March Madness is upon us and I don’t mean that ridiculous spectacle south of the border. Rather the flurry of activity our industry is engaged in as it emerges from winter hibernation.

While you are forecasting and planning for projects once the ice goes out, vendors are strutting their stuff as show season reaches its zenith. World of Asphalt, PDAC, INTERMAT, as well as our more regional favorites such as AHES and Expo Grands Travaux.

What would take you away from your daily grind to attend such events?

Would it be a bit of a “Jolly Up”, an exotic trip or something more? Do you believe your local representative and electronic media can give you what you need to make your equipment decisions?

Let your associations, the organizers and us know your thoughts. The industry is changing and budgets are getting tighter for everyone. The pace of equipment technology evolution has slowed, with most innovations centering on tooling, attachments and application. Do more with less, essentially. Can a show be added value for you in this brave new world?

Make sure you check out the events calendar in this latest issue. Also, we try to feature booth information with any stories vendors have provided so you can use them to find out more if you are an attendee.
KINSHOFER ACQUIRES DOHERTY GROUP

Kinshofer GmbH from Germany and New Zealand-based Doherty Group recently announced they have signed a definite agreement to merge. Under the terms of the agreement Kinshofer has acquired 100% of the Doherty Group.

For over 45 years, Kinshofer has been a leading manufacturer of attachments for truck-mounted cranes, excavators and skid steer loaders, consistently developing its product range in both, the crane and excavator markets to become a competent partner for OEM’s and OED’s. Previous acquisitions of Liftall Inc. (Canada), Demarec B.V. (Holland), RF System AB (Sweden), Auger Torque Group (UK/ Australia/ China) and Solesbee’s LLC (U.S.) were other important milestones of this development.

The acquisition of Doherty is significant for Kinshofer in 2 ways; first it adds additional product segments, such as quick couplers, buckets and other excavator products to Kinshofer’s already very comprehensive offering. And secondly, it improves Kinshofer’s distribution channel in New Zealand and Australia. But not only that, Kinshofer has now enhanced local manufacturing, with its Tauranga (New Zealand) and Brisbane (Australia) facilities, customers will be served much quicker and with a much larger product range. With this move, Kinshofer further demonstrates its commitment to being the global leader in attachments to the crane and excavator industry.

Doherty, a family business established in 2001, puts its focus on the development and marketing of tools and equipment which make carriers such as excavators more effective and versatile, particularly important for small and mid-size contracting businesses seeking high utilization of their machinery. With an extremely committed and well-educated workforce, Doherty will continue to develop and sell its products globally. In order to meet the current market requirements, Doherty and Kinshofer will recruit more staff to ensure a swift and professional market launch of the companies’ products within either sales organization.

“Kinshofer continues its strategy to provide the industry with a “One-Stop-Shop” solution of outstandingly engineered products to increase efficiency and, more importantly, profitability of its customers. The acquisition of the Doherty Group was the next step in our approach to be a local manufacturer in New Zealand and Australia,” said Thomas Friedrich, president and CEO of Kinshofer Group.

“The concentration of knowledge and competence will form a powerful center for future developments customers can only benefit from. In particular the combination of both product ranges will create more groundbreaking innovations for the industry. The whole Doherty management team, which will stay on in its entirety, is very excited to be part of this mutual future,” commented Jeremy Doherty, co-owner and managing director of the Doherty Group.

Kinshofer’s and Doherty’s employees are working on the rapid integration to
provide customers worldwide with their comprehensive range of products and services. Kinshofer is very pleased Jeremy Doherty will remain with the company as its managing director.

Source: Doherty Couplers & Attachments

TRIMBLE ACQUIRES E-BUILDER TO EXPAND ITS CONSTRUCTION MANAGEMENT SOLUTIONS

Trimble recently announced it has acquired privately-held e-Builder, a leading SaaS-based construction program management solution for capital program owners and program management firms. e-Builder extends Trimble’s ability to accelerate industry transformation by providing an integrated project delivery solution for owners, program managers and contractors across the design, construct and operate lifecycle.

e-Builder currently manages more than $300 billion of construction project value and over 200,000 projects from some of the most influential owners in North America. Owners benefit from the e-Builder solution through improved transparency and accountability while contractors benefit from faster payments, increased productivity and improved competitive advantage. The e-Builder solution is uniquely designed to measure and manage every step of the capital project delivery process including planning, design, procurement, construction and operations.

Trimble’s wide range of construction hardware and software solutions significantly improve project cost, schedule and effectiveness—beneficially impacting owners, architects, engineers, and contractors. The Trimble presence in construction has 2 points of focus, one on civil engineering projects and the other on the construction of buildings and structures. Both will benefit from the e-Builder acquisition. Trimble solutions leverage constructible Building Information Model (BIM) workflows to integrate processes, improve information fidelity, reduce rework, establish transparency and deliver higher productivity. By using Trimble technologies, contractors and owners are realizing substantial reductions in total project cost.

The combination of Trimble and e-Builder accelerates value creation for both owners and contractors by combining e-Builder’s best practice solutions for owners with Trimble’s construction lifecycle solutions, access to contractors and global reach. The combined solution portfolio will accelerate the integration of field operations with enterprise needs, enabling additional productivity gains. The tangible benefits include more consistent on-time and within-budget project delivery that is enabled by improved visibility, clear accountability for outcomes and the ability to convert large volumes of disparate data into actionable workflows and measurable outcomes.

“e-Builder has always recognized that owners play a key role in the construction lifecycle and that their influence will be key to the adoption of transformative construction technology,” said Steven Berglund, president and CEO of Trimble. “Trimble will extend its reach into the owner community by leveraging e-Builder’s presence. In turn, we intend to aggressively bring e-Builder...
solutions to civil and building contractors and the international market. We see a significant opportunity in leveraging data and intelligence gained through design-construct workflows across the full infrastructure lifecycle. e-Builder’s solutions and, more importantly, its organization provide a strong platform for significant growth.”

