to us too. I wouldn't hesitate to recommend Colin Imrie, Bobcat of Tri Cities and Bobcat machines for your new purchase," stated Greg.

Thanks Greg.



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# EVOLVING WITH ECO LOG

## Moggie Valley finds efficient forestry solutions with Eco Log harvesters

Founded in 1997, Moggie Valley Timber has grown to harvest more than 10 million board feet of timber each year.

Following all good forest management practices, timber is harvested from private landowners' properties, municipalities and its own sustainable wood lots across Ontario.

From there, the logs are processed at Moggie Valley's sawmill in Holland Centre in Grey County, Ontario, when the company produces lumber, wood chips and mulch.

"The sawmill is mostly, about 90 per cent, for the pressure treated 4x4 and 6x6 market," said owner Rob Beirnes.

The method for harvesting timber for its products has evolved throughout the company's history.

About 20 years ago, Moggie Valley purchased its first harvester, which proved to be a game changer for the company.

"When we first started, we would have 20 people employed in the bush with chainsaws and skidders," Beirnes said. "Now one machine is the same as 15 men. It's faster safer, cleaner and it's not as dependant on weather. If it's raining, you can still go out in the bush with the machine."

The company's first harvester was a reman machine equipped with a Logmax 6000V harvesting head. The wheeled machine was ideal for Moggie Valley as they could drive back and forth from different woods lots without worrying about tracks.

As the business progressed, Moggie Valley switched to Eco Log forestry machines. Today, their forestry fleet has grown to include three Eco Log harvesters and a forwarder, as well as two Rotnee forwarders, one of which is shared with a neighbouring logging company.

### Eco Log 590F

Recently, Moggie Valley purchased its second Eco Log 590F harvester, equipped with a Logmax 6000V harvesting head, from

Strongco. The machine replaced an Eco Log 580D with 7,800 hours in the Moggie Valley fleet.

The new 590F's first task was working in one of Moggie Valley's pine and spruce plantations in Grey County.

The 590F is the largest harvester in Eco Log's 500 series. With a 320 hp Tier 4 Final Volvo Penta engine and a 310 KNM crane with up to 11 metres reach, the machine is ideal for felling trees, delimbing and processing logs.

"Knowing the machine and the parts and service availability, it doesn't make sense to switch to another brand," Beirnes said. "There's a huge parts inventory and the same parts will fit all the machines."

Troy Grogan, Territory Manager for Strongco, explained the harvester burns about half the fuel compared to using a skidder to drag trees from the bush to the landing point.

"You're also eliminating a machine. Usually, you have one feller buncher and two skidders. You're going to eliminate one machine by just running one harvester and a forwarder," Grogan said.

The Eco Log harvesters are an ideal machine for logging in eastern Canada thanks to their efficiency in harvesting softwood lumber.

"They are a wonderful fit for a lot of forestry operations in Ontario, Quebec and Moncton," Grogan said.

However, Moggie Valley's first 590F, equipped with the larger Logmax 7000C harvesting head, isn't limited to softwood.

"With the 7000C head, we can certainly go into any hardwood. It has no problem. With the 6000V head, you just have to watch what trees you're cutting," Beirnes said.

### Volvo Penta engine

The harvester's Volvo Penta engine is specifically designed for high performance, reliability and fuel efficiency. Eco Log's



unique pendulum arm suspension gives the 590F the best possible terrain features and the machine can be equipped with a balanced bogie for added flexibility.

For visibility, the 590F is equipped with a 350-degree swivel cab with 25.5-degree lateral tilt. Visibility and stability are key features for Beirnes.

"You can see everywhere around you," he said. "And with the way the bogie can maneuver up and down, if you're on a side hill it still sits level."

He added the staff at Strongco and Eco

Log are another important selling point as they ensure the machines stay up and running.

"It's the response time, they do care. If we have a problem and we can't get through to someone, (Troy) is on it. And that very seldom happens," Beirnes said.

Grogan added the first 590F purchased by Moggie Valley has accumulated about 4,000 hours and is still running strong.

