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Volume 28 • Number 1 • December 2022/January 2023 • *English Edition*



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A Brief Word...

Wow, here we are in 2023, the first time we've gone into a new year without the specter of COVID for a while!

The past year was a bit wobbly to start, but there was hustle and bustle and lots of WTF moments. Now that we're back to our accustomed routine, what can we look forward to?

Much as it was, World of Concrete, Landscape Ontario, CONEXPO-CON/AGG and most of our favored events shall return. As ever, InfraStructures will bring you the news and views from the year's gatherings, and hopefully be able to meet and greet many of our loyal readers in person as before.

So we'll keep things brief as you rush about getting going after the festive break. News of current industry revelations and glimpses of what the future may hold. Unlike most resolutions for the coming year, InfraStructures WILL be your most trusted industry intelligence resource.

Happy New Year, and may good fortune be yours.

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USED SWEEPERS IN STOCK

On the cover: the Kobelco SK1300DLC is currently the world's largest OEM manufactured building demolition machine with an operating weight of 130 t and a reach of up to 40 m.

Three of these models have already been sold since their introduction in March 2022 and are now set to work on demolition jobsites all across Europe.

BRANDT TRACTOR SELECTED BY MORBARK, RAYCO AND DENIS CIMAF AS AUTHORIZED DEALER FOR CANADA

Morbark, LLC, and its affiliated brands Rayco and Denis Cimag have selected Brandt Tractor Ltd., a wholly-owned subsidiary of the Brandt Group of Companies, as the exclusive, authorized dealer for their tree care (brush chippers, stump cutters, articulated wheel loaders), forestry/biomass (whole tree drum chippers,

Chiparvestors™, flails), recycling (horizontal and tub grinders), and Rayco Forestry/Denis Cimag (forestry mulchers and mulching attachments) equipment lines in Canada.

Brandt was founded in 1932 as a small electrical contractor in Regina, Saskatchewan. After 9 decades of impressive growth, the company has become the world's largest John Deere dealer, owning and operating a total of 120 full-service equipment dealerships in Canada, Australia, and

New Zealand.

"Brandt has a lot to offer Morbark customers in Canada," said Brandt owner and CEO Shaun Semple. "We've built the largest, best-equipped support network in the country and are eager to earn the loyalty of our new customers by supporting their needs for equipment, aftermarket parts, and high-quality 24/7/365 customer support."

Since executing the contract, Brandt sales and service teams have been busy preparing to support Morbark, Rayco, and Denis Cimag customers by participating in sales and service trainings and building their inventory of equipment and aftermarket parts.

Source: Morbark, LLC

OPEN-S ALLIANCE WINNER OF SWEDISH DEMOLITION AWARD FOR INNOVATION

The Open-S Alliance won the Swedish Demolition Award in the "Great Innovation Award for manufacturers/suppliers" category. The Open-S Alliance organization was awarded at a ceremony at the Swedish Demcon demolition fair in Stockholm on November 24, 2022. The award applies to Open-S, the open standard for fully automatic quick couplers for excavators. Open-S Alliance is the nonprofit organization that develops and promotes the Open-S standard.

"We are very pleased with the award and it shows the support for an open standard that do not lock customers into a proprietary supplier solution for quick couplers, tiltrotators and work tools," said Stefan Stockhaus, Board member of Open-S Alliance AB.

Swedish magazine *Professionell Demolering* in association with Swedish industry associations Drilling Contractors and Riv- och Saneringsentreprenörerna has handed out the *Swedish Demolition Award* ("Det Svenska Demoleringspriset") since 2012. The "Great Innovation Award for manufacturers/suppliers" is given to a manufacturer or supplier for the launch of an innovation or a particularly distinctive development of an existing product.

In the demolition industry where many and fast work tool changes are common,

fully automatic quick couplers are becoming increasingly popular.

Open-S is the open standard for fully automatic quick couplers for excavators. The goal is to give machine operators and contractors around the world the freedom to combine machine couplers, tiltrotators and tools from manufacturers that are in compliance with the standard, and to promote continued technological development. Open-S is a standard for the hydraulic interface between quick coupler, tiltrotator and attachments. It also safeguards against being locked into a single manufacturer's proprietary solution.

"We are in talks with several manufacturers and hope to be able to announce additional members in the near future," added Anders Jonsson, chairman of the board of Open-S Alliance AB.

Source: Open-S Alliance AB

OSHKOSH TO ACQUIRE HINOWA

Oshkosh Corporation recently announced it has entered into a definitive agreement to acquire Hinowa® S.p.A., an Italian manufacturer of track-based aerial work platforms, mini dumpers, lift trucks and undercarriages. Once complete, Hinowa will become part of the Oshkosh Access Equipment segment.

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

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

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

Hinowa was founded in 1987 in Nogara, Italy, and today has an approximate 25,000 m² manufacturing facility and nearly 230 employees.

Source: Oshkosh Corporation

CEMEN TECH EXPANDS MANUFACTURING FACILITY

Even amid so much global economic uncertainty, Cemen Tech recently completed the expansion of its facility in Indianola, Iowa by adding 1,100 m², bringing the total square footage of the company's manufacturing facility to 11,150 m². The expansion is part of the company's commitment to investing nearly US\$3 million (\$3.98 million) to upgrade facilities, equipment and

technology.

"The expansion of our headquarters is not only about increasing our production capacity to meet the demand for our technology, but also about investing in people," said Connor Deering, president and CEO of Cemen Tech. "Cemen Tech is literally changing an industry and changing people's lives through our market leadership."

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sion, the company is setting aside space for the new, “Cemen Tech University,” an innovative answer to the question of how to develop employees with highly desired, specialized skills. Classes for those interested in fields like welding, industrial painting and electronics are tentatively set to start in January 2023. The company is also working with area high schools and technical schools to forge partnerships in which students work for Cemen Tech part-time, while still pursuing their diploma or degree.

“This way, we train applicants for immediate success on the job, helping to ensure a strong cultural and skills fit between the employee and the company from the start,” said Mr. Deering. “It gives us an opportunity to teach new hires about our organizational culture. I believe our education efforts will help support an educated team member who’s connected to our culture, resulting in a long-term highly engaged employee.”

In addition to housing Cemen Tech University, the expansion also includes new bays for production and R&D. The

long-term investment in R&D infrastructure underscores the company’s commitment to continue to be the leader in volumetric technology.

Cemen Tech’s volumetric mixers enable contractors to mix concrete on the jobsite and to exact specifications for the job at hand. This allows the contractors to be nimble – getting concrete to complete projects on their own timeline. It also allows them to reduce material waste and ultimately cost.

Source: Cemen Tech Inc.

BENTLEY INTEGRATION OF EC3 WITH THE iTWIN PLATFORM FOR INFRASTRUCTURE CARBON CALCULATION

Bentley Systems, Incorporated announced expanded integrated workflows for embodied carbon calculation in the Bentley iTwin platform at the 27th Conference of the Parties to the United Nations Framework Convention on Climate Change (COP27), that took place in the Egyptian coastal city of Sharm el-Sheikh. The new integration enables carbon assessment in infrastructure digital twin solutions,

empowered by the Embodied Carbon in Construction Calculator (EC3).

Developed by the nonprofit Building Transparency, EC3 is a no-cost, open-access tool that allows benchmarking, assessment, and reductions in embodied carbon, focused on the upfront supply chain emissions of construction materials. Building Transparency provides the education, resources, and tools – including EC3 – to address embodied carbon’s role in climate change. The EC3 tool and its subsequent effect on the industry are driving demand for low-carbon solutions and incentivizing construction material manufacturers and suppliers to invest in disclosure, transparency, and material innovations that reduce the carbon emissions of their products.

The EC3 integration allows Bentley’s infrastructure digital twin solutions, powered by iTwin, and 3rd-party applications built on the Bentley iTwin platform, to simplify and accelerate the generation of carbon reporting and insights based on the no-cost, open-source EC3 carbon database and calculator. The Bentley iTwin platform is an open, scalable, platform-as-a-service offering that enables developers to create and bring to market solutions that solve real infrastructure problems by leveraging digital twins.

Source: Bentley Systems, Incorporated

DONALDSON’S iCue™ MONITOR SERVICE CAN IMPROVE DUST COLLECTOR UPTIME

Donaldson Company, Inc. has expanded its iCue™ Connected Filtration Service to offer remote monitoring of customers’ iCue service accounts by Donaldson Product Specialists, accelerating dust collector response and service.