“e-Builder’s mission is to improve project execution to make construction faster, less expensive and more reliable,” said Ron Antevy, president and CEO of e-Builder. “The addition of our solutions to Trimble’s broad portfolio extends our collective ability to best support owners and contractors with project delivery and management. e-Builder current and future customers will benefit from Trimble’s construction management expertise, culture of innovation and global reach to take e-Builder solutions to the next level.”

The e-Builder business will be reported as part of the Buildings and Infrastructure Segment.

Source: Trimble

**SONGWON Starts Production of SONGNOX® 5650 at Its Plant in India**

To ensure the availability of SONGNOX® 5650 worldwide, SONGWON has started to manufacture the product at its Panoli plant in Gujarat, India.

SONGNOX® 5650 is a high molecular weight, multifunctional phenolic antioxidant primarily used as a post-polymerization process stabilizer for unsaturated elastomers.

Placing strong emphasis on reliable supply, SONGWON began the manufacture of SONGNOX® 5650 in Panoli last September. This additional, in-house production capacity enables SONGWON to ensure reliable supply of SONGNOX® 5650 worldwide.

The Panoli site was acquired from Sequent in 2014. “In the last 3 years, SONGWON has continuously invested in the Panoli site to develop it into a hub for specialty chemicals, including SONGNOX® 5650,” said Elena Scaltritti, leader Polymer Stabilizers.

Phenolic antioxidants are highly effective, non-discoloring stabilizers for organic substrates that are prone to oxidation, including plastics, synthetic fibers, elastomers and waxes. They act as free radical scavengers, and are mainly used to protect the finished product.

“Thanks to its unique properties, SONGNOX® 5650 can match the performance of stabilizers that have to be used in much larger amounts,” said Thomas Schmutz, leader Technical Service & Application Development. “And as a result of its very low volatility, there is virtually no product loss during polymer processing, drying or storage. These features make it highly cost effective.”

This non-staining antioxidant is suitable for a variety of elastomers, including polybutadiene, polyisoprene, emulsion styrene butadiene, nitrile rubber, carboxylated styrene-butadiene-rubber latex and styrene copolymers. It can also be used in hot melt, solvent-based adhesives as well as natural and synthetic tackifier resins.

SONGNOX® 5650 has broad food contact approval, making it especially suitable for pressure sensitive adhesives. Besides high protection against oxidation, it provides good long term thermal stability.

Source: SONGWON Industrial Co., Ltd.

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**REVOLUTIONARY NEW BEAM WELDING TECHNOLOGY SET TO SPEED UP LARGE MANUFACTURING PROJECTS**

A new technology could improve the efficiency of large-scale manufacturing projects by enabling firms to perform electron beam welding without a vacuum chamber.

EBFLOW, which features a local coarse vacuum that can be transported to and operated on site, has been developed by Cambridge Vacuum Engineering and was launched on January 1st, 2018.

The technology is designed to simplify the process of thick section welding in the manufacture of a wide range of large structures including ships, pressure vessels, wind farms and towers, nuclear plants, and many of the structures involved in oil and gas exploration and civil engineering projects.

To date it has only been possible to perform electron beam welding – a key technology in the fabrication of large, heavy wall structures – at sites equipped with a vacuum chamber large enough to house the structures under manufacture.

But EBFLOW’s coarse vacuum can be mounted on tracks and operated locally. The technology can be used in any plant where large components are welded.

In tests, EBFLOW has been shown to be 20 to 30 times faster than conventional arc welding, offering transformational gains in productivity. At the same time, it uses less power than conventional arc processes, lowering a plant’s carbon footprint.

Among the myriad of other benefits are the ability to perform low-heat input welds that result in reduced distortion – ensuring quality – and the option to perform NDT testing immediately after welding, boosting the manufacturing process and driving down costs.

“This technology will transform the productivity of fabrication processes throughout the world of heavy engineering. In many cases the speed of welding can be 30 times faster than current methods. The
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technology has been fully developed and pioneered in Britain and we are now ready to introduce it to the world,” said Bob Nicolson, managing director at Cambridge Vacuum Engineering.

Source: Cambridge Vacuum Engineering

QUEBEC IRON ORE SIGNS A LONG-TERM STRATEGIC SERVICES PARTNERSHIP AGREEMENT WITH METSO

Quebec Iron Ore Inc. (QIO), a subsidiary of a Montreal-based iron development and exploration company, Champion Iron Limited, has signed a strategic partnership agreement with Metso for the maintenance of Metso equipment with a Life Cycle Services contract. This agreement will provide QIO with maximum availability of equipment to meet production targets for the Bloom Lake Iron Mine located near Fermont, Quebec. The new contract is signed for a period of three years and the first-year value of the order will be booked in Metso’s first-quarter 2018 orders received.

“It’s been a privilege to take on the challenge of identifying and customizing our offer in order to meet the goals and objectives of QIO,” says Jean Hebert, VP, Services Sales, Canada, Metso. “We are proud of this partnership and committed to working with the QIO team to deliver a successful project “

Life Cycle Services (LCS) takes the entire range of services Metso provides and bundles them into tailored packages, ranging from the basics to more complete solutions, depending on the customer’s needs. Packages are equipped to cover a single-event shutdown or span multiple years, measured against strict key performance indicators (KPI).

Champion is an iron development and exploration company, focused on developing its significant ore resources in the south end of the Labrador Trough in the province of Quebec. Following the acquisition of its flagship asset, the Bloom Lake iron ore property, the Corporation’s main focus is to implement upgrades to the mine and processing infrastructure it now owns. The company also advances projects associated with improving access to global ore markets, including rail and port infrastructure initiatives with government and other key industry and community stakeholders.

Source: Metso Corporation

FRACO PRESENTS A NEW CORPORATE IDENTITY

As part of the World of Concrete 2018 exhibition held at the end of January 2018 in Las Vegas, Fraco Products unveiled its new corporate identity. Built around the 3 pillars that have made the company’s reputation: the human, the ingenuity and the support, this new brand is also a call to this new generation of employees, partners and customers who animate the environment of Fraco.

