A Brief Word...

The weather outside isn’t quite frightful, and the jobsite may not be so delightful. It’s all hands on deck to get things wrapped up before the holiday break.

Depending on where you are in the country, there have been a few early presents in the form of above zero sunshine for that late season paving or concrete job. Don’t let that fool you however, winter doesn’t start until the 21st and Mother Nature has proven a fickle mistress.

This time of year brings new beginnings and, as January beckons, winter well and truly takes root. Great weather to plan that “work trip” to somewhere warm, even if it is only indoors.

With Landscape Ontario’s Congress and the World of Concrete, the new season for trade shows.

We’ll get you warmed up with news and info in the current issue.

Think of InfraStructures as the gift that keeps on giving, and enjoy yourself this season.

On the cover: Inset paving on Kentucky Route 80 (KY 80) using Wirtgen SP 25i required uphill climb. No problem for the extremely versatile multipurpose machine.
CIC WINNING INVENTION CREATES LESS MORTAR MESS

The National Inventors Hall of Fame is proud to announce that the Massachusetts Institute of Technology (MIT) team Rhino is the Undergraduate Gold Winner in the 2018 Collegiate Inventors Competition (CIC).

Removing decaying, crumbling mortar from between bricks to subsequently replace it with new mortar is a messy, tedious and time-consuming job in the construction field. This process, joint raking, generates so much silica dust that workers must wear respirators and goggles for safety. Rhino is a masonry tool attachment that can be used with any traditional rotary hammer. It improves accuracy and safety of joint raking, allowing masons to cover 50% more area during a given time.

Source: National Inventors Hall of Fame

CERVUS ANNOUNCES ACQUISITION OF DEERMART EQUIPMENT SALES

Cervus Equipment Corporation recently announced the acquisition of Deermart Equipment Sales Ltd. Deermart operates a John Deere dealership in Red Deer, Alberta and joined the Cervus Equipment dealership network as of December 3, 2018.

“We are pleased to welcome the Deermart team to the Cervus organization and look forward to building on the success they established over the past 36 years,” said Graham Drake, president and CEO of Cervus.

Through the expanded footprint of Canada’s largest John Deere network, customers will enjoy unmatched service and support including access to Western Canada’s largest parts inventory and a wide selection of new and pre-owned agricultural equipment.

Cervus acquires and operates authorized agricultural, transportation and materials handling equipment dealerships. The company has interests in 62 dealerships in Canada, New Zealand, and Australia, employing more than 1,500 people. The primary equipment brands represented by Cervus include John Deere agricultural equipment; Peterbilt trucks; and Clark, Sellick, Doosan and JLG material handling equipment.

Source: Cervus Equipment Corporation

BRANDT MAKES MAJOR EXPANSION INTO SPECIALTY TRANSPORTATION EQUIPMENT SECTOR WITH CAMEX ACQUISITION

The Brandt Group of Companies has announced that effective November 1, 2018, they have acquired Camex Equipment Sales & Rentals Ltd. of Edmonton, Alberta. This deal represents an important expansion for Brandt into the specialty transportation equipment industry.

“This is an exciting acquisition for us as Camex is a world-class company with the largest inventory of industry specific transportation equipment in the business,” says Brandt president and CEO, Shaun Semple. “The combination of these 2 strong organizations guarantees unrivalled value for our customers and secures our place as the #1 provider of specialty transportation equipment in the industry.”

The Camex name has been synonymous with excellence in custom truck rigging and on-highway specialized trailers for over 25 years. Camex products are in demand.
across North America and the company is a leader in the oil & gas, mining, pipeline, infrastructure, municipal and environmental sectors.

The result of this acquisition is a new Brandt Group of Companies division called Brandt Truck Rigging & Trailers. It carries on the proud Camex tradition of supplying premium-quality specialty transportation solutions for industry.

The Camex staff, with its outstanding reputation, dedication to excellence and track record of superior service in the industry is a strong addition to the Brandt team.

“We couldn’t be more excited about becoming a part of the Brandt organization,” adds Camex COO, Sue McGregor. “It ensures that Camex customers will continue to receive the same great products and services that we’ve always been proud to offer them, but now with the addition of the tremendous value and heavy industry experience that Brandt brings to the table.”

As a result of this acquisition, Canadian companies will now enjoy one-stop access to Brandt and Camex’s combined lineup of products and services and unmatched customer support infrastructure at the current Camex location as well as at Brandt branches across Canada.

Source: Brandt Tractor Ltd.

CUSTOM TRUCK SALES HAS JOINED INLAND

Island Kenworth recently announced that it has acquired Custom Truck Sales (CTS Kenworth), a well-established Kenworth dealer operating in the provinces of Saskatchewan and Manitoba.

CTS Kenworth’s 6 locations – in Regina, Saskatoon, Estevan, Swift Current, Winnipeg, and Brandon – and more than 200 employees, have served the communities of Saskatchewan, Manitoba and Northwestern Ontario for more than 50 years. They are also the Doepker and Globe Trailer dealer for Manitoba. Moving forward, Custom Truck Sales will be operating with the same facilities and expert personnel currently in place.

This brings the number of Island locations to 35 throughout Western Canada and Southwestern U.S.

“This is an exciting time for Inland, as 2019 marks our 70th anniversary,” said Bill Currie, president and COO of Inland. “We have grown from a small town dealership to one of the largest truck and equipment dealers in North America. Our business strength is still in the relationships we have. When choosing Inland, you are partnering with a large network that provides industry leading parts, service, sales and leasing, as well as a close relationship with a company who cares about your success.”

Source: Island Group

FASTER INTERNET IN THE ARCTIC

MTU is partnering with Northwestel, a Northern Canadian telecommunications company, to help provide reliable high-speed internet access to Nunavut. A total of 23 MTU Onsite Energy diesel generator sets are to supply emergency power. They will be delivered as part of a network infrastructure improvement plan designed to increase connectivity, including internet speeds and broadband capacity, in the territory’s communities.

“Projects like this one in Nunavut remind us how important connectivity and accessibility are to modern life,” said Brian Ponstein, regional sales engineer, MTU Onsite Energy. “We are very happy to provide the power necessary to ensure this connectivity is always available to this remote region of the world.”

As part of the Canadian government’s “Connect to Innovate” program, Northwestel developed a comprehensive plan to upgrade the region’s telecommunications infrastructure that includes the use of satellite technology with associated receiver dishes in each of the 25 Nunavut communities to increase bandwidth capacity. Each satellite-receiver pair will require backup power to ensure maximum uptime and guarantee service in the event of a power outage.

Nunavut currently has download speeds of 1-3 Mbit/s. The goal, by 2019, is to increase those speeds 3-fold. Longer term, the Canadian Radio-television and Telecommunications Commission (CRTC), the governing body responsible for regulating the broadcasting and telecommunications industries, will require all households in Canada to have download speeds of 50 Mbit/s within the next 15 years.

Northwestel partnered with Wajax to design 2 versions of MTU Onsite Energy’s...
backup power systems. The 19 "short" version units will include only a generator set and the 4 "long" units will include a generator set with room for additional radio equipment to accommodate site conditions for each location. Additionally, Wajax's ERS (Engineered Repair Service) experts ensured each system is equipped with automatic load banks for easy engine maintenance and high-level controls for remote monitoring of the units. The units also include custom Arctic-grade enclosures to protect against the extreme temperatures in Northern Nunavut, and meet local sound requirements.

“The custom Arctic-grade enclosures are built with cutting-edge technology to combat the area’s extreme weather conditions and to ensure units will continue running during freezing weather and blizzards,” said André Charpentier, director of power generation sales in Eastern Canada at Wajax Power Systems.

Generator sets from MTU Onsite Energy are built for high efficiency, low fuel consumption and low emissions and can be found throughout Canada. The Nunavut systems went into service in November 2018.

Source: MTU Onsite Energy

BAUER MASCHINEN GROUP SELLS DIESEL HAMMER PRODUCT LINE

At the beginning of October 2018, the BAUER Maschinen Group decided to sell the diesel hammer product line and the associated brand name Pileco to Wang LLC, a subsidiary of Wuxi Xinren Universal Machinery Co., Ltd., a long-standing supplier and partner to Bauer.

“This profitable sale was a logical step,” says Christian Gress, member of the management board in the BAUER Maschinen GmbH, explaining that the sale was due both to market developments in the diesel hammer sector in the U.S. as well as to the fact that the product ultimately no longer suits Bauer’s overall portfolio.

Nevertheless, the subsidiary of BAUER Maschinen GmbH in Houston, Texas, with its 75 employees will remain under the leadership of Jochen Grundmann. It will operate under the new name BAUER Equipment America, Inc. and will continue to be an important base for the sale of Bauer’s entire range of specialist foundation engineering equipment in North America. Service and maintenance work will also be carried out at the 75,000 m² site in the Conroe Park West industrial park.