Currently, Donaldson’s subscription-based iCue Connected Filtration Service provides dust collector operational insights to customers via a web-based dashboard. This information can help reduce unplanned downtime, support efficient maintenance and operations, and automatically capture compliance and sustainability data.

With the new iCue Monitor Service, customers can now choose to have their iCue account monitored by a team of Donaldson specialists. If a facility’s dust collector generates an alert, the team reviews it, along with other captured data and collector history to determine next steps. This could be anything from recommending

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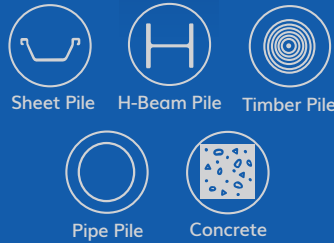
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future maintenance, facilitating a service call for an onsite technician, to contacting customers about urgent situations requiring immediate resolution.

“The iCue Monitor Service combines leading edge connect technology, proactive customer service, and 100-plus years of dust collector experience,” said Wade Wessels, global director of Connected Solutions for Donaldson. “With Donaldson product specialists monitoring customer

dust collectors, response times are accelerated, downtime is reduced and customers can attend to the rest of their facility’s needs.”

Source: Donaldson Company, Inc.

CHEVRON TO ACQUIRE FULL OWNERSHIP OF BEYOND6 CNG FUELING NETWORK

Chevron U.S.A. Inc., a subsidiary of Chevron Corporation, recently announced it signed a definitive agreement to acquire

full ownership of Beyond6, LLC and its network of 55 compressed natural gas (CNG) stations across the U.S. from current co-owners, a subsidiary of Mercuria Energy Trading and Beyond6 CEO Andrew West.

Chevron is complementing the strength of its traditional products business with new offerings that help customers support a lower carbon future, and renewable natural gas is an essential part of its portfolio of solutions. Through collaborations with Brightmark LLC and California Bioenergy LLC, Chevron is developing projects across the U.S. designed to convert fugitive methane emissions from dairies to a beneficial use as renewable natural gas, which can be considered carbon negative on a lifecycle basis under California’s Low Carbon Fuel Standard. With this acquisition, Chevron can market the RNG it either produces or procures through a nationwide network of CNG locations.

“Chevron has seen strong demand for our RNG-to-CNG fuel offering from new and existing customers,” said Andy Walz, Chevron’s president of Americas Products. “Because of its carbon negative attribute and the ability of fleet operators to efficiently adapt vehicles to run on CNG, renewable natural gas can be a lower carbon solution for fleets seeking to reduce their lifecycle greenhouse gas emissions.”

Mercuria and Chevron will enter into a long-term supply relationship to deliver renewable natural gas to Chevron as part of the transaction. The transaction is subject to customary closing conditions.

Source: Chevron Corporation

LEAX GROUP INVESTS IN GREEN TECH STARTUP BRUDEL GREEN MOBILITY

Disruptive electrification of commercial long-haul trucking utilizing new leaps in electric transmission technology, BRUDEL offer long-haul trucking powered by 80% electric energy.

The BRUDEL Powerhybrid transmission module provides truck owners fuel and range flexibility, and a decisive cost advantage compared to both all electric (BEV) and all diesel (ICE) powered trucks.

BRUDEL’s goal is to bring its patented electrified truck transmissions to the market, starting serial deliveries in 2026. The world leading development and industrialization team is located in Hokksund, Norway.

The proceeds from this investment

will be used for further development and testing of products, as well as business development in cooperation with key customers towards the first electrified pilot truck.

BRUDEL will continue to develop their products and secure patent positions for fully electric trucks as well as for hybrids with plug-in charging. The Powerhybrid will be the first product and testing beyond Proof of Concept is continuing through 2022. The investors in cooperation with Innovation Norway will develop the first pilot vehicle in close cooperation with truck manufacturers. Investor capital and a setup created in cooperation with Innovation Norway, will be used for developing the first pilot vehicle in close cooperation with truck manufacturers.

Source: LEAX Group AB

IGNITE ATTACHMENTS LAUNCHES, SPARKING DISRUPTION IN THE VALUE ATTACHMENTS CATEGORY

Ignite Attachments recently launched with the mission to deliver seamless ecommerce experience with attachments designed to fit every machine, every schedule, and every budget. Offering accessibly priced attachments and 3 point (3PT) implements for compact equipment in the agriculture, landscape, rental and construction industries in a digital, direct-to-consumer storefront. The new-to-market brand aims to deliver on speed, quality and equipment compatibility with an upgraded customer experience.

In addition to 56 products at launch, the revolutionary e-commerce experience of Ignite sets it apart from the competition. It inspires confidence with transparent inventory availability, pricing models and the proprietary Fit-Finder – the industry’s most reliable attachment finder that ensures each Ignite product is a perfect fit for its intended carrier and use case upon arrival. Removing the guesswork from the shopping process, the Fit-Finder tool compares the specs of the carrier and the attachment to determine compatibility. The easy-to-use interface of the Fit-Finder delivers on ease of service and eliminates the need for holds or callbacks with the entire process accessible from its mobile-friendly site.

Ignite products are engineered to fit most compact equipment including compact tractors, loaders, excavators and more. Following the launch of Ignite, the

brand will deliver a continuous pipeline of new products that broaden the portfolio and speak to consumers’ ever-evolving needs, while never compromising on compatibility, affordability and quality.

Source: Ignite Attachments

ALLU WILL BE EXHIBITING AT CONEXPO-CON/AGG 2023

ALLU is delighted to announce it will be exhibiting at CONEXPO-CON/AGG 2023.

The company will be bringing you the latest innovation, technology and product information at in Las Vegas, March 14-18, 2023. Come and see the Veloci, Crusher, DL, ALLU Projects M Series and Soil improvement system along with the launch of new products at the show!

Source: ALLU Group

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Kobelco Wins World Demolition Award



Kobelco Construction Machinery Europe B.V. (KCME) recently announced that the SK1300DLC demolition excavator has won the *Innovation, Plant and Equipment* award at the annual World Demolition Summit 2022 in Vienna, Austria. The 130-t SK1300DLC was first launched to the European market in March as a result of increasing demand for the demolition of industrial facilities, power plants, oil rigs and other infrastructure-related projects. As part of the award win, Kobelco was particularly praised by the judges for listening and responding to the needs of the demolition industry.

The SK1300DLC is currently the world’s largest series production demolition machine and delivers superior productivity, versatility and the ability to use more powerful crushers at new heights. The SK1300DLC is a common base-type machine but the integration of the Kobelco-developed NEXT ADVANCE system means that it can be adapted for multiple applications on the jobsite, including high elevation demolition projects as well as breaking up building foundations.

The machine’s modular design also allows easy transport with fast set-up and disassembly, which is a significant benefit to operators working on multiple jobsites or on different projects. Once disassembled, the SK1300DLC’s base machine has a transportation weight of less than 32 t and a width of around 3.2 m, which makes travelling possible between jobsites in urban environments, or in countries where there are strict regulations.

Organized by leading publisher, *Demolition & Recycling International*, the World Demolition Summit is a key annual networking and educational event for the demolition industry. Open to contractors and manufacturers from all over the world, the event recognizes excellence and best practice in the demolition industry.

Source: Kobelco Construction Machinery Europe B.V.

VMAC Releases UNDERHOOD™ 40 Air Compressor for the Sprinter

VMAC has released the UNDERHOOD40 – Van Series for 2022 Mercedes-Benz Sprinter vans with 2.1 l turbo diesel engine. This latest UNDERHOOD40 rotary screw air compressor is engineered specifically for 2019-2022 Sprinter vans and produces up to (1,130 l/min of continuous air @ 6.9 bar, (10.3 bar max).

“As customers upgrade their vehicles to the newest model years, VMAC is committed to ensuring we have UNDERHOOD air compressors available for their service trucks and vans,” said Barry Fitzgerald, VMAC’s vice president of EV Compressor, Engineering and Quality. “The UNDERHOOD40 – Van Series air compressor for Mercedes-Benz Sprinter allows fleet managers to diversify their vehicles and solve common safety issues found with traditional air compressors in vans.”

The UNDERHOOD40 – Van Series air compressor also provides fleet managers and operators with plenty of space and weight benefits. This integrated air compressor is mounted in the Sprinter’s engine compartment, freeing up to 0.3 m³ in the cargo area. A combined air/oil cooler and air/oil separator tank is the only component installed in the cargo area, taking up just 0.04 m³. The total air compressor system weighs only 38.5 kg, which compares to 130 kg for 22-30 CFM gas-powered air compressor systems.