“Our logo has been virtually unchanged since the company was founded in 1991. During that time, Fraco grew and developed new business in a changing marketplace. After 25 years of existence, and a smooth transition in management, we wanted to reflect these changes in our brand and visual identity. We are proud to unveil today a rejuvenated brand and visual identity that reflects Fraco’s unique character, ambitions, passion and strengths,” commented Julie and Emmanuel Rainville, of Fraco Products Ltd. “Our new brand identity evokes the reality of a company that has always valued partnerships and stands out through the creativity of all its members.”

Developed in collaboration with the Montreal agency LG2, the new corporate image adopts new distinctive colors that are also found in the design of products manufactured by Fraco. “We have also been bold in choosing a logo that incorporates a graphic element that is like the movement of our products,” says Jacques Lainé, marketing director of the company. “The diffusion of this new image will intensify in the coming weeks, on our website as in social media.”

Fraco Products Ltd. is a Canadian manufacturer of mast access systems such as work platforms, construction hoists, industrial elevators and transportation platforms. This equipment is intended for the construction of buildings, as well as for industrial markets, infrastructure works and the power generation sector. Fraco also has a solid reputation in developing access systems for special projects. The company primarily serves markets in North America and Europe but remains open to the world.

Source: Fraco Products Ltd.

TRI-STATE TRUCK CENTER NAMED MACK’S 2017 NORTH AMERICAN DEALER OF THE YEAR

Mack Trucks named Tri-State Truck Center of Memphis, Tennessee, its 2017 North American Dealer of the Year.

Tri-State Truck Center, which opened in 1945, achieved 185% of its sales goal and 127% of its leasing plan in 2017.

“Tri-State Truck Center is an outstanding representative of the Mack brand,” said Jonathan Randall, senior vice president of sales and marketing for Mack Trucks North America. “Their commitment to offering a superior buying experience and exceptional after sale service and support ensures Mack customers are successful in their daily business of satisfying their customers. We are proud to partner with them and wish them continued success.”

Rod and Jim Maddox, 3rd-generation owners of Tri-State, operate 9 full-service branches, including a new Little Rock, Arkansas, flagship store that opened in October 2017. Every Tri-State location in Tennessee, Mississippi, Missouri and Arkansas sells the entire range of Mack products, as well as provides leasing, parts, service and body shop services.

Mack Trucks also named 2017 winners for its regional sales divisions: Gabrielli Mack Sales & Service (Northeast Region), Tri-State Truck Center (Southeast Region), Quincy Mack Sales & Service (Central Region), Shipleys Motor Equipment Company (Southwest Region), Mountain West Truck Center (West Region), and MacKay’s Truck Center (Canada Region).

Gabrielli Mack Sales & Service was also named U.S. Mack Financial Services Dealer of the Year, while Vision Truck Group of Cambridge, Ontario, was named Canada Mack Financial Services Dealer of the Year. The Mack Leasing North America Dealer of the Year Award went to Vanguard Truck Leasing. Bruckner Truck Sales, Inc., received the North America Remarketing Dealer of the Year Award, and the overall Customer Satisfaction Award went to Nextran Truck Center in Orlando, Florida.

Source: Mack Trucks, Inc.

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Saint Petersburg, in Russia, is probably the most glamorous metropolis on the Baltic Sea. Its rich past meets the challenges for a modern cosmopolitan city. Even today, the most northerly city of millions is still looking for new identities when it comes to urban planning. This is why an unparalleled construction project is currently taking place on the city’s outskirts: soon the Lakhta Tower, which overlooks the sea, will be complete – and will bear the title of the highest building in Europe.

In addition to offices, it will also house shops, cafés, restaurants, a theater and even a museum. The foundation work for the 462 m-tall building was executed in 2013 by the Russian subsidiary of BAUER Spezialtiefbau GmbH. OOO BAUER Technologie constructed 260 bored piles with a diameter of 2 m to a depth of 85 m. Several Bauer rotary drilling rigs from types BG 40 and BG 28 were used for this.

Following the drilling work for the Lakhta Tower, OOO BAUER Technologie also executed the foundation work for further building sections at the neighboring Lakhta Center. © BAUER Group

All-New Brandt Pipelayer Sets New Standard for Safety and Productivity

Brandt Industries Ltd.’s strategic move into the oil and gas pipeline industry in mid-2017 is paying dividends quickly for the Saskatchewan-based company. Industry acceptance has exceeded expectations for their BLP170K and BPL220K pipelayers, available through Brandt’s network of John Deere Construction and Forestry dealerships across Western and Atlantic Canada.

“Operator feedback has been exceptional,” says Brandt Industries vice president, Sales, Neil Marcotte. “The design innovations that we’ve built into these units are already delivering industry-best speed, lift capacity and ease of operation for our customers.”

The 2 new models feature a unique design that pairs the performance advantages of the John Deere 1050K dozer’s hydrostatic drive and low center-of-gravity with Brandt’s exclusive boom and winch configuration and revolutionary new SmartLift™ Dynamic Stability Monitoring system. This exclusive configuration offers pipeline contractors unrivalled load control and operator visibility, resulting in what has quickly become the safest, best-handling and most stable machine on the market.

“Our SmartLift™ system makes a solid platform even better and contractors are loving it,” adds Chris Semple, Brandt’s vice president, Engineering. “We are the only manufacturer in the industry to deliver true real-time stability feedback, and, for the ultimate in operator safety, our hardwired load sensors can be supplemented with available camera and radar packages.”

Demand for the new units has been strong since Brandt began shipping production model pipelayers to pipeline contractors in early September, 2017.

Source: Brandt Tractor Ltd.
KINSHOFER Hydraulic Mobile Shears Feature Industry-Leading Power-to-Weight Ratio and Cycle Times

KINSHOFER, one of the world’s leading sources of high-quality excavator and loader crane attachments, introduces the DXS Series of hydraulic mobile excavator shears. The line features industry-leading in its size class power-to-weight ratios, jaw opening sizes, cycle times and hydraulic efficiency. The attachment series, which debuts with the DXS-50 model, is ideal for scrap processing, tire recycling and demolition.