“We are convinced that, together with our colleagues in the U.S., we will be able to continue our business under the new name with increasing success,” emphasizes Mr. Gress.

Source: BAUER Group

ALLISON TRANSMISSION ANNOUNCES PARTNERSHIP WITH LHP TELEMATICS

Allison Transmission is collaborating with LHP Telematics, from Westfield, Indiana, a company specialized in creating custom white label telematics solutions focused on OEMs and dealer networks in the off-highway, on-highway, and agriculture markets. This collaboration will help improve remote support of 4- and 5-generation Allison transmissions.

“Partnering with LHP Telematics is the next step in our commitment to extend Allison’s growth in the connected ecosystem. More of Allison’s customers will receive remote access to critical information about their transmissions from sources they know and trust,” said John Coll, senior vice president, global marketing, sales and service at Allison Transmission.

“The Allison partnership further enhances our ability to offer custom CAN-enabled solutions to our OEM customers that have additional value propositions above and beyond standard telematics. The transmission is one of the most complex and expensive components on most equipment and this service can reduce costs and downtime at the OEM, dealer and end customer,” said Travis Jones,

SPG and Hydro Mobile Selected by Canmec-CRT for Customized Access Solution at Muskrat Falls

The Special Projects Group (SPG) and Hydro Mobile, 2 divisions of AGF Access Group, Inc., have been selected by Canmec-CRT – a joint-venture company between the Canmec Group and CRT Construction – to provide 9 custom-designed Hydro Mobile F-Series electrically-operated platforms, in addition to the 12 similar units purchased in 2014/2015 for the Muskrat Falls jobsite. The units will provide access to support the construction of the powerhouse upstream and downstream gate structures of the new $7.4 billion Muskrat Falls hydro generating project located on the Lower Churchill River in Labrador.

Canmec-CRT is involved in the construction activities of multiple parts of the facility including the concrete spillway, intake structures, trash rack, bulkhead and draft tubes. The new Hydro Mobile F-Series platforms have been custom-designed to be used for the construction activities. Special product features for the mast climbers included custom fixed and mobile extensions, custom bridges, semi-automatic greasing systems, oil heaters for extreme winter temperature conditions as well as safe zone detection to allow for safe access and work in confined areas.

According to the Muskrat Falls Project website, the North dam will be in excess of 400 m long with a maximum elevation of about 39.3 m, making it one of the largest roller compact concrete dams in Canada. Once in operation, the Muskrat Falls generating facility will be the second largest hydro plant in Atlantic Canada. This is the final major civil component required for the creation of the final Muskrat Falls reservoir.

Source: AGF Access Group
The Total Piling Solution: HMC’s comprehensive range of piling and foundation equipment includes excavator mounted sidegrip® vibratory driver/extractors, piling hammers and piling drills. Hercules Machinery offers not just piling equipment but a most efficient, fast, flexible, accurate and safe solution.
Chief Technology Officer of LHP Telematics. Allison is committed to powering the global connected vehicle ecosystem with telematics system providers, fleet management software providers and original equipment manufacturers (OEMs) to assist existing and new customers with connected capabilities. Support for additional vocations and global regions is planned.

Source: Allison Transmission

---

**ROTO LOC® Underreamer Technology**

Center Rock, Inc. is proud to announce the new and improved ROTO LOC® overburden drilling system for casing advancement. Redesigned and easier to use, the new CRI ROTO LOC is now offered in sizes from 127 mm to 91 cm (5.5” to 36”). With wings that lock in place ROTO LOC is able to drill straight, full diameter, holes through any rock formation.

The ROTO LOC eliminates the need for the expensive starter casing teeth or ring bits that are left in the hole using other casing advancement systems.

If drilling straight holes is important you, you will be amazed by the straightness of the holes in any rock formation such as limestone, karst and granite, eliminating bent or broken casings.

Easily retractable wings now feature a positive looking design that can be used to retrieve casings and are easily replaceable.

Source: Selix Equipment Inc.

---

**At a Distance**

Jakob offers another standard series and customer-specific solution for bridging large center distances: the EKHZ series based on elastomer couplings of the EKH series. It is designed mainly for applications with medium operating speeds.

It covers a torque range from 20 to 1600 Nm (15 to 1180 lb f ft) and allows maximum speeds of 3500 rpm at the minimum length of 50 cm. It is suitable for shaft diameters from 10 to 100 mm. Generally, the achievable maximum length of the EKHZ series is 3 m.

The EKHZ series makes it possible to reduce vibrations efficiently. The degree of vibration damping can be adjusted by the Shore hardness of the compensation elements. The plastic stars used have 2 advantages: even without the half-shell design, the couplings can be easily installed because they are pluggable. In addition, the plastic acts thermally and electrically insulating. Due to the properties of the material employed, these couplings can only be used up to 90°C, whereby the permissible transmission torque is reduced with increasing temperature.

Source: Jakob-Gruppe

---

**The Norwegian Rock Blasting Museum**

The Norwegian Rock Blasting Museum is an underground museum, co-located with The Norwegian Museum of Road History, near the Olympic City of Lillehammer in Norway. It was created 25 years ago by the main stakeholders of the industry, to recognize Norway’s close and extensive history with tunnels.

The Norwegian Rock Blasting Museum is an entertaining and informative journey through the history of Norwegian tunnelling and rock blasting, with a 240 m long semi-circular tunnel as the main attraction. The tunnel display equipment and tunnelling techniques dating from the beginnings of tunnelling all the way to modern computerized drilling and TBM boring. This is a unique museum, and possibly the only purpose-built “tunnelling museum” in the world.

Source: International Tunnelling and Underground Space Association
The Best Just Got Better!

Introducing The New Hercules...

H20

Easy to Use and Operate!

**Excavator** Mounted Impact Piling Hammer

Economical

Simple to Operate

Three Energy Settings to suit multiple pile driving requirements

4 Ft. Vertical Travel Leader

**Able** to drive load bearing pile to 197 tons

**Paired** with vibro to complete pile installation after reaching refusal on when bearing is required

**Drive** caps available for Sheet, H and Timber Pile

---

Hercules Machinery Corporation
Manufacturer and Supplier of Foundation Equipment

Call Toll Free // 800.348.1890

HMC-US.COM
Eaton recently announced the launch of its boom stability control technology, a new system that reduces hydraulic boom oscillation up to 75% and boom settling time up to 90%. The technology improves the performance, productivity and safety of boom-equipped machinery, such as concrete pump trucks, fire rescue vehicles, aerial work platforms, hydraulically-controlled cranes and agricultural sprayers, and enables active ride control for various construction equipment.

Enabled by a proprietary control algorithm and the Eaton CMA advanced mobile valve, the active damping technology uses the valve’s onboard sensing and independent metering capabilities to detect vibration and automatically stabilize the entire boom structure.

Benefits include: faster boom deployment and point-to-point movement, enhanced placement accuracy, a safer environment for those working from or around the boom, and overall increased productivity for faster project completion.

“Our boom stability technology delivers a whole new level of control, which we believe will be standard on next-generation boom-equipped platforms,” said Mike Rannow, engineering specialist, Hydraulics, Eaton. “In addition to performance and productivity gains, this technology has the potential to reduce labor costs, decrease component wear and maintenance downtime and enable the use of lighter, less costly boom structures.”

Eaton’s boom stability control is highly applicable for off-highway equipment such as wheel loaders, excavators, backhoes and telehandlers. Utilizing the same active damping technology, the algorithm can predict and smooth roading disturbances, which improves operator comfort, enables increased driving speeds and minimizes loss of material.

Boom stability control requires minimal hardware and wiring on the boom. It integrates with Eaton or original equipment sensors and controllers, maintains machine safety and manual override features and is fully configurable and tunable to the desired feel and performance.

Source: Eaton

Continental and JLG Sign Supply Agreement for Telehandlers

Technology company Continental and manufacturer of lift equipment JLG recently signed a supply agreement naming Continental the solid tire provider for JLG’s telehandlers for the next 5 years. During this period, Continental’s TeleMaster is given priority as the solid tire for all JLG telehandlers manufactured and sold.

The solid OTR tire was created in a joint development effort of Continental and JLG. Thanks to the proven Continental compound for solid tires, it comes with low rolling resistance reducing heat build-up. In addition, the tire offers a rugged tread to handle rough surfaces at worksites.

“The TeleMaster is a true win-win outcome of the collaboration with JLG,” says Pavel Prouza, head of sales and marketing, the Americas at Continental Commercial Specialty Tires. “Us at Continental were able to transfer and extend our sound knowledge of solid tire compounds from the industrial to the OTR tire segment, while providing JLG with a solution tailored to their individual needs.”