“UNDERHOOD air compressors have been highly popular in the service truck industry for 25 years due to physical space and weight savings, more productivity and less maintenance,” explained Gordon Duval, VMAC’s vice president of Sales and Marketing. “In addition, recent supply chain challenges have made UNDERHOOD air compressors even more desirable. There are significant deck-mounted air compressor delays, but the UNDERHOOD product line, including the new UNDERHOOD40 for Mercedes-Benz Sprinter has a standard 10 day lead time, due to VMAC’s vertically integrated in-house manufacturing capabilities.”

Source: VMAC Global Technology Inc.



A Breath of Fresh Air

Giving compressors a full extended second life is more than just good business for Atlas Copco. The company is committed to the circular economy and nearly every compressor has the ability to be renewed and sent back out into the world for a whole new adventure in the field. And second life does not have to mean second class: users can expect that their OEM revitalized, and modernized compressors perform just like new. They are also typically less expensive to buy than new and can play an important role in offsetting climate change.

“With new equipment supply tight, providing a steady source of quality reconditioned used compressors is a sound – and sustainable – alternative,” said Dominic Fancini, of Atlas Copco Portable Air Division.

More than 300 compressors flow through the company’s refurbishment center in Poland. Here, a team of engineers take the most promising used units,

inspect them, evaluate the economies of renewal, strip them, and bring them back to market-leading reconditioned status.

“Today, the new compressor market is booming,” added Mr. Fancini. “But these same machines will – in 3-or-5-years’ time – find themselves coming onto the second-hand market. We need to get ready for that influx and have the resources in place to give the best of them an extended and second life.

But not all used compressors qualify for renewal. Some have had a hard life and the work involved in bringing them back up to a standard a premium brand like Atlas Copco could endorse reselling means that



only the cream of the crop is selected. To find these, Atlas Copco scours the world looking for the best examples to recondition.

There are only positives when it comes to giving used compressors a second life. It is good business, it opens the Atlas Copco brand to a new customer base that might not otherwise buy new machines, and it is good for the environment.

Source: Atlas Copco

Volvo CE Upgrades Electric Compact Wheel Loaders as North American Deliveries Begin

Volvo Construction Equipment has upgraded its L20 and L25 Electric compact wheel loaders just as deliveries are starting in North America, meaning every customer here will get the new versions of the machines with enhanced uptime, versatility and operator comfort.

“As the first commercially available fully electric wheel loaders on the market, the L25 Electric and L20 Electric were already unique. These upgrades take them to another level with improved comfort, productivity and uptime,” said Lars Arnold, electromobility product manager, Volvo CE.

The L25 Electric loader was unveiled in 2019 and customer shipments began in Europe in the spring of 2020 and in North America this past summer. Volvo CE began accepting orders for the L20 Electric in 2022, and North American deliveries start soon. Both models offer zero exhaust emissions, lower noise and comparable performance to diesel equivalents.

The updates include increasing the maximum speed to 20 km/h, the option to fit a



parallel linkage that delivers high breakout torque in various applications, and lower noise levels inside and outside the cab, thanks to a new hydraulic pump and the relocation of the main control valve from the cab to the front frame.

Additionally, operators in colder climates will appreciate the new programmable cab heater option, which allows them to easily choose the times and days of the week when they would like to arrive in a prewarmed and defrosted cab.

The time it takes to achieve a full charge from zero is only 6 hours with the 6 kW on-

board charger if used with a 240 V socket or level 2 public charging station. Speedier charging is available with optional off-board DC fast chargers at 11.5 kW or 17.3 kW.

Volvo CE recently launched an online tool that allows customers to configure an electric machine to their liking and see the suggested retail price. Visit the Volvo CE site to build and quote an L25 or L20 Electric compact wheel loader.

Source: Volvo Construction Equipment North America

CIFA Energya Electric Mixer on Scania XT Electric Truck

A Scania 25 P XT battery electric vehicle (BEV) with a concrete mixer from CIFA was shown at the Bauma fair in Munich last October. It is extremely well suited for demanding operations in busy city areas where maneuverability, robustness and zero tailpipe emissions are among the top priorities.

“Sustainable, emissions-free transports are becoming increasingly important for the construction industry,” said Marco Polastri, Sales, After sales & Marketing director at CIFA. “This truck is a great example of how we and Scania, in a close partnership, effortlessly can produce advanced fossil-free solutions virtually ‘out of the box’, based on what we already have in our respective portfolios.”

“This is yet another fine example how BEVs are doing their break-through into urban applications where their capabilities can give them a distinct edge over conventional trucks,” added Fredrik Allard, senior vice president, head of Electrification at



Scania. “This XT truck with its smart CIFA e-mixer can deliver 7 m³ of concrete with zero local emissions and without adding to the existing background noise.”

The CIFA Energya SLE7 mixer is powered via the trucks e-PTO and on a typical working day, when the truck will travel anything between 120 to 200 km, something like 30 kWh will be needed for operating the mixer itself. It is rotated by a 650 V electric motor and inverter, and

the solution also includes 24 V auxiliary devices and a pressurised water tank.

The Scania 25 P XT has a 4,350 mm wheelbase and an electric-steered tag axle. It offers excellent maneuverability in urban construction sites. It is powered by a 230 kW (310 hp) electric motors with a 2-speed transmission. The installed battery capacity on this individual is 297 kWh, offering ranges of up to 250 km.

Source: CIFA S.p.A.

Caterpillar Expands TRS Offering

Caterpillar Work Tools Division recently announced new Tilt Rotate System (TRS) models for Cat® 302.7 through 310 Next Generation Mini Excavators.

The new TRS4 and TRS8 S45 plus updated TRS6 models allow attached work tools to rotate 360° and tilt 40° side-to-side. This enables the machine to reach more work areas from a single position, while maneuvering tools over, under, and around obstructions when excavating, grading ditches, sorting recycle materials, or placing pipe. The new TRS models multiply the mini excavator’s versatility and are available in various configurations to match the application.

System design includes a top interface that connects the TRS to the carrier machine and a bottom interface that connects various work tools to the TRS. Top interface connections for the TRS4, TRS6 and TRS8 include a choice between an S Type hydraulic-coupler or pin on, while bottom interface options include the Pin Grabber or S type coupler.

All TRS models are standardized with



an auxiliary TRSAux1 hydraulic function at the bottom. This allows for the installation of an integrated grapple module when the TRS model is attached to the carrier via the S type coupler system.

The TRS6 and TRS8 feature a standard TRSAux2 auxiliary port at the bottom to connect a variety for different hydraulic tools. Sensors for these TRS models work in combination with Cat mini excavator software and a variety of different external

reference suppliers for 2D and 3D work applications.

TRS4 models are designed for efficient use by the Cat 302.7, 303, 303.5 and 304 Mini Excavators, while the TRS6 models are compatible with the Cat 305.5CR and 306 CR models. The TRS8 models are designed for use with the Cat 307.5, 308, 308.5, 309 and 310.

Source: Caterpillar Inc.

Caterpillar and Axenox Strike Agreement for Oxclaw® and Bullox® Asphalt Paving Screed Systems

Caterpillar Inc. recently announced it has entered into an agreement with Axenox Inc. to acquire the intellectual properties of 2 of its asphalt paving screed products: Oxclaw® textured screed plates and Bullox® modular screed plate system that will be available options exclusively for Cat® asphalt paving customers.



Oxclaw's innovative 3-dimensional textured screed provides lateral compaction confinement to asphalt material. This improves mat density and smoothness as



well as density at the joint to reduce compaction expense and improve chances of achieving pay bonuses. Screed cast plates are made with high strength chromium carbide, delivering high wear resistance and longer life in the field. A revolutionary new way to secure the plate to the screed, the Bullox system reduces screed plate change time up 80%, from days to less than 4 hours, lowering costs and maximizing paver uptime

availability. After a one-time installation of the insulated conductor plate, simple screed plate changes are completed using a patented lock-and-go system, eliminating the need to access and remove the nuts and bolts. The Axenox® screed system will be exclusively available for Cat customers and supported by the extensive Cat dealer network. Source: Caterpillar Inc.

Biggest CONEXPO-CON/AGG Ever!

CONEXPO-CON/AGG, already recognized as the largest trade show in North America, has officially sold all available exhibit space, guaranteeing the 2023 edition of the show will be the biggest in history.