“We designed the DXS Series to enhance contractors’ productivity and ROI,” said Francois Martin, KINSHOFER North America general manager. “Traditionally, more power means a larger cylinder, which results in a bigger, heavier shear and, often, a larger machine. The DXS-50 has the same-sized cylinder as shears in the same weight class, but with 20% more power, allowing our customers to achieve higher performance without investing in larger carriers. This saves them money up front while improving their ROI with the attachment’s production-boosting qualities.”

KINSHOFER’s DemaPower™ cylinder technology gives the DXS-50 the same power as shears 2 sizes larger. The cylinder uses 4 chambers instead of the 2 found in other shears, resulting in 20% more surface area within the cylinder. That allows the DXS Series to exert up to 25% more power from a smaller attachment, resulting in the best power-to-weight ratio in its size class. The 4,500 kg DXS-50 features a closing force of 10,700 kN, compared to 8,210 kN from its 4,100 kg predecessor, the DRS-45.

Like the DRS-45, the DXS-50 is suited for 23 t to 32 t carriers when boom mounted, and 29 t to 45 t carriers when stick mounted. This means contractors can achieve a closing force equivalent to shears 2 sizes up. In addition, the cylinder technology allowed KINSHOFER to design the DXS-50 with a jaw opening 74 cm wide and 78 cm deep – larger than any other shear in its weight class, as well as some larger models.

The DXS-50 reduces carrier fuel consumption by up to 20% compared to competitive shear models. The attachment’s efficient design allows it to function normally when the carrier is set in economy mode, achieving the same performance as a competitive shear on an excavator running at full throttle.

The DXS-50’s high power-to-weight ratio makes the attachment ideal for top-down demolition, both because contractors can use smaller carriers and because the attachment’s light weight and superior cylinder technology improve fuel efficiency while the excavator arm is fully extended. In addition, KINSHOFER designed the attachment with a narrow frame to allow operators to better see their work.

KINSHOFER’s double-acting speed valves and innovative cylinder technology also give the DXS-50 superior jaw closing and opening speeds. The cycle time is as fast as 5.5 seconds, 50% faster than any model in the attachment’s weight class. Competitive models use a single-acting speed valve that allows only for a fast opening speed or closing speed, not both. The DXS-50’s fast cycle times, coupled with its high power and low fuel consumption, allow contractors to complete jobs faster at a lower cost, improving ROI.

Rotation-equipped models feature 360° continuous rotation on an oversized slew-ring to bear high forces, shock loads and bending. The rotation model also includes heavy-duty motors for maximum rotation torque. KINSHOFER designs the attachment to minimize downtime, with no protruding components that could become damaged. Convenient service openings give contractors fast access to shear hoses and hydraulics. The DXS-50 also features a piercing tip that can be welded again and replaced.

Source: KINSHOFER

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Ammann’s technologically-advanced asphalt-related products were featured at the 2018 World of Asphalt Show & Conference held March 6-8 in Houston, Texas. Ammann has had a strong presence in Europe and other parts of the world for nearly 150 years. It recently began distribution of asphalt-mixing plants in North America, and brings with it a host of experience, technologies and highly successful products.

“These plants are tried and tested at hundreds of locations and in all types of conditions around the world,” said Jenelle Strawbridge, national sales manager of Asphalt Plants for Ammann in the U.S. “Ammann technology is renowned for enabling use of high percentages of recycled asphalt (RAP) and reducing emissions and fuel usage. All these efforts result in improved customer profitability.”

The first Ammann Universal ABP HRT (High Recycling Technology) Asphalt-Mixing Plant in North America has been installed in Columbus, Ohio. It began producing mix in early December 2017. The ACM Prime Asphalt-Mixing Plant is perfect for those who have a number of small jobs in varied locations and where frequent transport is required. The RSS 120-M Shredder, Iron Separator and Screener is a mobile machine that prepares RAP for use in an asphalt plant. Source: Ammann Switzerland Ltd

Technology Key to Ammann Products Showcased at World of Asphalt
WEtrac Optimizes Machine Utilization

Boost efficiency, cut costs. Telematic solutions are becoming increasingly important to construction companies. They provide a unique way to optimize the utilization of their machines. Weber MT is now bringing this technology – called WEtrac – to hand-guided soil compactors. When combined with the MDM active engine protection, this technology takes fleet management to an entirely new level.

WEtrac, the machine data telemetry solution by Weber MT, has been engineered for the CR 6 to CR 9 series of reversible soil compactors. The system in the machines comes factory-installed.

Weber MT’s telematic solution is based on MDM active engine protection. Available as an optional add-on, the start module comes with E-start and an hour meter. It constantly checks such key engine parameters like engine oil pressure / oil level, the air filter’s degree of fouling or battery voltage. WEtrac analyzes this machine data and transmits it to a Web portal using a cellular signal provided by Weber MT’s partner Trackunit.

This technology makes relevant information about the use of the soil compactor available and retrievable in real time – conveniently with a click of the mouse or on the user’s smartphone.

This level of transparency about the condition of the machine contributes to an extended service life. The system will, for instance, remind the user by email or SMS of the next servicing date, allowing them to better plan the upcoming workshop visit. This safeguard makes disastrous engine failures caused by insufficient maintenance a thing of the past.

Yet another advantage of WEtrac is its reliable anti-theft protection: This feature lets the operator build a virtual fence around every machine on the Web portal. If the machine is moved out of the defined area, the fleet manager is sent an alert. The current location of the machine is pinpointed by GPS and transmitted using the cellular signal.

By the way, WEtrac is available for both Weber MT soil compactors with MDM engine protection and machines equipped with the latest COMPATROL® 2.0 compaction control. This version of COMPATROL® features MDM engine protection as an integral part.

Source: Weber MT

New Transforming Products from ALLU at INTERMAT 2018

ALLU Group will be proudly exhibiting equipment from the Transformer and Processor ranges at Intermat 2018. As well as established equipment, ALLU will unveil the latest features of the equipment and launch a new, exciting development. These will enable customers to get even more from their investment.