JLG was looking for a tire to suit its JLG and SkyTrak telehandlers. The company needed a hearty solid tire capable of heavy load bearing, traveling long distances and built with a rugged tread to handle the rough surfaces at worksites. After success with Continental’s SC20 tire, JLG and Continental worked to develop a custom tire with similar capabilities but equipped with a more rugged off the road tread pattern.

“We take pride in working with original equipment manufacturers to develop a tire for specific applications. Our expert engineers work closely with our customers throughout the development process,” explained Carly Shipley, key account manager for original equipment in North America.

The cooperation led to the development of the TeleMaster, specifically designed with high traction, high damage protection and an outstanding service life.

Source: Continental
M&T Expo 2018 Exceeds Expectations

The 10th International Trade Fair of Equipment for Construction and Mining, held last November in São Paulo, Brazil, exceeded expectations of exhibitors and visitors in terms of business transactions, visitor quality, as well as possibilities for networking and knowledge transfer. Focus topics were technologies which contribute to higher productivity, quality, efficiency and sustainability.

A total of 800 national and international brands from 19 countries gathered on 70,000 m² of exhibition space.

For Falk Senger, managing director of Messe München, the success of the first edition under the responsibility of Messe Muenchen do Brasil points out the right decision taken by the German company: investing in the Brazilian market of trade fairs for the construction and infrastructure areas.

“The trade fair marks the beginning of the long-term cooperation between Sobratema and Messe München, organizer of bauma, the most important trade fair for construction and mining equipment in the world. M&T Expo has a key role to play for the construction machinery segment in Latin America. This is underlined by the presence of numerous countries, among them the top nations with the largest number of visitors apart from Brazil are: Argentina, Bolivia, Chile, Paraguay and Peru,” he said.

According to Afonso Mamede, president of the Brazilian Association of Technology for Construction and Mining (Sobratema), M&T Expo is a protagonist with regard to the promotion of new technologies for the construction and mining market, but also a barometer of the mood of the entire production chain.

“Equipment manufacturers as well as components and services suppliers present a wide range of products at the trade fair so that the user knows what is new in the industry and, at the same time, has better conditions to negotiate the purchase of machines,” he said.

To provide a complete visitor experience, Messe Muenchen do Brazil created 3 new attractions at the fair.

At the Demonstration Arena, various newly launched machines were shown live by exhibitors such as BMC Hyundai, John Deere, Kaeser, Link-belt, Manitou, Paladin, Pramac, Rud, Rossetti, SEM, Socage, Weber MT and XCMG on 1200 m² of space.

The Content Arena was considered as the knowledge place of M&T Expo 2018. Visitors could attend 28 market presentations by experts of well-known consulting companies from Brazil and abroad – EY, KPMG, Porsche Consulting, Dal Pozzo Advogados, Instituto OPUS de Capacitação Profissional and VDMA –, plus technical speeches by manufacturers and suppliers of the production chain - Bomag Marini, Caterpillar, John Deere, Kaeser, Liebherr, Lots Group, Mapear com Drones, Moba do Brasil, Portal do Locador, SSAB, Terex and Trimble.

Finally, the Smart Construction Arena showed the latest trends in technology and innovation in the industry. Among the solutions to be presented were drones, automation systems, lubrication systems, electronics and Big Data, machine control solutions, 3D printing systems, safety solutions for load handling equipment and innovations for collaborative work.

More than 300 representatives from construction companies, mining companies, equipment manufacturers, rental companies, suppliers of parts, engines, undercarriage and components and service rendering companies attended the already established M&T Expo Summit. Eight events were promoted by renowned national institutions: Promotion of Investments and Competitiveness São Paulo Agency (Investe São Paulo), Brazilian Association of Concrete Blocks (BlocoBrasil), Brazilian Association of Manufacturers of Filters and their Automotive and Industrial Systems (Abrafilfros), Tools Rental Companies (Analoc), Brazilian Committee of Tunnels (CBT), Engineering Institute (IE) and National Syndicate of companies of Transports and Movement of Heavy and Exceptional Loads (Sindipesa).

The next edition of M&T Expo is scheduled for 2021, again at the São Paulo Expo Exhibition & Convention Center.

Source: Messe München
Wirtgen Slipform Pavers SP 15i and SP 25i: Leveraging Technology

A Kentucky concrete slipforming contractor has moved in a big way into curb, gutter and parapet construction by utilizing the advanced technology available to them.

Based in Richmond, Fox Enterprises now constructs offset curb, gutter and parking lot “island” placements using an on-site guidance system. The system permits automated placement of those items, including tight radii. Its fleet recently expanded to include a larger slipform paver that can do offset curb-and-gutter paving, but also inset pavement slab paving.

“We want to be the best there is, and for that we need to buy the best technology available,” said Ed Chenault, president, Fox Enterprises. “Automated control of the paver is the future. My daughter Samantha someday will take over the reins of the company, and I want to have the next generation of paving technology available to the next generation of management. I didn’t buy the new slipform pavers for a 5-year plan, I bought them for the long haul, the future of the company.” To this end Fox bought 2 Wirtgen SP 15i slipform pavers with exclusive AutoPilot control technology in 2012 and 2014, and followed up with the next-sized model, the SP 25i in late 2016.

“The bottom line is that with this technology, on many projects we can install curb at a lower cost than before,” said Mr. Chenault. “We’ve overcome the challenges that you get with any kind of new technology. Now that we know the machines’ capabilities, we are getting more efficient in their use. We’re developing more and more opportunities to put them to work, and are pursuing other contractors that are using similar technologies, because they understand the advantage of competitive pricing with higher technology.”

“The Wirtgen AutoPilot technology is really cool, and I use GPS daily,” said Samantha Chenault, vice president of the company. “If we can advance the technology with the kind of work that we are doing and keep up with the times, this is the best...
way to do it."

Quite often Fox Enterprises will serve as a subcontractor, which was the case when it was placing curbs, gutters and islands in a reconstructed parking lot for a major manufacturer outside Lexington, Kentucky. Ed Chenault was working on a stormwater improvement and parking lot expansion there.

"Using AutoPilot, we installed a large number of trench drains, and were placing curb and gutter to tie into the trench drains," he said.

To use AutoPilot, Fox has to select the right project and mate the AutoPilot to the project.

"We have more success with the tight radius for curbs using AutoPilot than we do with stringline," said Ed Chenault. "It depends on the general contractor we are following. The general contractor has to buy into the utilization of the technology. We have found that most of our contractors and customers welcome this technology with open arms, because they understand the need for better technology."

The Wirtgen AutoPilot is a pioneering 3D control system for use with the Wirtgen SP 15i and SP 25i slipform pavers. It is a user-friendly, cost-effective system for the construction of poured in-place concrete profiles, such as curbs or safety barriers, in offset application. The GPS based system guarantees high precision and maximum efficiency, regardless of whether straight profiles, highly complex curved profile paths, or even closed profile configurations need to be paved. The AutoPilot enables fully automatic, high quality paving at extremely small radii of merely 60 cm with great ease and without the use of stringlines. This entirely dispenses not only with the time-consuming work of surveying but also with the installation and removal of stringlines.

The Wirtgen AutoPilot also automatically negotiates any obstacles on the jobsite, such as manhole covers. The proprietary

The slipform paver owes its versatility to the highly flexible arrangement of the paving mould and track units. Offset moulds in a wide variety of profiles can be mounted either on the right or on the left side of the machine.

Wirtgen 3D control system gives construction companies a distinct competitive edge, for it pays off quickly and opens up new fields of application.

Establishing a digital terrain model is not required as programming of the profile path or profile configuration is completed on site. The system comprises a computer integrated in the machine as well as a control panel. Two GPS receivers, mounted on masts on the machine, communicate with an additional GPS reference station positioned on site. The machine control software is a proprietary Wirtgen development. The system is handled skillfully even by inexperienced personnel after only a short period of time. After positioning the total station and laser on the jobsite, the slipform paver is taken to the specified starting position and heading. Parameters are directly entered into the system via the rotary push-button and function keys at the clearly structured control screen. Menu navigation is self-explanatory, and graphics visualize the various profiles and profile configurations.

Programming the Wirtgen AutoPilot is a matter of mere minutes. In a first step, the machine operator selects a profile configuration at the control panel. Next he enters length, width and radius of the configuration to establish the steering path of the slipform paver. The starting point is determined in a third step, followed by machine level and elevation profile. In a final step, the machine operator determines the cross slope.