"We've been out to that machine maybe once for a leak seal on a tire," Grogan said. "It's been a bulletproof machine." ■



## Waratah Forestry Equipment marks 50th anniversary

Waratah is celebrating 50 years of innovation by thanking its customers for decades of trust and loyalty to the brand.

Established in 1973 in Tokoroa, New Zealand, Waratah was created to service local power, pulp, logging and heavy equipment needs. The company began manufacturing a delimber-feller-buncher with a four-roller fixed head to meet local loggers' heavy-duty delimbing needs.

Following that innovation, a red grapple processor manufactured for the Canadian forestry marked the start of the 600 Series line. It cemented Waratah's place as the original red head in the industry.

"We're proud to celebrate our 50th anniversary this year thanks to our

loyal customers and dedicated team members across the globe," said Heather Robinson, General Manager of worldwide distribution at Waratah.

"It's exciting, because we are in a unique position to offer our customers experience, expertise and innovation."

Today, Waratah is based in Rotorua, New Zealand, and manufactures harvesting and processing heads as well as harvester and forwarder cranes in its facilities in New Zealand and Finland. The company has also established an extensive support and parts distribution network, global application testing processes and advanced manufacturing systems.

Waratah customers have become a testament to the company's legacy.

"We've had great experiences with Waratah," said Reid Lind, owner of G.R. (Mac) Lind Logging Ltd., Princeton, British Columbia. "You know what you're getting when you buy it. For us, it's the industry standard."

Waratah's full line of harvesting, processing and felling heads are used in a variety of logging applications from cut-to-length hardwood harvesting at the stump, to processing on a landing, felling on steep slopes or debarking on plantations.

"Waratah heads are designed well, tested well and built well," said Pasi Volotinen, Managing Director of Waratah OM, Finland. "We are always aiming for best-in-class. We are happy when our customers are feeling good in the forest." ■



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# Fecon's new Bull Hog provides access to difficult-to-reach places

Fecon's new FMX28 Bull Hog compact excavator mulcher allows for easy access to traditionally difficult-to-reach places with precision. Paired with a 3.5 to 8-ton excavator, the FMX28 is capable of mulching overgrowth, underbrush and small trees. The attachment offers a versatile solution for clearing property lines, ditches, trails and removing invasive species. Its compact package makes the Bull Hog ideal for owner-operators, rental centres and right-of-way maintenance. The precision of the excavator mounted FMX28 enables the removal of a single tree in a group or even specific branches that require trimming. The new Bull Hog features a design that is purpose-built and optimized for standard

flow excavators that are 3.5 to 5-ton size class and can operate with as little as 45 litres per minute. With an overall width of 101 cm and a working width of 71 cm, the attachment mounts on excavators up to 8 tons, allowing a narrow mulching cut. A variable displacement hydraulic motor optimizes rotor speed and torque for maximum production in small or large materials. "Our portfolio of world-class forestry attachments is specifically designed to be purpose-built with the versatility and durability customers can count on to tackle virtually any site-clearing task with ease," said Mark Middendorf, Fecon's Executive Vice President of Sales. The Bull Hog mulcher also features 14 reversible knife tools on a bite-limiting split

ring rotor. The rotor design protects the carrier and provides ease of use by virtually eliminating the possibility of overloading the attachment. The fixed knife design ensures a consistently small chip size and effective management of all vegetation including trees up to 127 mm in diameter. The reversible Cubit knives extend the total life of the tool to 140 to 200 hours per edge. As well, Fecon offers a Cubit carbide tool option for applications that require high levels of ground clearing, especially in rocky soils. The attachment's unique rear throat design narrows as the material passes, trapping oversized pieces of debris in the blade area to ensure proper and uniform chip size and controlled material disbursement. ■



# Tigercat design skidder for steep terrain harvesting

Tigercat has developed its new 612 dual winch skidder that is specially designed to operate in selective harvesting applications in steep or sensitive terrain conditions. The 612 series skidder platform was created to manage extraction in selective felling applications in challenging terrain, while preserving the value and quality of the residual stand. The machine can be equipped with a dual winch, a movable backshield and fairlead system, as well as a crane and front blade tongs.