ALLU will be using INTERMAT to exhibit leading members of its Transformer and Processor ranges, outline the new features on the equipment and launch its latest development aimed at further enhancing customer business operations.

The equipment being shown will include a selection from the ALLU Processor and Transformer Series as well as other customer-focused solutions.

ALLU will also be introducing for the very first time a 2-way solution aimed at maximizing customers’ investment. This will be shown and demonstrated at Intermat, enabling visitors to see first-hand how ALLU is about much more than the supply of world-leading equipment.

With the widest range of attachments on the market, the ALLU Transformer range enables businesses to choose the right piece of equipment to meet their very particular requirements. ALLU looks forward to showing how it can help any business transform materials into more profits.

Source: ALLU Group

Source: ALLU Group
Robit Opens a Major Production Facility in South Korea

On February 8th, 2018, Robit Plc held a grand opening ceremony to mark the completion of its major productional investment in South Korea. The new production facility is located in Hwaseong, Gyeonggi-Do, South Korea.

Local politicians attended the opening ceremony together with a crowd of stakeholders. Harri Sjöholm, Robit Plc’s chairman of the Board, expressed his thoughts: “Korea has been a really positive surprise for Robit. Korea has been an excellent place for manufacturing drill steels. Therefore, it was easy to make the decision for the new investment. Robit has manufacturing units in Finland, the UK, the U.S. and Australia. Out of these, the Korean unit was clearly the best unit last year. I want to thank our Korean team for the excellent work.”

The new major productional facility is to meet even better the growing demand for rods and shanks of Top Hammer product line. Hwaseong production increases significantly the manufacturing capacity in South Korea as well as the automation level of the production of rod and shank products. In addition, the throughput time will be significantly shortened, which improves the delivery capability and service level to customers. The new production facility has been built close to Seoul, which further improves logistical connections.

The Hwaseong production facility is one of Robit Group’s 6 manufacturing plants each one having its own focus ensuring good availability of products and service while enabling efficiency as well as supporting future growth.

Source: Robit Plc
Technology company Continental is introducing 2 additional EM-Master E4/L4 radial tire sizes to the market. “This, for now, completes our range of radial tires for use on wheel loaders and dump trucks in particular for construction work and mining,” says Christian Luther, product line manager Earthmoving at Continental Commercial Specialty Tires (CST). “We are also collaborating intensively with our customers to further expand our portfolio to meet their needs and requirements.”

The EM-Master is part of the ContiEarth portfolio, which was developed specifically for the construction sector. The tire is ideally suited for articulated dump trucks (ADT), loaders and dozers and is available in 2 versions: The EM-Master E3/L3 has a normal tread depth and wide spacing between the blocks. This makes it the best tire on soft ground. In comparison to the E3/L3, the EM-Master E4/L4 is ideally suited for hard and stony ground thanks to a greater block size with less spacing between the blocks and a deeper tread depth.

The RDT-Master is also part of the ContiEarth series and was developed for rigid dump trucks (RDT). Thanks to its special deep tread design, the tire offers high resilience, cut resistance and self-cleaning properties.

The DumperMaster rounds out the radial tire product range. The tire has an all-steel radial carcass which ensures high load capacity with low heat build-up. This makes it ideally suited for transporting ore onto the conveyor belt or directly from mines to the surface on dump trucks. In addition, the tire is well-suited for tunnel construction.

Source: Continental Commercial Specialty Tires
Michelin North America, Inc., is partnering with CASE Construction Equipment to add the MICHELIN® 10N16.5 and 12N16.5 X® TWEEL® SSL as factory-approved/supplied option for skid steers loaders. The single unit SSL airless radial tire will be available as an original-equipment (OE) option on all CASE skid steer loader models in 2018. The SSL All-Terrain version is designed for rugged off-road working conditions and, a viable option for industries such as construction, landscaping, and agriculture.

“This is a win-win for Tweel SSL and CASE customers,” said Justin Brock, Michelin construction segment marketing manager in North America. “Building relationships in the market is our goal. The market demand for Michelin X Tweel SSL continues to increase. More and more end users are searching for solutions that reduce downtime. The Tweel SSL provides the users this solution, without compromising key deliverables including traction, operator comfort and machine productivity. With uptime so crucial for customers, the MICHELIN X Tweel provides an unparalleled solution.”

The TWEEL offers the advantages of no maintenance, no compromise, no downtime – the X TWEEL SSL requires no air, thereby eliminating the risk of a “flat tire” and allowing users to stay in operation with limited downtime to maximize profitability and cost per hour from the solution. The X TWEEL SSL also delivers the advantages of easy mounting, damage resistance, exceptional operator comfort, reduced operator fatigue, improved productivity and longer wear life than standard pneumatic tires.

The AT models feature a deep open tread design for excellent cleaning and traction, and a deep layer of undertread allows the core to be retread.

Source: Michelin North America
Often, GVWR and gross vehicle weight (GVW) are thought to be the same, but they are not. A truck's GVWR is the maximum weight rating established by the chassis manufacturer. GVW is the total weight of the truck and payload at a point in time.

There is a common misconception that a truck's GVWR is determined by adding gross axle weight ratings (GAWRs) together for all axles. Although this was a common way of calculating GVWR many years ago, it is no longer an accurate method. The chassis manufacturer task of establishing a vehicle GVWR is much more difficult today due to advancement of safety system standards and how vehicles meet these requirements. This is why many trucks have a GVWR much lower than the combined axle ratings. It is not uncommon for a truck with a GVWR of 8,845 kg to have a front axle rated at 3,400 kg and a rear axle rated at 6,668 kg. Safety standards that apply to braking, vehicle stability, and chassis manufacturer internal standards for durability, dynamic stability and handling can restrict GVWR even though the sum of the axle ratings exceeds 9,979 kg. In this instance, the OEM set the GVWR at 8,845 kg based on test results and vehicle dynamic performance to ensure a safe, reliable truck.