A laser sensor or sonic sensor mounted on the slipform paver scans the ground surface to ensure precise level control. The fully automatic paving operation commences. Previously programmed profile configurations can be saved and retrieved as required. The operator is in full control during the entire process. He can intervene in the automatic paving operation at any time if necessary, for example, to modify the machine’s level and angle of incline.

Source: WIRTGEN GmbH
The Euclid Chemical Company has launched a new adhesive anchoring solution, DURAL ICC GEL, which delivers market-leading temperature and creep resistance properties.

A robust and reliable adhesive anchor is vital to the construction industry, as among other things it ensures that threaded rods and rebar are firmly attached to the concrete and that concrete will bond effectively to concrete. Specifiers, contractors and developers can rest assured that DURAL ICC GEL will provide the strength and bonding necessary, as it has been widely tested and been found to consistently perform. The standards to which DURAL ICC GEL has been analyzed and approved include the International Code Council (ICC-ES Report 4255), NSF/ANSI Standard 61, as well as many state DOTs. DURAL ICC GEL is one of the most highly engineered and extensively tested 2-component, hybrid adhesive anchors available. This makes it an ideal choice for large-scale construction and infrastructure projects for a variety of reasons.

The creep resistance of DURAL ICC GEL is one of its key attributes. Creep is the tendency of a solid material to move slowly or deform under the influence of heat or applied loads. However, DURAL ICC GEL will avoid creep effects even when subjected to heavy loads and sustained temperatures of up to 80°C — far exceeding the majority of today’s adhesives.

When the minimum installation temperature and the maximum short term loading temperatures are taken into account, DURAL ICC GEL will consistently perform under varied conditions. The standards to which DURAL ICC GEL has been analyzed and approved include the International Code Council (ICC-ES Report 4255), NSF/ANSI Standard 61, as well as many state DOTs. DURAL ICC GEL is one of the most highly engineered and extensively tested 2-component, hybrid adhesive anchors available. This makes it an ideal choice for large-scale construction and infrastructure projects for a variety of reasons.

The creep resistance of DURAL ICC GEL is one of its key attributes. Creep is the tendency of a solid material to move slowly or deform under the influence of heat or applied loads. However, DURAL ICC GEL will avoid creep effects even when subjected to heavy loads and sustained temperatures of up to 80°C — far exceeding the majority of today’s adhesives.

When the minimum installation temperature and the maximum short term loading temperatures are taken into account, DURAL ICC GEL will consistently perform under varied conditions.

GOMACO’s Xtreme GT-3600 Curb and Gutter Machine on Display at World of Concrete for the First Time Ever

GOMACO’s new Xtreme GT-3600 curb and gutter machine will be displayed for the first time in GOMACO’s booth at World of Concrete, to be held in Las Vegas, Nevada, January 22-25, 2019. The GT-3600 was the first 3-track machine to slipform a 610 mm radius, and now, with the Xtreme package on board, tight radius paving is easier and more efficient than ever before. The Xtreme package adds G+® radius software with slew drives, sensored hydraulics, and intelligence to the GOMACO GT-3600.

Xtreme steering and ultimate intelligence has been added to each of the GT-3600’s 3 tracks and includes rotary-sensored slew drives, sensored All-Track Steering and All-Track Positioning, and smart hydraulic cylinders. The Xtreme GT-3600’s tracks can now rotate further than ever before. The smart cylinders allow the G+ control system to know the exact position of all 3 tracks so it can make steering adjustments as needed. It is the ultimate in finite and accurate machine control.

As the Xtreme GT-3600 approaches the radius, with the values already dialed in, the operator activates the radius program, and the machine slipforms around the radius. It is that easy for any operator to pour a curb and gutter radius. The individual track speed control provides smooth machine travel around the radius. The G+ control system also easily interfaces with any of the major 3D guidance systems for the same smooth control.

A smart hydraulic cylinder is also utilized for Intelligent offset when telescoping and sideshifting the mold mounting system. The smart cylinders provide G+ the ability of repeatable mold offset. The trimmer head and mold also have independent vertical adjustments for raising and lowering to work around jobsite challenges.

The Xtreme GT-3600 is equipped with the latest engine technology. Along with Tier 4 is a new optimized cooling package with a hydraulic fan controlled by G+. G+ adapts the cooling needs to individual jobsite conditions for a quiet and efficient operation. Fuel efficiency has also been optimized and combined with an increased fuel capacity for an uninterrupted day of paving. The Xtreme GT-3600 is also available with GOMACO Remote Diagnostics (GRD) for machine troubleshooting, diagnostic reviews, software updates, and more.
RAL ICC GEL has the widest approved use range of any adhesive anchoring solution on the market. It will maintain its anchoring abilities at both ends of the temperature range much better than alternative materials, with a range that goes as low as -15°C and as high as 150°C.

This temperature resistance not only makes DURAL ICC GEL very robust but it provides the contractor with much needed versatility when working onsite, as only one product needs to be stocked to cover the whole range of application temperatures and there is no risk of using the wrong product at the wrong temperature.

This versatility is exemplified by the fact that DURAL ICC GEL will consistently perform, even in extreme work conditions such as dry, wet and water filled concrete or when being applied into drilled holes that are underwater. This combination of resistance and application properties ensures rapid bolt-up times and high productivity all year-round regardless of onsite circumstances.

The curing time of an adhesive anchoring system is a vitally important factor, as no load should be placed on the concrete or bolt in question until it has finished curing. With a curing time of only 45 minutes, DURAL ICC GEL allows the project to quickly move on to the next stage instead of having to wait around for the adhesive to be ready.

The Euclid Chemical Company’s new product can be used across all areas of a building, including vertical down, horizontal, upwardly inclined and overhead installations. The ability of DURAL ICC GEL to resist static, wind and earthquake loading from both tension and shear loads means that it will be up to the task at hand, even in the most demanding of environments.

Source: The Euclid Chemical Company

The GT-3600 will be just one of the GOMACO curb and gutter machines featuring Xtreme technology on display at World of Concrete 2019. The Xtreme Commander will be displayed slipforming a tight radius curb and gutter application, while the 3300 will be set up as a right-side pour curb and gutter machine. The GT-3200 is now equipped with G+ controls and a rotary sensored slew drive on its front track for maximum turning capabilities and accuracy while slipforming with a compact curb and gutter machine. It will be shown for the first time at World of Concrete. GOMACO’s smallest curb machine, the Curb Cadet, will also be featured at World of Concrete. Concrete slipform placing and paving will be highlighted with the GOMACO RTP-500 rubber-tracked placer and the GP3 intelligent slipform paver. Rounding out GOMACO’s display will be a C-450 cylinder finisher for bridge deck and flat slab applications.

Source: GOMACO Corporation

Aggregate Equipment New GOMACO Distributor for the Atlantic Provinces

GOMACO Corporation recently appointed Aggregate Equipment as the authorized GOMACO distributor for the Atlantic provinces. They will provide sales and service for GOMACO’s full line of concrete construction products.

“Aggregate Equipment is owned and operated by local Atlantic Canadians who understand the construction business, as well as the needs of their customer base,” said Kent Godber- sen, vice president of Worldwide Sales and Marketing, GOMACO Corporation. “Their facilities are centrally located in the territory they cover with the ability to sell and service our full line of GOMACO concrete paving equipment. We welcome them to our worldwide distributor network.”

Source: GOMACO Corporation

McCloskey Dealer Open Day Event

McCloskey held its first multi-spread demonstration event, at King Bros. Quarry in Co. Armagh, Northern Ireland in November, highlighting the power of the equipment working together. The demonstrations were an integral part of events tailored to familiarize both new and established dealers with the versatility and productivity of McCloskey’s latest products.

More than 70 attendees enjoyed guided tours to inspect and watch the spreads at work and have the opportunity for questions and answers with McCloskey experts. The event also featured factory tours of the Granville and Killyman facilities, and a Dealer Forum at Clonoe over the 2-day event.

Over 27 McCloskey dealerships attended the event representing 21 countries where McCloskey equipment is sold.

Source: McCloskey International
Road Dryer RD-1200XT Safely Dries Pavement for Paving or Surface Treatments

The RD-1200XT pavement-drying unit from Road Dryer, LLC, quickly dries asphalt and concrete pavement, allowing crews to pave or apply surface treatments or striping after just one pass. The unit, which blows heated air up to 300°F directly downward through multiple nozzles, eliminates the risk of “flying objects,” and allows traffic to flow in nearby lanes – reducing congestion caused by traffic restrictions. Available as a simple-to-operate trailer- or truck-mounted unit, the RD-1200XT can be adjusted for 2.4 m to 3.7 m drying widths. Because it dries pavement on demand, it provides flexibility for contractors and government agencies to meet timetables by minimizing delays from weather- and project-related wet conditions.