"The addition of the new West Hall and Diamond Lot at the Las Vegas Convention Center gave us, and our exhibitors, a number of new opportunities to show how we are taking the construction industry to the next level," said CONEXPO-CON/AGG Show Director Dana Wuesthoff. "Now at 260,000 m² (2.8 million square feet) of exhibits, there's more for construction pros to see than ever before."

The show, now nearly 5% bigger than the record set in 2020, will feature 1,800 exhibitors and 150 education sessions during its run from March 14-18, 2023.

Despite being the largest CONEXPO-CON/AGG ever, recent additions to the Las Vegas Convention Center (LVCC) will make it the easiest to get around as well. Beneath the entire LVCC campus runs the Convention Center Loop, an underground transportation system designed by Elon Musk's The Boring Company that transports convention attendees throughout the



campus in under two minutes in Tesla vehicles, free of charge. "We are excited to welcome CONEXPO-CON/AGG back to Las Vegas for another record-setting event," said Brian Yost, chief operating officer of the Las Vegas Convention and Visitors Authority (LVCVA), which owns and operates the LVCC. "The addition of the West Hall and the Convention Center Loop will only further enhance the 'Only Vegas' experience for attendees and exhibitors."

Construction pros are ready for the show to return as well. The current pace of attendee registration is nearly double what it was at this time for the 2020 show.

"This is the event that construction professionals, especially those making company-level decisions, and those needing professional development hours, can't miss," said CONEXPO-CON/AGG Show Chair and Caterpillar Senior Vice President Phil Kelliher. "Seeing the new equipment and techniques on a screen doesn't compare to seeing it all in person. At the show, you can see the equipment, ask questions of the manufacturers themselves, and really understand what the equipment and education can do for your career and business."

Registration for CONEXPO-CON/AGG and IFPE is currently 30% off with code MEDIA30. Construction and fluid power pros should get their badges before January 6, 2023, to get that discount and have a better pick of hotel accommodations.

CONEXPO-CON/AGG is the largest construction trade show in North America and the premier event that connects professionals from every major construction sector. Held every three years, CONEXPO-CON/AGG takes the construction industry to the next level by helping construction professionals elevate their industry expertise, experience the newest equipment and products through demonstrations and industry-leading education, make new professional connections, and grow their own marketability within the industry. The next CONEXPO-CON/AGG will be held March 14-18, 2023 in Las Vegas, Nevada. For more information on CONEXPO-CON/AGG, visit <https://www.conexpoconagg.com>.

Source: Association of Equipment Manufacturers (AEM)

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Brokk at Bauma 2022

Brokk introduced 3 new products at Bauma 2022 last October in Munich, Germany. These include the Brokk Grapple Saw (BGS 15), the Brokk Surface Grinder (BSG 530) and My Brokk.

The BGS 15 combines a grapple and a cold cutting saw. It can cut metal pipes with a diameter of up to approximately 200 mm and grab and sort material without changing the attachment. Compatible with the Brokk 110, Brokk 170 and Brokk 200, the BGS 15 cuts both fixed material and loose scrap without creating sparks that pose a fire risk. A Brokk robot, paired with this attachment, brings compact power to large cutting tasks in tight spaces.

The Brokk BSG 530 offers a remote-controlled method to safely and efficiently strip plaster, contaminated material, tile adhesive and paint off walls, ceilings and floors. Suitable for the Brokk 170, Brokk 200 and Brokk 300, the BSG 530 removes material through constant contact and high pressure on the surface, resulting in a



more even, consistent removal over large areas that is not possible with handheld grinding tools. The BSG 530 is particularly useful when it comes to handling hazardous materials, such as asbestos, where operator safety is key. The attachment can also be used for surface preparation and polishing through the addition of different tools.

The new My Brokk, an online portal that combines multiple services, including

Brokk Connect, a document library and a Webshop into a single resource, allows users to access Brokk Connect to monitor and manage their machines.

Bauma also marked the first time the Brokk 900 was displayed at an exhibition. It is the world's most powerful demolition robot, with 25% more output than its predecessor, in the same compact package for its reach and performance.

Source: Brokk AB

McCloskey's J4 Boasts Innovative Design Features

McCloskey International recently unveiled its new J4 jaw crusher, boasting powerful new features for hard rock applications. It builds on the robust features of the existing design, while adding new productivity with an exciting lineup of features and options aimed at boosting productivity and offering enhanced durability across applications.

The J4 delivers high production due to its innovative jaw chamber design and enhanced material flow. The large jaw opening accommodates large feed sizes, contributing to higher production in material processing.

The J4 also delivers industry-leading stockpiling, with wide main and side conveyors for enhanced material flow. While a side conveyor remains an option for many jaw crushers in its class, the J4's integral folding conveyor is standard and has an adjustable sped belt fueling a stockpile height of 3.44 m. In addition, the recirculation conveyor can be rotated 90° to be used as a stockpiling conveyor.

As with all McCloskey equipment, safety



is paramount, and the J4 is equipped with a number of features to ensure the workplace and the operator are secure. Engine safety shutdown systems, start-up alarms, full safety guarding, external maintenance access and a tagout capability on the isolator all contribute to the safe operation and maintenance of the equipment. Ground level access also promotes safety, and allows for quick service and maintenance, reducing the downtime for the operation.

McCloskey engineers have designed the J4 to meet the evolving requirements of

today's projects and operations. Despite the position of the J4 as a powerhouse, portability has not been compromised. Mobility on-site and between sites continues to be a feature with remote control tracks to easily move and position the crusher and maximize the efficiency of any project site.

The crushers are suited particularly to aggregates, construction and demolition recycling, and site preparation.

Source: McCloskey International

ZoneSafe®, a RFID Proximity Warning System

Brigade Electronics Inc. has added ZoneSafe®, a Radio Frequency Identification (RFID) proximity warning system, to its range of vehicle safety systems.

ZoneSafe® works by using RFID technology to create detection zones around vehicles, reducing the risk of injury or damage from collisions and near miss occurrences to people and property.

Designed for use in challenging environments, such as warehouses, construction sites, manufacturing sites, trash sites, airports, and distribution centers, ZoneSafe® uses vehicle-mounted antennas that communicate with detection tags, which can be worn by workers, set up in restricted areas or placed on objects or property. When a tag enters a detection zone, the vehicle operator will automatically receive a visual and audible alert via the in-cab control unit, which will enable them to take the necessary action. Tags worn by workers on foot will also vibrate to warn of an approaching vehicle.



Due to the RFID technology, which does not require line-of-sight, tags will be detected regardless of obstructions, blind spots, adverse weather conditions or poor visibility. Each tag can be uniquely identified and linked to individual people.

“Approximately 70% of incidents on job-sites happen during initial machine start-up and low speed movement because of poor visibility. This makes ZoneSafe® ideal for vehicles and mobile machinery that fre-

quently operate within close proximity to workers and other machines, particularly in difficult conditions. It provides fast, reliable and accurate data exchange without any limitation on the number of tags or antennas in operation,” said Warren DiMarco, CEO of Brigade Electronics Canada.

Source: Brigade Electronics Inc.

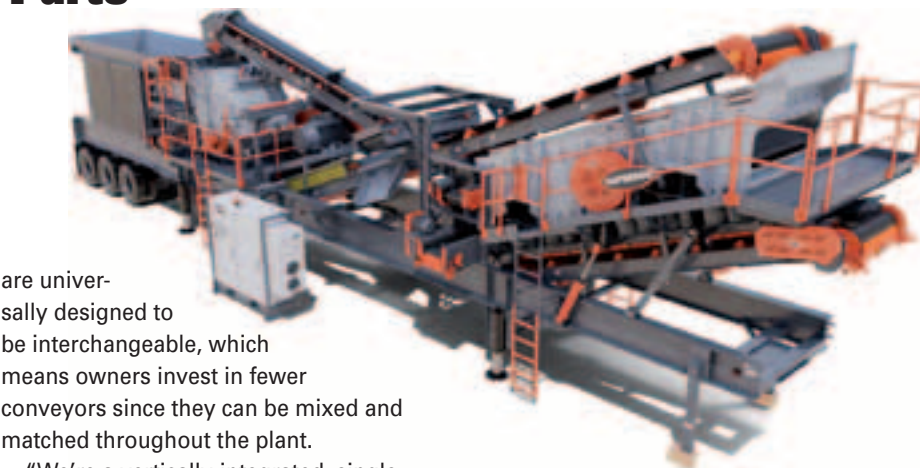


Design of New Portable Plant Extends Life of HSI Crusher Wear Parts

Superior Industries, Inc., a U.S.-based manufacturer and global supplier of bulk material processing and handling systems, says its brand-new Portable Sentry® Horizontal Shaft Impactor (HSI) Closed Circuit Plant is equipped with the ability to process recycled concrete, reclaimed asphalt, and pit run materials into valuable salable products. From a single feed, owners and operators will be able to produce up to 4 unique products.