The 18,750-kg skidder is equipped with the Tigercat FPT N67 Stage V engine, delivering 208 hp. Combined with Tigercat's drive system, the 612 handles adverse terrain while minimizing wheel spin. A narrow width of 2.85 metres alongside fixed front axle and centre joint oscillation allows the 612 to navigate tight trails and rough ground conditions. As well, the movable shield can be used as an anchor while winching. The dual winch and moving fairlead system provide the operator with

independent control over two separate cables when operating in tight stand conditions. The operator's cab is spacious with large windows to provide clear sightlines. For improved ergonomics and operating the machine effectively, Tigercat's Turnaround seat delivers increased comfort, clear sightlines and easy entry and exit from either side of the machine. The operator enjoys full control of all machine functions in any position within the 220-degree rotating seat. ■

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## Deere’s new log loader delivers the ideal mix of horsepower and hydraulic capability

John Deere’s new 2956G crawler log loader is ideal for customers looking for a machine that provides the right combination of engine horsepower and hydraulic capability, while maintaining a machine weight of less than 41,000 kg.

Designed for logging contractors of all sizes, the machine is equipped with a 223 hp John Deere Powertech PSS 6.8 litre Tier 4 Final engine. The log loader’s two variable displacements pumps provide 248 litres per minute of hydraulic flow.

As well, the log loader machine features ample engine power for a machine of its size. When combined, the engine power and hydraulic flow boost loading capability, speed and the capacity to run a Waratah 624 harvester head.

“We are always listening to customer feedback to bring ideal solutions and technologies to the forestry industry,” said Jarvis de Groot, Global Product Marketing Manager for forestry swing machines at John Deere.

“The new 2956G crawler log loader machine not only provides optimal power and hydraulic capabilities but is still easy to transport due to its excellent width and weight combination.”

The 2956G crawler log loader features an overall shipping width of less than 3.5 metres to make the machine easier to transport. The design on the 2956G not only helps simplify transportability, but also helps save on costs relating to transport due to its less restrictive transportation requirements.

As well, the new mounting of the log deflector adds additional strength to the right-front corner of the machine and the simple design of the hood profile, aligned with counterweight, helps to enhance debris shedding.

Visibility enhancements were a priority in the design of the new 2956G. Enabling additional visibility to the right track, as well as reducing overall impact, the front corner log deflector has been strategically moved to the back of the machine. This improves operator visibility to avoid obstacles and impact, reducing potential damage and downtime.

A rearview camera, light and JDLINK antennas have been integrated into the counterweight for additional protection.

The 2956G features strategic service access to filters, maintenance points and the cooling package. The 2956G crawler log loader is also easy to inspect and change filters with wide open access, helping simplify daily inspections and routine maintenance.



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Kamel Sid becomes Volvo CE's Head of Operations

Volvo Construction Equipment (Volvo CE) has announced that Kamel Sid has been appointed Head of Operations. Sid has held the position of acting Head of Operations since last September when Jean Marc des Courieres retired from the position. In this role, Sid is responsible for the smooth running, efficiency, quality and output of Volvo CE's global operations. "I am thrilled to continue working with our many passionate and committed colleagues in operations and together drive our transformation agenda," Sid said. Alongside the role of acting Head of Operations, Sid has wide experience both inside and outside the Volvo Group. "I am delighted that Kamel has agreed to join the executive management team as a permanent member," said Melker Jernberg, President of Volvo CE. "He will play an important role in taking our operations organization to the next level at this time of transformation and change in our business."

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Natasha Swift

Allen Engineering promotes Natasha Swift

Allen Engineering Corp (AEC) has announced the promotion of Natasha Swift to Vice President of Supply Chain and Logistics. Swift obtained a bachelor's degree in business administration from Arkansas State University in 1996. She has been an APICS/ASCM member since 2000 and a CPIM certified professional since 2003. Her entire professional career has revolved around supply chain, with positions such as master scheduler and inventory control specialist. Natasha will continue to be an officer of the company and will be responsible for the departments of production planning, purchasing and logistics as Vice President of Supply Chain and Logistics. She intends to support AEC's rapid growth while navigating the ever-changing supply chain challenges of our time.

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