Traditional attempts at drying pavement for construction or maintenance work have typically involved the use of jet engine dryers, infrared heat, or portable blowers, combined with brooms and manual squeegees. Each of these methods has its own limitations and safety concerns, including the use of jet fuel, noise, melting pavement, danger from thrown rocks or other objects, and slow results. Because of this, traffic is often fully restricted from traveling on roads or runways where drying work is taking place. The Road Dryer eliminates all of these issues, as it swiftly and safely dries the pavement. The RD-1200XT preconditions the incoming air to remove moisture prior to heating.
and directing the heated air to the road, allowing faster drying time. The unit will not harm asphalt, as the flow of drying air does not exceed 150°C.

Weather is not the only cause of wet pavement. Milling processes also use water to cool grinder teeth, leaving the road surface wet and unsuitable for paving until dry. The Road Dryer can follow behind a milling machine and immediately dry the pavement for resurfacing. Because the pavement is typically ready for paving or surfacing within an hour, it allows for increased throughput by several road miles per shift. For striping operations, hydro-blasting leaves the road surface wet, and it must be dried before new paint may be sprayed. With a Road Dryer RD-1200 following the hydro-blower to dry the surface, a paint sprayer may be run immediately behind the Road Dryer unit, to paint or repaint lines.

Source: Road Dryer, LLC

The new Steqcan Chain Bucket offers continual movement through its row of heavy-duty chains that releases soil and materials when dumping and prevents residue build-up inside the bucket.

“With traditional buckets, dirt and materials will often begin to clump and stick to the bottom and backwall of the bucket, requiring regular cleaning throughout the day,” explains John Stoop, designer. “Our chain design offers continual movement and release of soil that prevents this build-up from occurring – keeping the bucket clean, and the operator in the cab. Material fallout is very minimal, in most cases even gravel can be loaded.”

By eliminating this build-up, users will reduce the cleaning out the bucket and the resulting down-time. The bucket is made using heavy-duty Hardox components and is available in 0.6 m to 2.4 m widths for machine classes of 7 to 40 t.

The Steqcan Chain Bucket for excavator and backhoes is now available for sale across Canada, with positive feedback from customers who have already put the Chain Bucket to use at their construction-based businesses.

Source: Steqcan Inc.
Epiroc has increased the versatility of its hydraulic attachment tools portfolio with 3 new ranges: ERC transverse drum cutters with integrated hydraulic rotation, ER-L axial drum cutters, and ADU auger drive units based on Erkat drum cutter technology. With models suitable for carriers in most weight classes, these attachments deliver high reliability and productivity for a wide range of excavation and demolition tasks.

The ER range of transverse drum cutters replaces Epiroc’s well-known DC drum cutter range. Now covering carriers up to 125 t, the range features more models, options and a larger variety of cutting heads.

ER drum cutters are an efficient choice for rock or concrete wall and surface profiling, trenching, soft rock and frozen soil excavation, and demolition. They can also be used up to 30 m underwater without additional installation or modification.

While the ER models have a mechanical 360° rotatable bracket with central fixing bolt for positioning of the drum cutter, the new ERC models feature integrated hydraulic rotation which allows even higher accuracy and productivity in challenging applications.

Common to both ER and ERC drum cutters are an adaptable high torque gear motor, which gives high efficiency with long motor lifetime, and a high load resistant output shaft bearing system with lubrication-free slide ring seal system. Robust spur gears allow optimum energy transmission and reliability and the rugged housings are enhanced by HARDOX wear protection for operation in the toughest working environments.

A wide range of cutting heads for various applications is available for ER and ERC models. The QuickSnap retaining system enables fast, simple pick changing, and pick sleeves are replaceable.

The new ER-L axial or longitudinal drum cutters are designed for narrow trenching, pile head removal and gutter cleaning.

Epiroc Expands Hydraulic Attachment Tools Portfolio

Environmental sustainability is one of the most important challenges that the powertrain industry must tackle. With the aspiration to achieve air quality improvement and reduce the impact of heavy-duty vehicles on climate change, FPT Industrial showcased its Cursor 13 NG EVO Prototype during its Tech Day 2018 event.

The brand is a leader in the segment, with more than 40,000 natural gas (NG) engines sold worldwide in the last 20 years. Taking advantage of its experience, FPT Industrial started the Cursor 13 NG EVO R&D project with the aim to develop a highly innovative direct injection system for the next generation of heavy-duty NG engines. It is a user-friendly 100% mono-fuel engine, not requiring diesel nor urea refill systems. Moreover, it adopts a simple after-treatment, a 3-way catalyst without DPF, SCR and EGR.

The new positive ignition NG engine can improve brake thermal efficiency, increase torque and rated power, and reduce greenhouse gas emissions, have all improved by 10% when compared to the NG baseline engine.

The Cursor 13 NG EVO concept integrates different components to achieve these results and is supported by state-of-the-art simulation tools for hardware selection and optimization, as well as a single cylinder engine for testing and calibration.

FPT Industrial is also presenting its complete NG lineup for on-road applications. Today, the Brand has an engine portfolio that ranges from 3.0 to 12.9 l of displacement and power from 100 to 338 kW (134 to 453 hp), covering light and medium commercial vehicles, buses and trucks.

Natural Gas is the most sustainable solution that is immediately viable and cost-effective. Gas engines have a competitive total cost of ownership and low pump cost, while also delivering all the advantages of traditional thermal engines, including reliability.

Natural Gas can also lead the industry to a green future, since methane can be generated as a renewable fuel by recycling organic waste, reducing CO\textsubscript{2} emissions nearly to zero.

Also, for more flexibility, each engine from the FPT Industrial NG portfolio can run on CNG (Compressed Natural Gas) and LNG (Liquefied Natural Gas), starting from “methane number” 70, as well as biomethane.

Source: FPT Industrial
They are equipped with an adaptable high torque radial piston motor and a lubrication-free bearing system, all protected by a robust housing. As with the other drum cutter models, a large variety of cutting heads is available for various applications and on the ER-L models the cutter head can be replaced by an auger for soft rock drilling.

Epiroc’s compact new auger drive units are suitable for challenging soil and soft rock drilling applications. The attachments are equipped with a high torque radial piston motor and a lubrication-free bearing system. A variety of augers is available for different applications and quick auger exchange allows maximum on-site flexibility.

The Epiroc range of hydraulic drum cutter attachment tools was originally designed by Erkat Spezialmaschinen & Service GmbH, which was acquired by Atlas Copco in 2017, and the attachments thus incorporate Erkat technology. They are now easily recognizable as Epiroc products due to the distinctive grey label on the equipment.

Source: Epiroc Hydraulic Attachment Tools
DEUTZ Corporation hosted its annual distributor meeting at the Secrets Royal Beach resort in Punta Cana, Dominican Republic during the week of November 12, 2018. At this important function, DEUTZ staff and distributor personnel had the opportunity to exchange open dialogue, learn about new products in the pipeline and share perspectives on the year ahead. DEUTZ also took advantage of the meeting to recognize its top-performing distributors in various categories.

“We look forward to this event every year,” said Robert Mann, president and CEO of DEUTZ Americas. “We work closely with our distributors day in and day out, but having this time together in a fun, casual setting gives us the opportunity to really communicate. And, we’re also able to celebrate those distributors who have truly gone above and beyond, setting the pace for even greater success in 2019.”

At the meeting, DEUTZ recognized distributors for their achievements in the following categories:

**DEUTZ Service Team of the Year Award:** McDonald Equipment of Willoughby, Ohio and Portland, Michigan. While other distributors also scored high in the service category, McDonald Equipment excels in service in an important region, keeping DEUTZ in high favor among contractor and rental customers alike.

**DEUTZ Parts Team of the Year Award:** MarIndustrial, distributor for Quebec and Ontario, and DAC Industrial Engines, distributor for the Atlantic provinces. MarIndustrial’s Xchange remanufactured engine sales were up an impressive 40% from the previous year, and the distributor is also developing a program to stock Xchange engines for rental companies. MarIndustrial/DAC Industrial Engines utilized DEUTZ stock order programs to ensure timely parts delivery to keep its customers as productive as possible. The distributor continues to grow profit margins and market share while expanding into Ontario and pursuing new opportunities in engine and parts sales.

**DEUTZ Sales Team of the Year Award:** Stewart & Stevenson, locations throughout the U.S. Stewart & Stevenson have taken advantage of a rebounding oil and gas market, and they have also developed carry-over installations as the Transition Program for Equipment Manufacturers (TPEM) winds down. This program allows equipment manufacturers to delay installing engines that conform with current Tier 4 standards for up to 7 years if they comply with certain production limitations and requirements.