The closed circuit crushing and screening arrangement includes a 4250 Superior brand Sentry® HSI. It is fed by a 48x18 Intrepid Vibrating Grizzly Feeder, which is equipped with interchangeable grizzly cassettes (bars, fingers or punch plates) to accommodate multiple applications.

Additionally, a 2-deck Anthem® Inclined Screen screens up to 3 material sizes. Returning material is fed back to the HSI via a patent pending recirculating conveyor, which centralizes the feed for full utilization and extended wear life of the crushers blow bars. Onboard, the cross conveyors



are universally designed to be interchangeable, which means owners invest in fewer conveyors since they can be mixed and matched throughout the plant.

“We’re a vertically-integrated, single source designer and manufacturer of wheeled plants including all of the processing equipment, conveyors and components,” said Matt Voigt, product manager for Superior’s portable plants. “This plant is 100% Superior, which allows us to fine tune and customize all the equipment and components for greater performance, improved portability, and easier maintenance.”

The plant is equipped to accommodate

line power, but can also be outfitted with a diesel drive genset unit. Its transport weight, dimensions and axle configurations make it permissible for road travel throughout all of North America.

Along with 227 t of other products, Superior’s new Portable Sentry® HSI Closed Circuit Plant will be shown at CONEXPO-CON/AGG 2023.

Source: Superior Industries, Inc.

CONEXPO-CON/AGG S5006

Trelleborg Launches New EMR1031 Tough Earthmover Tire for Loading Operations

Trelleborg has taken on the challenge to improve earthmoving operations with the release of its newest radial tire, the EMR1031, designed to perform on the most demanding terrain, from sand to rock or extra hard surfaces. Manufactured using a cut-resistant compound, the tire features a premium sidewall protector for damage protection and longer tire life, alongside a multi-surface tread design for superior traction.

“The EMR1031 tire lets earthmoving operators that work in quarries or open pits, construction or landscaping, get a firm grip on the ground, especially when they need it most. It’s just one of our premium solutions that help our customers do the heavy lifting, with ease, comfort and less downtime,” said Marcello Mantovani, product manager Construction at Trelle-

borg Wheel Systems.

The EMR1031 tire has a wide tread contact area which provides up to 7% more stability, with less vibration when compared to a premium competitor. Its cut-resistant compound is 20% more resistant to cuts and wear, reducing machine downtime and resulting in lower operating costs. The deep tread pattern ensures longer tire life, enhanced grip, and boasts a self-cleaning action during use, even on sandy or muddy terrain.

To reduce environmental impact, the EMR1031 tire comes with a retreadable casing, maximizing customers’ investment in a sustainable way.

Long lasting performance, firm grip, superior control and tire damage prevention all add up to operators improved productivity, excellent stability, and comfort



they can count on in the most demanding applications.

Source: Trelleborg Wheel Systems

Toyo Tires® Introduces Heavy-Duty M325 Tire for Construction, Mining, Energy and Logging Industries

Toyo Tire U.S.A. Corp. recently introduced the Toyo M325, an on/off-road heavy-duty all position tire that delivers durability, retreadability and a high return on investment. The newest edition to the Toyo Tires M-Line of commercial tires, is the cornerstone of the company’s construction line providing full coverage for mixed service fleets serving the construction, mining, energy and logging industries.

Through several years of real-world testing in severe duty applications, Toyo Tires developed a sturdy casing with e-balance technology that minimizes service growth of the tread profile and maintains a uniform and flatter tread radius for the entire life of the casing. The M325 also features a wide footprint with specially designed stone ejectors in every groove and a cut-and-chip resistant tread compound. For fleets that demand an even tougher tire,

there is the M325 CR in size 11R24.5 with an extra tough cut-and-chip resistant compound and rugged sidewall protector for the most severe duty jobs.

“We worked with our dealers and their customers to create the M325 for the North American market,” said Dave Johnston, senior manager commercial products and business development for Toyo Tires. “This development model means it was built with the market and the result is a tire that meets the needs of today’s modern construction and natural resource fleets.”



The all-new M325 on/off-road heavy-duty all position tire is available now in 8 SKUs, including 425 and 385 wide base sizes.

Source: Toyo Tire U.S.A. Corp.

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Continental Launches 2nd Generation On/Off Road Tires



Continental recently launched a new lineup of General tires for regional on/off-road all position use called General Grabber OA 2 and OA 2 Wide Base (WB). These 2nd generation tires have a new tread compound to improve mileage, chip and chunk resistance, and protect the casing to allow for multiple retreads. The tires provide great traction, minimal stone retention, and durability.

The General Grabber OA 2 on/off-road all-position tire features 22/32” and 24/32” tread depth and a sidewall profile with curb rib to reduce damage from curbing, cuts, and abrasions. The patented innovative groove technology leads to minimum stone retention through a stone ejection system and extends casing life. The tire casing is constructed with 4 belts and a closed-shoulder 4-rib tread design allowing versatility in all wheel positions.

The General Grabber OA 2 WB on/off-road all-position tire features 21/32”, 23/32”, and 24/32” tread depth and an aggressive multi-service all-position tread pattern to provide excellent traction. The thick under-tread resists casing penetrations and damage allowing for multiple retreads and extending the life of the tires.

With 150 years of history, Continental develops pioneering technologies to make commercial fleets safer, more efficient, and more connected. Using innovative tire technology and digital fleet solutions, Continental optimizes tire lifecycle management to deliver the lowest overall driving cost.

Source: Continental Tire

Yokohama Releases Galaxy LDSR 510 Tire for Surface Mining

Yokohama Off-Highway Tires America Inc. recently announced the release of its Galaxy LDSR 510, a new, all-steel dozer and loader radial for surface mining in sizes 17.5R25, 20.5R25 and 23.5R25.

“The non-directional tread pattern provides outstanding traction in both forward and reverse, enhancing efficiency in digging, loading and carrying operations,” said Dhananjay Bisht, product manager, Earthmoving, Construction and Industrial Tires for Yokohama Off-Highway.

“The Galaxy LDSR 510 also features high turn-up carcass construction, which increases lateral stiffness in the sidewall without compromising the benefits of the large, even footprint and low rolling resistance from radial design,” added Mr. Bisht. “The sidewalls are also reinforced against cuts and damage, which is important in rock mining and quarry operations, and delivering a stable, comfortable ride. Combined with the all-steel radial belts and plies, the construction of the LDSR 510 results in a tire that is extremely durable, long-lasting and outstanding at dissipating heat.”

Source: Yokohama Off-Highway Tires America Inc.



Gearmatic Adds Track Drives

Gearmatic recently added a new line of hydrostatic track drives to the company’s product mix, boasting maximum torque output ratings from 12,539 to 162,264 lb ft (17,000 to 220,000 Nm). The TD Series offers a vast array of gear ratios and mounting options among the 11 models, providing a full-line solution of new or replacement drives for tracked vehicles used in industrial applications.

Built for outstanding performance and reliability, the heavy-duty TD Series is designed for easy installation, minimal maintenance and universal fitment with ISO and SAE hydraulic motors. The compact profile is perfect for space-critical mounting configurations while increasing the overall efficiency of the undercarriage.

PACCAR Winch planetary gear boxes feature a robust main bearing system with high load carrying capacity. All TD Series models feature a spring loaded, hydraulically released multi-disk parking brake with braking torque set in accordance with specific application needs. The sealed design prevents moisture and dirt from infiltrating the drive.

Gearmatic TD Series track drives are available for new fitments and retrofit applications for virtually all tracked equipment including skid steers, crawlers, dozers, excavators and cranes.

Source: PACCAR Winch Inc.



High Performance for Bridge Pier Construction

PERI recently presented the VARIO-KIT Pier System (VPS), a system which aims to revolutionize bridge construction. The company is setting a new standard in bridge construction with the introduction of the VPS. It brings together safety and efficiency to provide a versatile, high-performance system for the construction of bridge piers and pier caps. The system is based on the VARIOKIT Engineering Construction Kit, which means that almost all project requirements can be met using rentable solutions.