A specific vehicle’s GCWR is based on parameters established by chassis manufacturers. The manufacturer makes an assessment in accordance with SAE International test protocols, determining maximum GCWR. Additionally, the OEM runs stringent tests based on internal requirements which may include testing total GCWR braking capability using only the towing vehicle chassis braking system.

GCWR is the total weight of the truck pulling the trailer and the trailer itself. The truck chassis dictates proper GCWR for safe operation of the combination truck and trailer.

When end users and fleet managers are looking to either purchase or specify the proper chassis for their needs, different driver qualifications and regulations are part of the process. A key driver qualification is the commercial driver’s license rule, better known as CDL. Many fleets prefer to specify their chassis in a way that allows drivers without a CDL license to operate their vehicles. Federal CDL requirements help clarify what is considered a non-CDL truck and how GVWR comes into play. Each individual state and province may have more stringent CDL licensing requirements. However, they must the same requirements as a baseline. One element in federal CDL operator requirements is a vehicle’s GVWR. The U.S. federal requirement specifies that, when a vehicle has a GVWR of 11,793 kg or less, the operator does not need a CDL license. However, this does not mean the truck GVW can be loaded above the GVWR of 11,793 kg and operated by a non-CDL driver. Federal requirements state the GVW must, in addition, be 11,793 kg or less. CDL requirements become more confusing when the vehicle is towing a trailer.

There are 3 key aspects to consider when assessing CDL operator requirements for commercial work trucks involved in towing a trailer: truck GVWR, trailer GVWR and GCWR of the truck-trailer combination. Trailer GVWR is most critical to determining when a CDL is required. When a trailer has a GVWR of 4,536 kg or more and the combined GCWR of the truck and trailer is 11,794 kg or more, a CDL is required by the operator. For example, if a trailer has a GVWR of 5,216 kg and is towed by a truck with a GVWR of 6,804 kg, resulting in a GCWR of 12,020 kg, then the operator must have a CDL.

In contrast, when the trailer in the truck-trailer combination has a GVWR of 4,536 kg or less, the CDL requirements allow for a greater GCWR for both the truck and trailer without requiring a CDL license. For example, a truck with a GVWR of 11,793 kg or less can tow a trailer with a GVWR of 4,536 kg or less and not require the operator to have a CDL. However, CDL requirements mandate that the truck and trailer GVW not exceed 11,793 kg and 4,536 kg, respectively. In short, the truck and trailer cannot be overloaded.
When determining the truck and trailer combination(s) that end customers or fleets want, it is important to understand which combination(s) will require a CDL or know how to specify and load trucks and trailers properly to remain within CDL weight limitations. There is a common perception that a truck’s original GVWR can be changed to avoid CDL requirements. Even though there are provisions in the vehicle certification rules that allow the company finishing the new incomplete vehicle (final-stage manufacturer) to determine the vehicle’s final GVWR, the final-stage manufacturer is typically reluctant to make changes to the original GVWR without guidance from the incomplete vehicle manufacturer.

Many incomplete medium-duty vehicle manufacturers include GVWR information as part of the Vehicle Identification Number (VIN) coding in the vehicle description section (4–8) and, therefore, will not change an incomplete vehicle’s GVWR after it is manufactured as the VIN would need to be updated. Many incomplete vehicle OEMs will provide guidance about changing GVWR for a VIN-specific new incomplete chassis through their dealer network; however, they make the final-stage manufacturer the responsible party. Many times, altering GVWR requires changing key components (such as tires, suspensions or even axles). If a company claims it can change GVWR, consider asking about the organization’s approach to testing, engineering analysis and certification documentation to ensure ongoing compliance.

As a company or fleet, you are placing your employees in these vehicles. It is very important to company wellbeing and employee safety to make sure the trucks you purchase are designed for their intended purposes and GVWR and GCWR are specified properly for safe, efficient operation.

**LEARN MORE**

Established in 1964, NTEA – The Association for the Work Truck Industry represents more than 1,950 companies that manufacture, distribute, install, sell and repair commercial trucks, truck bodies, truck equipment, trailers and accessories. NTEA provides fleet managers in-depth technical information, education, and member programs and services, and produces The Work Truck Show®.

Daimler Trucks North America (DTNA) recently announced the start of vehicle production with the new Detroit™ DD8™ engine. The latest addition to Detroit’s expansive powertrain portfolio complements the already-in-production DD5™ engine for medium-duty and vocational markets.

“Based on the initial orders we are seeing – which have exceeded our expectations – it’s clear by providing our customers with a variety of engine choices, they have already embraced the dependability, serviceability and efficiency found in the high-quality products expected from Detroit,” said Scott Kuebler, general manager, Component sales. “The introduction of the DD8 engine was the natural next step in expanding our product portfolio and we are pleased with customer acceptance so far.”

Manufactured at the same facility as the Detroit DD13®, Detroit DD15® and Detroit DD16® engines, as well as the Detroit DT12® automated manual transmission and Detroit axles, the new DD8, along with the DD5, will strengthen Detroit’s lineup of powertrain offerings.

“We have made significant investments to extend our powertrain offerings to provide our customers the best solution for their business needs,” said Kelly Gedert, director of product marketing, Freightliner and Detroit Components. “And today, with the initial success of both the DD5 and DD8 engines, we are positioned to continue our growth in the medium-duty and vocational segments.”

The DD8’s best-in-class maintenance intervals are up to 3 times longer than the competition. One of the features designed with the vocational market in mind is variable exhaust cam phasing, used at low engine speeds to increase exhaust temperatures and increase uptime by reducing the need for manual regenerations. The DD8 also has an impressive B10 life of 643,737 km (400,000 mi), backing the company’s commitment to delivering a robust and reliable product to this market.

Available for Freightliner M2 106, 108SD and 114SD truck models, the DD8 engine is ideal for segments such as pick-up and delivery, utility, construction, dump, mixer, plow, towing and recovery, refuse, and fire and emergency.

Source: Daimler Trucks North America LLC
How to Choose the Right Crane for Your Project

Virtually all construction projects require the lifting, hauling or transportation of heavy materials – which is why cranes play a gigantic role in the development of your project.