**DEUTZ Engineering Team of the Year:** MarIndustrial, distributor for Quebec and Ontario.
Ontario, and DAC Industrial Engines, distributor for the Atlantic provinces. Throughout 2018, MarIndustrial/DAC’s engineering team has been busy developing and validating the highest number of direct OEM customer applications. In fact, MarIndustrial already has 3 OEM customer applications in process for 2019.

**DEUTZ Distributor of the Year:** MarIndustrial, distributor for Quebec and Ontario, and DAC Industrial Engines, distributor for the Atlantic provinces. Recognized in multiple other categories, MarIndustrial/DAC continued to set new standards for distributor performance in 2018, representing DEUTZ with distinction even after taking on additional sales territories. With a new and additional facility in operation during 2018, they have kept their targets in focus and scored well in every area of measurement.

“We’re extremely pleased with our distributors and their efforts over the past year,” said Robert Mann. “At DEUTZ, we believe in partnering with like-minded organizations that share our vision of ingenuity and industry-leading customer support. We couldn’t accomplish our goals without the help of our distributors and all their employees, and we look forward to even greater achievements in 2019.”

For more than 150 years, DEUTZ engines have supplied customized, cost-effective power to a broad array of machine types and market segments. The 9-millionth DEUTZ engine was produced in 2015. DEUTZ Corporation, a subsidiary of DEUTZ AG, supports its product range of 25- to 830-hp diesel and natural gas engines. The company is committed to providing optimized power solutions from the drawing board to prototype to production release.

Source: DEUTZ Corporation

---

**Kenworth Introduces T880S Twin Steer**

Kenworth is adding a factory installed twin steer configuration to its T880S vocational model. The Kenworth T880S Twin Steer features a set-forward front axle with a 155 cm axle spread to maximize payload.

The Kenworth T880S Twin Steer offers a very short 290 cm BBC. This allows larger bodies to be installed farther forward and closer to the cab.

“Kenworth continues to expand the excellent diversity of the T880 platform. The T880S Twin Steer is the next step in that evolution,” said Kurt Swihart, Kenworth marketing director.

The 155 cm axle spread enables customers in the provinces of Alberta and British Columbia to get a factory built T880S Twin Steer that meets Western Canadian tandem axle requirements, specifically for ready-mix application. It also means that the Kenworth T880S chassis can be upfitted much faster, saving between 3 and 6 weeks in delivery times to the body builder versus alternative options.

“We strive to enhance productivity for our customers whenever we can. Kenworth has a long history of building factory twin steers, including the 183 cm axle spread available on our set-back axle T800 and C500 models,” added Mr. Swihart.

The Kenworth T880S Twin Steer’s front axles are rated at 18,143 kg. The front end components, including axles, springs, and steering gears are shared with non-twin steer T880S. The front suspension is “equalized” between the front and rear steer axles for greater driver comfort and payload distribution.

The T880S offers the PACCAR MX-11 and PACCAR MX-13 engines up to 510 hp with torque up to 1,850 lb/ft. An Allison automatic transmission is available when ordered with PACCAR wide or standard track front axles.

Source: Kenworth Truck Company
Hatz Presented Its Modular New Silent Pack for the H-series Engines at Eima

Motorenfabrik Hatz presented the New Silent Pack for the H-series of 3 and 4-cylinder engines for the first time at Eima – International Exposition of Machinery for Agriculture and Gardening, held in Bologna, Italy, last November.

The plug-and-play solution combines sound insulation of more than 60% with protection against contact, rain, dirt or vandalism. It is based on open power unit (OPU) engines and can therefore be ordered as complete and ready-to-install variants ex works. The New Silent Pack can also be used to retrofit existing machines.

The New Silent Pack has a modular structure and is suitable for 3H50TI, 3H50TIC, 3H50TICD, 4H50TI, 4H50TIC, 4H50TICD engines. Thanks to the universal design, it is very easy for machine manufacturers to include the New Silent Pack in the machine structure or to equip the machines with different engines with the same encapsulation. Virtually all parts are identical for all H-series engine variations.

A suitable cover for the diesel particulate filter (DPF) is available for the EU Stage V-compliant Hatz TICD models. The maintenance hoods are adapted to the dimensions of the 3- and 4-cylinder engines.

The New Hatz Silent Pack has been redesigned from the ground up and offers significant benefits to both machine manufacturers and operating companies. The low weight of less than 100 kg supports in particular manufacturers who need to keep their machines as light as possible. Hatz also attached great importance to the dimensions. During development, the encapsulation dimensions were reduced by more than 10% compared to the predecessor.

In addition, Hatz has assured the greatest possible ease of maintenance with the New Silent Pack. The maintenance opening can be quickly and easily removed and provides easy access to the operating side and top side. This makes all maintenance points such as oil filter, oil dipstick, oil filler neck or main fuel filter easily accessible.

Source: Motorenfabrik Hatz GmbH & Co. KG
The KOHLER 5400 Series was showcased at the 23rd edition of GaLaBau – the leading international trade fair for urban green and open spaces – held in Hanover, Germany, last September. Designed to bring easy starting and quiet, smooth operation to lawn tractor applications, the new single-cylinder engine line includes models between 17 and 19.5 hp.

Key features encompass a new Triple-Balance System™, which was specially designed to significantly reduce vibration, as well as Kohler’s Smart-Choke Technology™, which allows users to Just Turn-the-Key and Go™ without having to prime or choke the engine.

In addition to Kohler’s new Triple-Balance System and Smart-Choke Technology, the 5400 Series incorporates the company’s Consistent-Cut Technology™, which helps to maintain engine speed in tough conditions for a cleaner turf cut. An inverted oil filter allows for dripless oil changes, while ergonomic quarter-turn knobs provide easy access to the air filter for quick, tool-free replacement. Each model within the new 5400 Series is also backed by Kohler’s comprehensive 3-year warranty.

“The 5400 Series replaces the KOHLER Courage® single-cylinder engine line – which is being retired – and represents our next-generation of technology in this engine class,” said Brett Wegner, product manager for Kohler Engines. “We believe this line will be an appealing new option for today’s technology-driven lawn tractor users. But, it also represents an opportunity for outdoor power equipment dealers who have been seeking a new engine in this horsepower range designed from the ground up around the needs of their customers.”

Source: Kohler Engines
Compact In-Cab Inclinometer Reduces the Risk of Accidents During Tipping

JOST has introduced a new range of Edbro inclinometers which will bring improved levels of safety to tipping operations. The inclinometer constantly monitors the angle of the rear end of the tipper and stops its operation if a dangerous angle is being approached.

The tipping angle is measured constantly while a simple in-cab control unit allows the driver to monitor the operation. The unit also highlights when the truck may be on an uneven or inclined surface, which could compromise the safety of tipping operations. The provision of accurate information takes the pressure off the driver, who can make informed decisions about tipping based on real data.

An automatic lock-out function can be installed on the tipping mechanism to prevent actuation beyond identified danger points. This obliges the driver to lower the body and reposition the vehicle onto more even ground before recommencing tipping.

Edbro sets this safety angle at 3°, just below the point of instability for some tippers. However a manager’s key is also provided, so that this can be adjusted in conjunction with advice from the trailer builder.

Highly cost effective and significantly more compact than pervious designs, the control unit provides a clear, high visibility LED display. The unit measures 106 mm x 67 mm x 22 mm, so it fits unobtrusively into most cabs. Its IP52 environmental protection rating means it is dust and splash proof hence able to withstand the rigors of life in a truck cab. The inclinometer has a measuring range from 0° to 9.9°, while its accuracy and repeatability are both 0.1°. The sensor unit measures 116 mm x 55 mm x 25 mm and, along with its connectors, is IP69K rated, meaning it is protected against the harshest environmental conditions, bad weather and high pressure washdowns.

It can run on either a 12 V or 24 V current and is supplied as a full kit including the display unit with mounting bracket, the sensor unit, a cut-off valve, power/valve cable, sensor cable, trailer cable, fuse, manager’s key, all the required fastenings and even multi-language fitting instructions.

“Images of trucks that have rolled over because they have become unstable due to an excessive tipping angle are absolutely haunting,” says Peter Smith, sales director for JOST UK Ltd. “By providing accurate information and pre-emptive warnings our new inclinometer eliminates the need for the driver/operator to rely on guesswork. As such it will be a significant contribution to tipper safety and efficient operation. It should prove popular with both installers and drivers because it is more compact, easier to fit and simpler to use than many alternative solutions.”

Source: JOST UK Ltd.