Initially, the VPS system will only be available in the U.S., but further market launches are planned. “PERI USA prides itself on the power of innovation and the importance of continuous improvement. The VPS was developed to change the industry’s approach to bridge construction,” said Strydom Groenewald, CEO of PERI USA. “Our company’s new product comes at a crucial time as states prepare to develop and improve infrastruc-



ture. They now have a powerful new tool in their toolbox.” The system is used in 2 configurations. On the one hand, VPS in the VARIO-KIT Speed Stage (VSS) configuration is intended for the construction of pier caps. In this case, the use of shoring from below is not necessary. In addition to preassembly from a safe position on the ground, this configuration impresses with its innovative split-soffit striking method. This speeds

up the cycle times significantly, which means that even fewer formwork sets need to be kept in stock compared to existing methods. The second configuration is the VARIOKIT Speed Column (VSC), which is mainly suitable for the construction of bridge piers and large columns. The system is based on the same components as the Speed Stage configuration and allows the construction of column cross-

sections up to 2.25 m x 2.25 m in 5 cm increments for up to 95 kN/m² (2000 psf) without ties. Further features such as the possibility of integrating PERI InSite Construction pressure sensors as well as “sharp” formlining joints, lead to high-quality concreting results. The VSS combines the advantages of the classic methods of self-spanning formwork and a traditional dancefloor systems, but at the same time compensates for their disadvantages. With VSS, for example, the side formwork can be cycled already the day after concreting, and the previous reinforcement work can also be carried out conveniently. In addition, the innovative and fast split-soffit striking method can remove the dancefloor cycling off the critical path. The result: Pure efficiency through lower material requirements and shorter cycle times. In addition, VSS offers a high level of safety across all work steps. Starting with integrated systematic safety through the



use of PERI UP scaffolding components for working platforms, to the lifting of completely equipped platforms right through to striking from a safe position. It also stands out due to its particularly fast handling characteristics. Thanks to the X-Bolt connections and fitting pins, all work can be carried out intuitively and quickly. The VSC’s integrated attachment points ensure safe work processes even in

exposed places. The anchorless design as well as X-Bolt and T-Bolt connections ensure efficient handling. For even more efficiency, PERI InSite pressure sensors provide real-time concrete pressure monitoring so that the permissible concrete pressure of up to 95 kN/m² can be utilized in real terms and concreting can be carried out correspondingly quickly. Source: PERI GmbH

Doka Makes a Lasting Impact on Swiss Energy Future

Doka is demonstrating its expertise in dam construction as the principal supplier to the Spitallamm dam project at Lake Grimsel in the Swiss Alps. The project necessitates oversight of exceptional construction work and the creation of



customized components under challenging conditions. The new double curvature dam will require pouring more than 220,000 m³ of concrete, supported by Doka formwork. On completion in 2025, Doka’s customized solutions will have contributed to renewable energy sources supplying more than

1 million people with sustainable energy. “Hydropower plants enable largely CO2-free energy generation. With the construction of the new Spitallamm dam, we are working on a project that will secure green electricity in Switzerland in the long term,” said Robert Hauser, CEO of Doka. “Our comprehensive know-how in power plant construction, our formwork, and digital solutions, as well as our experience in high alpine terrain, make us the ideal partner.” This is Doka’s 5th Swiss dam project after Nant de Drance, Mutsee, Vieux Emosson, and the Linth-Limmern pumped storage plant. Doka is exceptionally proud to be part of this important energy project. With a capacity of around 94 million m³, Lake Grimsel is the best known, largest, and most important reservoir of Kraftwerke Oberhasli AG (KWO). The Grimsel consortium is using Doka’s



Picture taken during construction of the original dam in the 1930s

formwork solutions and digital information system Concremote for real-time monitoring of the temperatures inside the enormous concrete blocks. In the case of mass concrete components, the heat released from the cement reaction leads to a temperature rise which can result in critical thermal stresses, temperature cracks and ultimately reduced durability of

the concrete. Monitoring the temperatures and implementing block cooling and curing measures on-site mitigates the potential damage, and ensures the long service life of the dam. To further increase safety, Doka’s concrete pressure measuring systems also deliver real-time data about the fresh concrete pressure. This enables improved management of the formwork and structure and confirms and documents, that the formwork is not overloaded. The concreting work at Spitallamm began in May 2021. The 1,900-m high jobsite presents a demanding work environment, primarily because of difficult weather conditions and logistical challenges. “Doka was responsible for all planning and optimization of the project. With the support of our headquarters in Austria, we invested 1,500 hours of preconstruction planning, created a full 3D engineering model, organized the preassembly, and deployed our experienced supervisors to ensure smooth operations at the site,” explained Klaus Mirna, project manager



Engineering Zurich at Doka. “A highlight is undoubtedly the sturdy dam formwork, including safety platforms and the preassembled gallery formwork, which formed the complex network of control walkways inside the dam. Our ability to support the entire project from formwork and planning to digital services is a real benefit for the customer as everything is supplied from a single source.”

The new Spitallamm dam is being constructed in front of the existing dam, which will be retained and flooded later. The new dam has the same crest height of 113 m as the existing wall, and offers the possibility of being raised in a later phase to enlarge Lake Grimsel. Source: Doka GmbH Photos: Kraftwerke Oberhasli AG/Doka

Comansa Presents the LCH300 Hydraulic Luffing Jib Crane

Comansa presented its innovative model at Bauma 2022 held in Munich at the end of October. The Spanish tower crane manufacturer expands its range of luffing jib cranes with the launch of the LCH300, its first hydraulic model, with a maximum load capacity of 16 t and reach of 60 m.

The LCH300/16 t is available in various versions: embedded, supported on bases of 6 or 8 m, or movable. The crane can be assembled with 2.5 x 2.5 m tower sections. Its modular jib has a reach of 25 to 60 m, with configurations every 5 m. It has a minimum working radius of 4 m and a minimum radius of 9 m when out of service.

The luffing moves the jib and counter jib jointly by a hydraulic cylinder at the cathead and jib hinge assembly. The hydraulic pump unit is located on a movable platform in one piece.

The design of this new rotating part - jib, cathead and counter jib – as well as the mechanism, cabin and hydraulic unit platforms, optimizes the transport of this



model, which may be supplied by 8 trucks or containers.

This new luffing jib crane from Comansa incorporates the award-winning CUBE Cab (L or XL) with Split type air conditioning. The cabin platform, like the lifting and hydraulic unit platforms, can be transported in a single piece.

Comansa luffing jib tower cranes offer optimal performance where horizontal jib cranes cannot move loads freely due to

space limitations. Now, with the incorporation of the LCH300 hydraulic model, the luffing mechanism is optimized to offer even greater performance and an efficient assembly, as well as reduction of the radius when out of service.

Source: Comansa

Potain Unveils New Generation of Luffing Jib Tower Cranes

Visitors to Bauma 2022, in Munich, saw the design and technology upgrades that will roll out to the Potain range of luffing jib tower cranes as Manitowoc introduced the first in a new generation, the MR 229. It is the first Potain luffing jib crane to feature Manitowoc’s Crane Control System (CCS), the popular control command system that already features on all Potain hammerhead cranes.

Compliant with the latest and upcoming standards, CCS maximizes lifting performance, increases flexibility on the jobsite, improves ergonomics for the crane operator, and decreases commissioning times. Its features include the ability to activate Potain Plus quickly and easily from the cab via joystick control. Potain Plus is the Company’s technology that maximizes load curves for cranes while optimizing lift speeds, delivering unbeatable productivity.

In addition, the Potain MR 229 is the first luffing jib crane from the company to come equipped with the new Potain CON-



NECT™ telematics system, a user-friendly, intuitive solution that gives owners greater control and insight into their cranes, offering seamless integration of remote diagnostics, advanced analytics, and fleet management to boost uptime and machine utilization.

Assembling the crane on-site has been streamlined, with the MR 229 offering reduced windvane spans for easier installation on constrained jobsites.

Once assembled, maximum capacity for the new crane is 14 t and it can be fitted with up to 55 m of jib. The crane offers excellent strength along the load chart and at its 55 m jib end has a capacity of 2.7 t. Lifting power comes from a choice of hoists, including the 110 HPL 35 from the High-Performance Lifting range, capable of reaching speeds of up to 207 m/min.

Source: The Manitowoc Company, Inc.

Elgin Sweeper Debuts RegenX1®

Elgin Sweeper recently announced the RegenX1®, a customer-driven design, mid-dump regenerative air street sweeper that is easy to use, clean and maintain.