Deciding which crane is right for your objectives can be an overwhelming task, as the range of options available is limitless! There is an enormous variety of cranes – each designed for a specific function or use. One example is tower cranes – these are fixed to the ground in large concrete footings or use weighted City base’s when a concrete footer is not needed.

Tower cranes are commonly used in the construction of tall buildings and are attached at various floors as the building rises. They are unique as they have the ability to climb the building as it rises. Tower cranes can add their own tower sections when equipped with a climber section. The climber allows the crane to jack the tower up enough to add 1 section of tower per move.

The climber section also gives the crane the ability to lower itself back down the side of a building once the building is completed. Once it is at a lower elevation a mobile crane can disassemble the crane and load it out until it is gone as if it was never there.

Selecting the right crane for the job definitely requires preliminary preparation and planning but is an absolutely essential process, as it not only ensures your construction site is safe for workers and the public, but can also help you reduce costs and inefficiency, keeping your project on track, budget and schedule.

THREE FACTORS YOU SHOULD CONSIDER WHEN CHOOSING A CRANE

1. The duration of the job and the size & weight of the material you will be lifting.
   Cranes have different specifications, capacities and functionalities. Understanding what your project requires from a crane will help you select equipment that can best meet your projects demands and will quickly narrow down your options. To fully understand the capabilities of the crane you are interested in renting or purchasing it is always best to contact your local crane specialist for assistance.

   There is no charge for this service and they can help you size the crane that’s best suited for your application. The specialist will help you review various load charts to understand the cranes capabilities, structural strengths and dimensions. Load charts will detail vital features of the crane such as boom length and the rated capacity – this is the gross weight that any crane can lift at a given radius (distance).

   When determining the right crane the crane hook block and or ball as well as all rigging/cable must be deducted from this gross capacity to arrive at the safest crane for your particular project.

   The Manufactures charts will give you the exact specifications and dimensions of the machine. These graphs will allow you to calculate your maximum lift within any given radius. Getting this right will help you avoid selecting a crane with too little capacity, and will insure it will fit into your jobsite with no obstructions. All of these factors insure that your job will be profitable and go as planned.

2. How will equipment be transported.
   The question of how the equipment will be transported could be initially overlooked, however, it is a critical consideration.

   Broadly speaking, cranes can be classified as either Mobile, Rough Terrain/Crawler or Tower – all with different transportation methods. Permitting for City and State laws are all factors in the transportation of cranes and heavy equipment. The permit routing may take the crane in what would seem like a indirect route. This is done in order to avoid a low capacity or low clearance bridge or a roadway that is not sufficient for large loads or trailers to avoid accidents or other traffic issues such as road construction.

3. The conditions of the construction site.
   The condition and terrain of the construction site also have a bearing on the type of crane you should be going after. Understanding weather conditions, spatial constraints and the ground conditions of your site, will give you great insight into which equipment will help you meet your objectives with efficiency.

   For example, rough terrain cranes are best suited to off-road construction sites as they are best equipped to deal with complicated ground conditions compared to all terrain cranes. The degree of mobility you require will also dictate the type of equipment needed. For instance, if your project requires flexibility and precise delivery in tight spaces, a mini-crane may be right for you.

TYPES OF CRANES

A brief overview of commonly used cranes and their functions.

Tower cranes are typically used in the construction of tall buildings. As a fixed structure, its stability comes from being bolted to concrete slabs and provides a combination of both awe-provoking height and great lifting capacity, typically between 7 and 32 t. Tower cranes are great for long-term projects!
A WOLFF at the ÖSWAG Shipyard in Austria

The ÖSWAG Werft Linz, an Austrian shipyard founded in 1840, recently installed a WOLFF 7532.16 cross on its premises. The crane will be used for maintenance work on riverboats at the slipway, which was enlarged several years ago to accommodate larger vessels of up to 23 m wide. WOLFFKRAN convinced the ÖSWAG team not only with its high-performance crane, but also with a solution for the technically challenging adaptation of the travelling undercarriage.

The customer’s requirements for a new shipyard crane presented the Austrian WOLFFKRAN team with numerous challenges. First of all, the WOLFF 7532.16 cross needed to be installed on an existing 6 m-high rail structure, on which it can move back and forth during operation. Further, the width between the tracks of the rails was only 4 m. Finally, the crane had to pass over an existing 5.5 m-high control stand installed on the rail structure. “Planning this was extremely demanding. The narrower the track width of the undercarriage, the more ballast is necessary to stabilize the crane. In this case, 60 t of central ballast was used for the 7532.16 cross. At the same time, it was crucial to keep the individual wheel loads exerted on the rails to a minimum and not to exceed 18 t per wheel,” explained Wouter van Loon, product manager at WOLFFKRAN. The team used a standard WOLFF undercarriage with a 5.5 m track width as a basis, and modified it so that it would fit on the existing rail structure with a 4 m track width. In order to not exceed the maximum permissible forces exerted on the tracks, the 154 t operating weight of the crane had to be evenly distributed over 16 wheels.

“Our old luffing crane from 1936 was beginning to show its age, both in terms of lifting and regulatory requirements,” said Horst Krammer, who is responsible for the plant and operational engineering at ÖSWAG Werft Linz. “In addition to WOLFFKRAN’s farsighted project planning, we were also convinced by the performance of the WOLFF 7532.16 cross with its 17 t carrying capacity at a jib radius of 14.3 m and a total jib length of 40 m. It is primarily used to move ship dollies weighing up to 17 t which are used to move ships out of the water.”

Even though this project was the first of its kind for WOLFFKRAN Austria, WOLFF cranes are a common sight on shipyards in other countries. In recent years, a WOLFF 6531 cross went up at the Scheepswerf Kooiman Hoebee in Dordrecht, the Netherlands, and a WOLFF 1250 B luffer at the Engine Repair Dry Dock in Antwerp, Belgium. The WOLFF 7532 cross in Austria will – like its predecessor – be in operation on the banks of the Danube river for many decades to come.