Potential Use of Plastic Wastes for Low Thermal Conductivity Concrete


The use of plastics has increased over the years, thus resulting in a large volume of plastic waste being generated and accumulated in the environment. Due to its non-biodegradability and persistence, recycling processes have become one of the sustainable solutions for preventing environmental deterioration.

Plastic wastes, including high density polyethylene (HDPE), low density polyethylene (LDPE), polypropylene (PP), and polyethylene terephthalate (PET), were collected from industrial sector and used as additional ingredients to improve concrete properties. Prior to concrete processing, an increase in wettability of plastic fibers using nonionic surfactant, Dehydol LS-12, was investigated.

At the optimal concentration of 10 times of the critical micelle concentration (CMC), an interfacial tension and a contact angle were reduced to 31–32 mN/m and 65°–68°, respectively. Properties of concrete were determined and compared to those of the mortar samples.

Porosity was found to increase with higher volume fraction of plastic fibers, whereas decreases in workability, bulk density, thermal conductivity, splitting tensile strength, and compressive strength were encountered. The lowest thermal conductivity was recorded for concrete samples prepared with 30% by volume of LDPE fibers, and the rest in descending order were HDPE, PP, and PET, respectively. Furthermore, the maximal inclusions of plastic fibers were 5% for HDPE and LDPE, 10% for PP, and 50% for PET so as to satisfy the precast concrete wall requirements.

Clear Snow Off Tractor-Trailers and Step Decks Safely with TrucBrush®

The patented attachment to clear accumulated snow from truck, trailer and bus rooftops called TrucBrush® is also now available for flatbed and low step deck snow clearing. TrucBrush is fast clearing snow and icy debris from all different heights of large vehicles in under a minute. Designed for optimal clearing, the polypropylene-bristled attachment quickly connects to, and is powered by, a front-end loader. The mobile method allows snow service vendors and fleet maintenance personnel to quickly, effectively and safely clear snow off multi-heighted vehicles prior to transit.

“We are proud to offer TrucBrush through our dealer distribution channel in Canada,” said TrucBrush Corporation vice president Debora Babin Katz. “TrucBrush is able to handle such a multitude of fleet heights and the all-polypropylene bristles provides outstanding performance, including on non-flat surfaces,” she said.

“We have eliminated the need for any employee or snow service contractor to be on or near the tops of trailers, buses, intermodal containers and now flatbeds and step-decks which are as slick and dangerous to manually clear snow from,” she added.

In 2016, TrucBrush Corporation was recognized for its innovative attachment by the New England Business Association and the Snow & Ice Management Association (SIMA) for outstanding innovation, support and customer service. TrucBrush® represents an opportunity for snow service contractors to expand their businesses.

“TrucBrush is really the first device that is easily outsourced to a facility’s snow service contractor,” said David Kane of Caruso Companies. “It is easy to operate, incredibly mobile, quick, effective and you can easily interchange it for a snow pusher or bucket,” he said.

Source: TrucBrush Corporation
Versatility of High Lift Wheel Dolly Boosts Safety and Performance in Vehicle Maintenance Shops

Confronted with growing requirements for added safety and performance in heavy-duty vehicle maintenance facilities, one relatively low tech solution is emerging as a key player. The high lift wheel dolly is enhancing ergonomics and versatility on the shop floor.

“First and foremost, wheel dollies are used for removal and installation of single and dual wheels on raised buses and trucks,” noted Peter Bowers, technical sales support manager at Stertil-Koni. “Secondly, Stertil-Koni’s popular WDA-500 model high lift wheel dolly has a telescopic crane arm option that turns this model into a universal lifting tool.”

The crane arm offers efficiency and stable ergonomics when lifting disc brakes, brake drums, fuel tanks, tool boxes, calipers and many other heavy parts. Moreover, when it comes to lifting big wheels, the WDA-500 model is more than up to the challenge, with a capacity of 500 kg. That comes in handy when a technician is removing large wheels that can often weigh up to 225 kg each. The crane arm on the WDA-500, which is fitted with a 360° pivoting hook for greater range and flexibility, easily swivels aside to allow wheel removal operations to be completed without straining the technician.

“As with all Stertil-Koni high lift wheel dolly models, it dramatically lowers the occurrence of back injuries and abdominal strain because work can be completed at an altitude which is higher than floor level and in line with a technician working in a full standing position,” added Mr. Bowers.

The very popular WDA-500 can accommodate wheel sizes from 27 cm to 130 cm. The dolly stands 1.2 m high with a width of 1.15 m and length of 85 cm. It weighs 100 kg. Lifting height is 72 cm. The high lift wheel dolly can also be used with Mobile Column Lifts, platform, and inground lifts.

Source: Stertil-Koni

New Portable Chassis Dynamometer

Dyne Systems (a division of Taylor Dynamometer) recently announced the launch of its new, portable, AC Chassis Dynamometer, the TD-24-AC-T. This fully-contained, mobile system is specifically designed for testing over-the-highway trucks. The AC dynamometer is unique, in that, it provides both power-absorbing as well as motoring integrated into the trailer. The motoring function provides downhill simulation.

The TD-24-AC-T has chassis rolls with an axle weight rating of 9,072 kg per axle and a maximum speed rating of 121 km/h. It is road-legal in the U.S., Canada and Mexico and the system can endure extreme temperatures and ambient weather conditions. The portable chassis dyno offers the ability to set up and test anywhere including at altitudes of 3,048 m. Assembly is quick and easy, allowing users to begin testing in less than 60 minutes.

“As our OEM customers experience more stringent emissions regulations, the TD-24-AC-T allows them the opportunity to perform environmental testing under real-world conditions,” said Jeff Brown of Taylor Dynamometer. “This provides OEMs an economical alternative to their sophisticated, in-house, testing facilities.”

“This is a great example of what the combined strengths of Taylor Dynamometer and Dyne Systems can deliver to customers,” said Larry Golding of Taylor Dynamometer. “We’ve combined the expertise of AC dynamometers and controls that Dyne Systems brings to our organization, along with Taylor’s heavy-duty chassis dynamometer experience and combined it into a single product. This is not the first time that this merger has been beneficial to the combined companies, but it is an extremely visible and exciting one.”

Source: Dyne Systems

Looking for a supplier’s website? Start your search on www.infrastructures.com

Most Capable, Most Advanced Silverado Heavy Duty Ever to Debut in February 2019

When the 2020 Silverado HD debuts in February 2019 it will be the most capable and most advanced Silverado HD ever.

“We know the needs and priorities of heavy-duty customers are different than those of either light-duty or medium-duty customers,” said Jaclyn McQuaid, chief engineer, Silverado HD. “As such, we built a heavy-duty truck tailor-made for them that has more differentiation than ever before from light-duty models, offers advanced towing technologies to improve towing confidence and includes new features such as the integrated Bedstep, which makes it easier to access the bed while pulling a fifth-wheel trailer.”

Built at the Flint Assembly plant in Flint, Michigan, the new Silverado HD’s design has a bold, sculpted form that follows its enhanced heavy-duty function, differentiating it from the light-duty Silverado. In fact, the 2020 Silverado HD exterior shares only the roof with its Silverado 1500 stablemate – every other piece of sheet metal is exclusive to Silverado HD.

“We set out to make a statement with the 2020 Silverado HD and wanted to visually capture the power and capability of the truck,” said Brian Izard, lead exterior designer for Silverado HD. “The result is a truck that looks like a piece of heavy machinery with modern, chiseled finishes and customer-focused details.”

The interior benefits from similar architectural changes made to the all-new Silverado 1500, including an additional 76 mm of legroom on crew cab models and a taller, more comfortable seating position.

Under the 2020 Silverado HD’s hood is a choice of 2 new powertrains: an all-new gasoline engine with direct injection mated to a 6-speed transmission, or the Duramax Turbo-Diesel V-8, which delivers 1,234 Nm (910 lb/ft) of torque through an all-new Allison 10-speed transmission.

The 2020 Silverado HD also will offer all-new customer-focused trailering technology, significant increases in towing and payload capabilities and a host of technologies and features designed specifically for heavy-duty truck customers.

Chevrolet Canada has proven success with the industry’s first 3-truck strategy and that momentum is expected to continue with the launches of the new Colorado ZR2 Bison, the all-new Silverado 1500 and now the all-new Silverado HD models.

Source: Chevrolet Canada
**Appointments**

Baier + Köppel GmbH recently announced the appointment of Aykut (Ike) Ozdemir as president, Beka-Lube Products Inc. Mr. Ozdemir succeeds Sven Pitman, who has returned to the firm’s head office in Pegnitz, Germany, to assume leadership of BEKA’s products and services in the mining sector worldwide.

Aykut Ozdemir joined the BEKA organization in 2002 as an application engineer and recently relocated his family to Canada from Turkey, where he served as managing director. His inclusive approach to the Canadian market along with extensive background in engineering and design for industrial and mill applications has brought a renewed sense of excitement and synergy.