“After the success of the RegenX, we knew we had to once again seek our customers’ thoughts as we developed the RegenX1®,” said Tim Letts, product manager, Elgin Sweeper. “With its many features that simplify upkeep, the RegenX1® helps reduce time and maintenance costs. We’ve taken steps at every possible point to make it reliable, easy to service and time saving.”

The RegenX1® is a single-engine, truck-mounted regenerative air sweeper that eliminates the work of maintaining 2 engines. The new sweeper also utilizes a highly efficient dust separator and large screen surface area to reduce carryover and sandblasting. A simplified design that involves fewer moving parts helps increase uptime and further enhance reliability.

Additionally, the new sweeper eliminates many lengthy maintenance needs such as complex after-treatment systems and



cumbersome belt tensioning structures. Easily accessible components with locations hand-picked by experienced service technicians make servicing simple. Bolt-on wear parts were installed wherever possible for further ease.

A 1.4 m roll-off container dump height with 50° dump angle and 6.1 m³ hopper help avoid double handling and reduce the need to drive back to the facility to dump. They also help avoid environmental ground-dumping restrictions. With several features that make it easy to clean,

including a simple hopper with rounded corners and an external self-dumping dust separator, the RegenX1® helps save time all around from sweeping to cleaning.

“The RegenX1® provides incredible return on investment,” added Mr. Letts. “Combined with the company’s 100+ years of experience and that indispensable customer input at all stages of the development process, the RegenX1® is a street sweeper that provides significant value for our customers.”

Source: Elgin Sweeper Company

OTR Announces Port Wheel Inspection Program

OTR Wheel Engineering, Inc. (OTR) has successfully launched a program with Taylor Machine Works, a manufacturer of high-capacity lift trucks and container handling equipment, to inspect and, if needed, replace wheels used in vehicles operating at ports. The collaboration between longtime partners OTR and Taylor facilitates on-site wheel inspections and provides a critical safety enhancement that port staff and union leadership alike have endorsed. The program also reduces costly equipment downtime and productivity losses, a major focus given the volume of business transacted at ports.

Because safety is a top priority worldwide, especially at ports where heavy equipment is involved, OTR is expanding this program to its customer base and partners in Europe. Through this expansion, OTR will leverage its footprint and staff to replicate the same process being implemented in the U.S. It will offer proper demounting and installation of OEM-approved wheels, which is not only mission-critical for worker safety but also



affects the productivity and performance of vehicles operating in the field when downtime is not an option.

“We inspect, diagnose and confirm the condition of the wheel, its duty cycle, and the application,” said Charles Jackson, senior manager and sponsor of OTR’s program with Taylor. “If a wheel has a stress crack, we can visually see or detect it using a proprietary process, and if it’s

approaching end of life, we will inform the port staff accordingly. We then recommend an OEM-approved replacement wheel, allocated from OTR’s stock of wheels manufactured in-house, to ensure safe and continuous vehicle operation at the ports. It’s a win-win-win.”

Source: OTR Wheel Engineering, Inc.

Demand Grows for Schindler CLIMB Lift

Schindler recently announced several updates for its established Schindler CLIMB Lift, and published data to highlight the system's effectiveness. It is a self-climbing, vertical transportation system that can be used in high-rise construction to move people and goods. A proven performer, the system has so far featured on over 170 elevators, with further deliveries scheduled as contractors and developers continue to harness the increased speed and productivity it brings to construction.

With developers and construction companies seeking continuous efficiencies on projects, Schindler has made notable additions to its Schindler CLIMB Lift, most significantly extending its compatibility to the Schindler 5500, in addition to its larger Schindler 7000. By offering CLIMB Lift with the Schindler 5500, the product is now suitable to smaller buildings of 150 m and below. In particular, the Schindler 5500 CLIMB Lift has been designed for Machine-Room-Less (MRL) elevator applications.



It is a simplified design – yet still derived from the Schindler 7000 CLIMB Lift – which does not require a lifting platform. While still offering the same advantages of the larger Schindler 7000 CLIMB Lift in terms of speed and efficiency, the Schindler 5500 CLIMB Lift is lighter and easier to install. Its design is also more standardized, making it a cost-effective solution.

Schindler has also introduced a new design option enabling integration with the

building's formwork during construction. By integrating the lifting platform and crash deck of Schindler CLIMB Lift with the formwork, the entire system stays closer to the top of the building as construction advances. This integrated design also reduces the components and other materials in Schindler CLIMB Lift, while moving from one floor to the next is faster and easier.

Source: Schindler Elevator Corporation

Scania Launches New Inline Engine Platform

With great power density, a significantly increased lifespan and major CO₂-emission improvement, Scania's next generation inline engine platform sets a new standard for fuel efficiency in power solutions.

"This is our most fuel-efficient engine ever, with more torque, more power and up to 50% longer base engine lifespan. A game-changer for power solutions," said Joel Granath, senior vice president and head of Power Solutions, Scania. The enhanced gas exchange system, reduced internal friction, and increased turbocharger efficiency all have a positive impact on the fuel-efficiency. For the 13 l engine, this means up to 7% improvement in fuel consumption compared to the current generation at the same power output. That translates to 4 l of diesel saved per engine hour at full load.

As long as combustion engines are still in use, their climate impact should be improved. The platform carries the performance and reliability that customers are

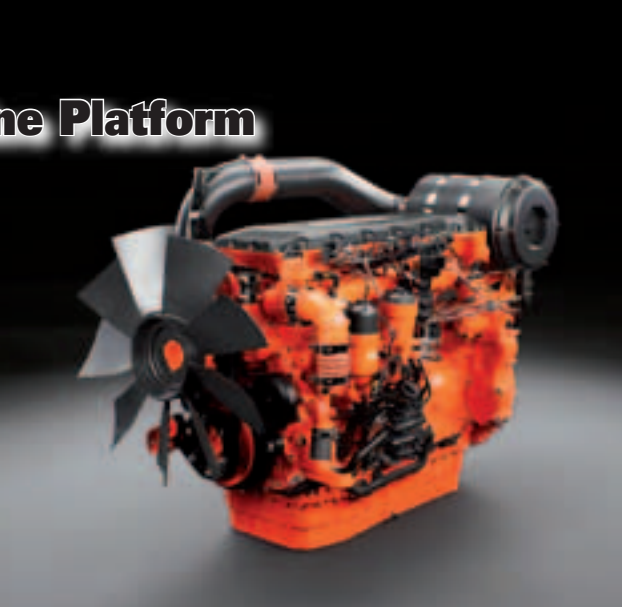
used to from Scania, but with added CO₂-emission reductions. It also meets the demands for changes in legislation, and is compatible with biodiesel blends and HVO. The new engine platform is built using cutting-edge technology, and to add value to the customers' operations has been top of mind. For example, the time between overhauls is up to 25,000 hours. Some of the new design features include more precise cooling, a more rigid engine block and cylinder head, and a more robust engine transmission with optimal gear strength.

"Our mindset throughout the development of the new platform has been to ease the transition for our customers while positively impacting fuel efficiency

and product performance," added Henrik Nilsson, Scania's director product management, Power Solutions.

The 13 l engine has a power range from 368 to 450 kW (490 to 600 hp) and delivers up to 11% more power and 21% more torque than the current generation. The 11 l engine has a power range from 202 to 368 kW (270 to 490 hp).

Source: Scania



Coming up in the Next Issues!

February	preview of CONEXPO-CON/AGG 2023... deadline January 15	August	snow removal equipment, winter maintenance... deadline July 15
March	earthmoving, roadbuilding, asphalt... February 15	September	cranes, aerial work platforms and material handling... deadline August 20
April	recap of CONEXPO-CON/AGG 2023... deadline March 20	October	collection and valorization of residual materials and recycling... deadline September 25
May	public works and road maintenance... deadline April 30	November	landscaping and compact equipment... deadline October 30
June/July	mechanical components, engines and running gear... deadline May 30	December/January	concrete and demolition... deadline November 30

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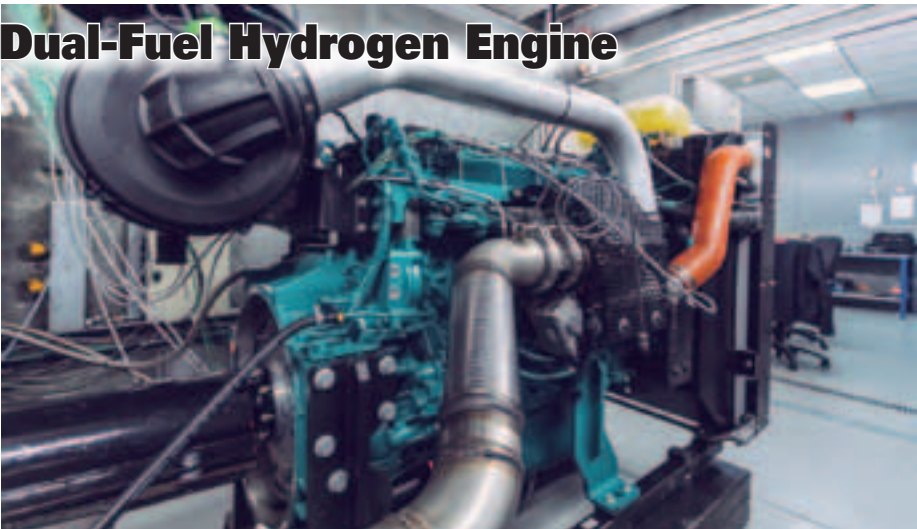
Volvo Penta Unveils Dual-Fuel Hydrogen Engine

Volvo Penta revealed its dual-fuel hydrogen engine at Bauma 2022 as part of its transformation journey into new, sustainable technologies.