Mr. Ozdemir’s appointment coincides with Beka-Lube Product Inc.’s opening of a new, expanded location in Mississauga, Ontario. The larger facility provides for increased parts inventory and for added capacity in its assembly operations.

Source: Beka-Lube Products Inc.

Giatec Scientific Inc.'s board of directors recently announced that Paul Loucks has accepted the role as new CEO. Current co-founders, CEO Aali R. Alizadeh and president Pouria Ghods, will now oversee research and product development activities, building upon the company’s success to date. Giatec’s revolutionary concrete testing solutions have now been used in over 3,000 projects across 80 countries.

Mr. Loucks was formerly CEO of Halogen, a market leader of talent management software solutions. Paul Loucks was recognized by the Ottawa Business Awards in 2013 as CEO of the Year. Since departing Halogen in 2015, he has been coaching CEOs across the country on their corporate strategies.

Giatec is revolutionizing the construction industry by bringing smart concrete testing technologies and real-time data collection to the forefront of every jobsite. The company has a full range of hardware and software products which analyzes data during the design, production, delivery, placement, service, and life cycle of concrete structures. The company’s Internet of Things (IoT) sensor, SmartRock™, was the world’s first wire-free concrete sensor which measures concrete temperature and strength in real-time.

“Giatec is now a serious contender on the world stage for construction technology solutions,” says Ron Tomlinson, CEO of Tomlinson Group and Smart Concrete™ partner. “At Tomlinson, we are committed to building communities that are based on innovative, smart, and sustainable infrastructure, and Giatec is helping us achieve that goal.”

Source: Giatec Scientific Inc.

Kolberg Pioneer, Inc., Johnson Crushers International, Inc. and Astec Mobile Screens, Inc. are pleased to announce the promotion of Darren Kirby to North America sales director – East.

In his new position, Mr. Kirby will be responsible for directing, administering and coordinating all domestic field sales operations for the eastern region. In his new role, he will report to the vice president, sales & marketing to establish and attain annual sales goals for his respective region.

Darren Kirby has been employed at KPI-JCI and Astec Mobile Screens since 2007, his most recent position being regional sales manager – Southeast.

“With over 20 years of experience working in the aggregate industry, Darren’s unique background, having worked with producers as well as manufacturers, will allow us to better understand and meet the needs of our customers,” said Ron Earl, vice president, sales & marketing.

**New PTI Website Offers Enhanced Functionality**

The Post-Tensioning Institute (PTI) is pleased to announce the launch of its new website at www.Post-Tensioning.org.

The new website offers new and enhanced features, including a more polished and sleek design, a user-friendly organizational structure, a “My PTI” module for customers and members to access their purchase and registration activity, and a new Committee Work Area that allows committee members to stay apprised of committee work in progress, as well as a balloting function.

Just as before, PTI’s website hosts a plethora of information on post-tensioning, including basic facts, case studies, frequently asked questions, articles, technical presentations, educational resources, and much more.

Source: The Post-Tensioning Institute (PTI)

---

**bautec 2020: Strong Focus on Innovation, Learning and Efficiency**

bautec 2020, which will take place in Berlin, Germany, February 18-21, 2020, will feature new, high-quality content and formats for exhibitors and trade visitors, with a focus on the key topics of innovation, learning and efficiency.

The long-standing and close partnership with the German Construction Association, the non-commercial sponsor of the event, will be expanded. Thus, for the first time and with the active support of the association, an entire hall will be devoted to the construction industry. The special exhibition of affordable and sustainable housing, which was successfully launched in 2016, will continue to be developed in order to firmly establish it at the trade fair.

“We are heavily involved in bautec because the housing and construction industries are experiencing possibly the most radical changes in their history, with regard to digitalization, overcoming old ways, housing construction, the shortage of specialists, and Industry 4.0,” says Dieter Babiel, chief executive of the German Construction Association. “We have the solutions, and they are better and more attractive than ever!”

bautec – with its concept focusing on the integration of the building exterior and its systems – provides everyone taking part with excellent opportunities for dialogue and an exchange of views among all the skilled trades. Preparations are under way to organize exhibitor forums in the halls and congresses on forward-looking topics such as digitalization, energy-efficient construction, new low-cost and sustainable building systems and materials, heat insulation, fire protection and soundproofing systems, attracting young professionals, obtaining the necessary specialists, and many other topics.

bautec will be augmented by GRÜNBAU BERLIN, which looks at the forward-looking topics of urban development and green infrastructure.

Source: Messe Berlin GmbH

---

**Job Offering**

**Technical Outside Sales Representative**

Hamilton Radiator, a heavy equipment & truck parts business needs a Technical Outside Sales Rep for Southern Ontario to contact customers, find new opportunities & leads, attend trade shows with some overnight travel.

Competitive salary, bonus & benefit package.

Send resumes with salary expectations to Hamilton Radiator’s email: automotive@nas.net or fax to 905-549-4254.

---

**Advertise your equipment from $75 plus tax**

Reach more equipment users than with any other trade magazine in Canada!
Agenda

Landscape Ontario Congress  
January 8 - 10, 2019  
Toronto, ON Canada

World of Concrete 2019  
January 22 - 25, 2019  
Las Vegas, NV USA

2019 NSSGA Annual Convention / AGG1 Academy & Expo  
February 10 - 13, 2019  
Indianapolis, IN USA

World of Asphalt 2019  
February 12 - 14, 2019  
Indianapolis, IN USA

National Pavement Expo 2019  
February 27 - March 2, 2019  
Nashville, TN USA

PDAC 2019  
March 3 - 6, 2019  
Toronto, ON Canada

The Work Truck Show  
March 5 - 8, 2019  
Indianapolis, IN USA

National Heavy Equipment Show  
March 28 - 29, 2019  
Toronto, ON Canada

bauma  
April 8 - 14, 2019  
Munich, Germany

ISRI2019  
April 6 - 11, 2019  
Los Angeles, CA USA

WasteExpo 2019  
May 7 - 9, 2019  
Las Vegas, NV USA

Canada North Resource Expo  
May 24 - 26, 2019  
Prince George, BC Canada

Atlantic Truck Show  
June 7 - 8, 2019  
Moncton, NB Canada

MATEXPO 2019  
September 11 - 15, 2019  
Courtray, Belgium

ICUEE - International Construction and Utility Equipment Exposition  
October 1 - 3, 2019  
Louisville, KY USA

inter airport Europe 2019  
October 8 - 11, 2019  
Munich, Germany

waste&recycling expo Canada  
October 9 - 10, 2019  
Toronto, ON Canada

APEX Asia co-located with CeMAT ASIA  
October 23 - 26, 2019  
Shanghai, China

bautec 2020  
February 27 - 21, 2020  
Berlin, Germany

CONEXPO-CON/AGG 2020  
March 10 - 14, 2020  
Las Vegas, NV USA

SMOPYC  
April 1 - 4, 2020  
Zaragoza, Spain

steinexpo  
August 26 - 29, 2020  
Homberg/Nieder-Offleiden, Germany

bauma CHINA  
November 24 - 27, 2020  
Shanghai, China
A newcomer in the Class 7 & 8 Cabover category

The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.

The Autocar Xpert is designed to ensure the best sight lines in any cabover or conventional truck. The spacious cab features a huge windshield, side, and rear windows.

The Autocar Xpert can be equipped with an OEM dual steering system. With all controls placed either in the middle, or duplicated and mirrored on both sides.

The high performance dual steering gear system is designed for an extra tight turning radius, and the electrical system is designed for dual steer from the ground up, with no third party splicing into a wire harness.

Distributed by:
Accessories Machinery Limited
www.aolaml.com

1-800-461-1979
LARUE D65 2019: CUMMINS T4F QSB 6.7 365 HP

LARUE D35 2018: Cummins T4F QSB 4.5 170 HP
LARUE D40 2018: Cummins T4F 235 HP
LARUE D45 2018: Cummins T4F 235 HP
LARUE D50 2018: Cummins T4F QSB 6.7 310 HP

ALSO AVAILABLE:
LARUE D25 2018, LARUE D55 2018, LARUE D65 2018
Out soon: LARUE 2019!

Montreal/Laval
DAVID OLIVIER
2397, Michelin Street, Laval (Qc) Canada H7L 5B9
Tel.: 450-781-3693 • Cell.: 514-953-3033
Fax: 450-781-3692

Quebec
ERIC ROY
660, Lenoir Street, Quebec (Qc) Canada G1X 3W3
Tel.: 418-658-3003 • Cell.: 418-564-4557
Fax: 418-658-6799