Volvo Penta has taken another step on its journey towards creating a sustainable industrial future with the unveiling of its dual-fuel hydrogen engine. By using hydrogen as a renewable fuel source, the engine – which is an evolution of the company's proven D8 model – will reduce CO₂ emissions by up to 80%, without impacting power or performance.

The engine operates in a similar way as the conventional D8 model, but uses mainly hydrogen instead of diesel. If hydrogen is not available, the engine can continue to run on traditional fuel, safeguarding productivity and uptime. This means that with dual fuel technology, assets and business operations can be future-proofed – despite the fact we do not have full coverage from a reliable hydrogen infrastructure in place today.

Volvo Penta has partnered with CMB.TECH to develop the dual-fuel hydrogen-



powered solution. CMB.TECH provides and trials the hydrogen add-on kit and tank system that works together with the Volvo Penta D8 engine and software. Currently, the engines are being run in test cells to optimize the hydrogen-diesel injection strategy for maximum reliability and emissions savings.

The first engines will be working in end-customers machines in Europe in 2023 as part of a market pilot project, which will be followed by small-scale production. It will

be a stepwise introduction based on market and customer demand and there will be a focus on the fit between the technology and customer needs, ensuring it makes sense to choose a dual-fuel powertrain.

The new, dual-fuel hydrogen-powered solution will help Volvo Penta on its way to reaching its ambitious commitment to the Science Based Targets initiative (SBTi), where the company aims to reach net-zero value chain emissions by 2040.

Source: Volvo Penta

Appointments

Daimler Truck North America (DTNA) recently announced the appointment of **Allison Athey** to the role of vice president of Canadian vocational sales.

Ms. Athey joins DTNA from Volvo Trucks, where she has worked for the past 13 years. She started her professional career as a chemist specializing in powertrain technology development, earning 2 patents for her work. She later joined product marketing, supporting multiple new product launches and spending time working overseas to support international projects. Most recently, Allison Athey served as a sales executive and liaison to dealerships located in Northeastern U.S.

Source: Daimler Truck North America LLC



tion since 1978, dealing in heavy-haul tractors and trailers from the ALL Family's transportation department, as well as fleet cars, trucks, and SUVs, and the occasional forklift and miscellaneous parts and equipment. They retain their value and are in-demand because of ALL's reputation for superior maintenance and keeping its equipment in like-new condition. TRY has special expertise selling to construction and excavation contractors, as well as agriculture and independent fabricators. In addition to privately negotiated deals for individual assets, TRY also sells products via auction.

Source: The ALL Family of Companies

Hannes Norrgren has been appointed president of **Volvo Penta's Industrial Business Unit** and a member of the company's executive management group. He takes up the position replacing Giorgio Paris who will retire after a successful 25-year career at the company.

Mr. Norrgren has worked within the industry for more than 20 years. He has a long track record at Volvo Penta, having previously held various positions including vice president for Industrial Sales and Marketing in Europe. For the past 3 years, he has served as CEO at Humphree, a fast-growing Swedish marine technology provider of which Volvo Penta is the major shareholder.

"I am delighted that Hannes is returning to the Volvo Penta team," said Heléne Mellquist, president of Volvo Penta. "He brings extensive knowledge about building business relationships with customers which, in combination with a strong commercial focus and mindset, will be key in leading the Industrial Business Unit on our transformation journey."

"I would like to thank Giorgio for his engagement and commitment to our company," added Ms. Mellquist. "He will be truly missed, but we wish him a happy and relaxing future with family and friends."

Source: Volvo Penta



Marty LaCava has been named sale and finance manager of **TRY Auto**, the authorized reseller of trucks, trailers, and miscellaneous equipment used by the ALL Family of Companies.

Mr. LaCava has 40 years of experience in the equipment industry. He joined the ALL Family in 2006 as a sales representative. In 2015, he transitioned to an inbound sales and dispatcher role, where he helped manage the ALL Family's fleet of equipment – one of the most diverse and competitive in North America. In 2016, he brought his extensive knowledge of crane layouts and lift planning, fleet experience, and truck applications to ALT Sales.

"My favorite part of working at ALT Sales is being able to use my expertise to help customers find a Boom Truck that fits ALL of their needs," said Marty LaCava.

TRY Auto has operated from the same Cleveland, Ohio, loca-

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SMOPYC 2023 Will Take Place November 22-25, 2023

Due to a majority request from the sector, motivated by the movement of the European fair calendar which forced most of the European venues to delay their events due to Covid, Feria de Zaragoza, together with the Organizing Committee of this edition, has decided to move the celebration of SMOPYC 2023 to November.

The Spanish event will take place from November 22-25, 2023 in Zaragoza, in northeastern Spain.

In this way, the need to delay the event has been considered, in order to have a wider margin of time between editions, both of national and European fairs, in order to guarantee the presence of novelties in this new edition, and to maintain the quality of the professionals who participate in the event.

Source: Feria de Zaragoza

INTERMAT 2024, the Sustainable Construction Solutions and Technology Exhibition

The next INTERMAT will be taking place April 24-27, 2024 in Paris, France.

The unavoidable issue of low carbon for the construction industry will be the main focus, and with a brand new look, the 2024 edition aims to constitute a showcase for the excellence of the sector in the race to net zero.

The 2024 vintage will be one of renewal, in step with the low-carbon transformation of the sector, to closely meet the needs of construction professionals in search of game-changing solutions and sustainable, zero-carbon equipment and technology.

With a view in particular to lowering its own carbon footprint, the show will be held on 4 exhibition days instead of 6.

The show will bring together construction industry players through 5 dedicated sectors: Earthmoving, Demolition & Transportation; Lifting & Handling; Road, Minerals & Foundation; Building & Concrete; and New Technologies & Energies.

Source: S.E. INTERMAT



Agenda

Landscape Ontario's CONGRESS
January 10-12, 2023
Toronto, ON Canada

2023 MEP Innovation Conference
January 11-13, 2023
Austin, TX USA

World of Concrete 2023
January 16-19, 2023 (education)
January 17-19, 2023 (exhibition)
Las Vegas, NV USA

The ARA Show 2023
February 12-15, 2023
Orlando, FL USA

Work Truck Week
March 7-10, 2023
Indianapolis, IN USA

CONEXPO-CON/AGG
March 14-18, 2023
Las Vegas, NV USA



IAPAF Summit, International Awards for Powered Access
April 19-20, 2023
Berlin, Germany

Expo Grands Travaux
April 21-22, 2023
Saint-Hyacinthe, QC Canada

SaMoTer
May 3-7, 2023
Verona, Italy

International Rental Exhibition (IRE) / APEX access show
June 6-8, 2023
Maastricht, The Netherlands

TOC Europe
June 13-15, 2023
Rotterdam, The Netherlands

steinexpo
August 23-26, 2023
Homburg/Nieder-Ofleiden, Germany



The Utility Expo
September 26-28, 2023
Louisville, KY USA

Equip Exposition
October 18-20, 2023
Louisville, KY USA

LiftEx 2023 / LEEA Awards
November 21-22, 2023
Liverpool, England

SMOPYC 2023 – International Show of Public Works, Construction and Mining Machinery
Rescheduled to November 22-25, 2023
Zaragoza, Spain

TECHNI-MAT (Trade show for infrastructure and structural building)
March 6-7, 2024
Kortrijk, Belgium

INTERMAT Paris
April 24-27, 2024
Paris, France



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