Source: WOLFFKRAN International AG

...How to Choose the Right Crane for Your Project ...

Due to the sheer size and reach of tower cranes, extra precautions must be taken for safety and specially skilled operators are required to man the machine. Adverse weather conditions can also hamper the schedule. Crawler cranes are mounted on moveable tracks. These tracks are specially designed to be used on multiple ground types including soft terrains. Due to the tracks and excellent counterweight control, crawler cranes are able to lift extremely heavy loads, typically from 72 to 750 tons. Additionally, they have the ability to safely transport materials around the construction site with ease. With such vast lifting capacities, they can often be bulky, difficult to transport to location and expensive to assemble and dismantle. Therefore, crawler cranes are best suited for long-term projects.

HTC Truck type / All terrain Cranes are used for short-term jobs where the lift requirements are too large for a boom truck yet are not long enough in duration or heavy enough to justify a crawler crane. You will see these cranes on a daily basis as they travel the roads and highways just as the daily commuter does on their daily activities. These cranes are best suited for commercial work and in Industrial sites / hospitals/shopping mall HVAC repair or short-term bridge construction. These machines average in size from 27 t capacity to over 90 t. These cranes on average are the bread and butter of most crane companies business and how most are started initially. Boom Trucks - As well as being versatile and reliable, boom trucks are designed to provide important functions that, when combined, are extremely useful for most daily construction sites. Boom trucks are fitted with a hydraulic crane and a flat deck hauling area which allows you to lift light to medium size equipment & material. They also have the ability to transport light miscellaneous equipment around a jobsite and to other locations as many trucks are able to travel at highway speeds.

Carefully considering your options when renting or buying a crane can help you avoid choosing equipment that is ill-suited for the job at hand. Incorrect selection can increase costs, affect your schedule and even jeopardize the safety of your staff and the public. In order to make an informed choice, it is always best to consult a crane rental company. With decades of specialist expertise of equipment, extensive knowledge of safety procedures, vigorous onsite evaluations and on-going risk assessments, Crane specialists will be able to provide you with inclusive packages that are designed to meet the exact objectives of your projects in a timely and cost-effective manner.
Terex Cranes distributor Cropac Equipment Inc. with locations in Ontario, Quebec, and Alberta, has recently placed an order for 4 Demag® all terrain cranes. The order includes Demag AC 300-6, AC 220-5 and AC 160-5 all terrain cranes.

“We are committed to serving the needs of our customers,” explains Bill Finkle, president of Cropac Equipment. “Our customers are among the area’s top construction companies, and we are proud to be a part of that success. The role we play is sourcing the industry’s best equipment and providing outstanding service and parts support after the sale. The people at Terex Cranes have always been our partner to help deliver on that customer promise.”

Since being reintroduced to the global market in 2016, Demag all terrain cranes have continued to gain traction among lift and access companies. Demag all terrain cranes are among the most compact units in each of their respective capacity classes, are easy to transport, setup and rig. Each unit also features the latest crane innovations, including the optional IC-1 Plus control system that calculates the crane’s lifting capacity for every boom position as a function of the superstructure’s slew angle, and in real time to boot. Demag all terrain cranes’ design, features and functionality deliver high productivity and exceptional return-on-investment.

“We know our customers will be impressed with the performance and quality of these new all terrain cranes,” concludes Mr. Finkle.

Founded in 1977, Cropac Equipment Inc. is a leader in crane sales and support in North America and worldwide. Headquartered in Oakville, Ontario, the company’s knowledgeable and experienced staff, and devotion to customer service are what make this family business an international leader in the crane industry.

Source: Terex Corporation
The Spanish company Navantia S.A. recently received 9 modular combinations of self-propelled MSPE 48T trailers from the specialist Cometto. This adds up to an impressive total of 46 axle lines – an amazing volume of powerful vehicles for the heaviest transport challenges!

The supply includes 6-axle modules type MSPE 6/4/2, 48T, 4-axles modules type MSPE 4/2/4, 48T and power packs with an output of 368 kW (493 hp) each. Besides the impressive payload capacity, this self-propelled trailer excels thanks to the versatility in configuration and its maneuverability. The MSPE 48T also offers the best compromise between platform dimension, load performance and investment.

One single 6-axle MSPE module can reach a gross weight of 288 t. The MSPE offers the usual interchangeability and system expandability to adapt to any future needs of the customer.

The 2 power packs are equipped with the first Scania engines that have been delivered after the recent partnership between Cometto and the Swedish manufacturer. Each of them comes with the necessary kits for coupling and distance connection. This gives the customer all the possibilities to form lifting platforms of any dimension and shape, according to the specific cargo requirements.

Navantia offers integral solutions to its clients, as it has the required capacity to assume responsibility over any naval program in the world, delivering fully operational vessels and the required support throughout the service life of the product. The company has developed naval programs in over 19 countries and currently has offices in Australia, Qatar, India, Turkey and Brazil.

Source: Faymonville
Safe and accurate transmission of torque is essential for precision drives of cross cutters. This is ensured by the use of steel bellows couplings with force-fitted shaft-hub connection.

The metal bellows couplings of the KXL series from JAKOB Antriebstechnik GmbH were designed for medium and large drives up to a maximum of 65,000 Nm (47,950 lb ft). A special design feature is the 3-piece design with a flexible bellows package as an intermediate piece. This removable intermediate piece, consisting of an optimized, torsionally stiff stainless steel bellows with 2 bellows shafts per side and a variable length intermediate pipe, is frictionally connected (screws ISO 4017 / 10.9) with the 2 hubs. This results in a considerable ease of assembly, as a costly disassembly of the heavy drive or driven units can be omitted in the case maintenance or service. The designer has several hub variants available for the specific application. The extremely favorable moment of inertia and the rotationally symmetric design ensure good dynamic performance. The KXL couplings are particularly suitable for precise drives, such as for printing presses, cross cutters, main spindle drives, transfer axes or transmission connections. A media transport or a parallel drive train through the coupling interior is basically possible. The connection to the shafts can be done either as a conical clamping ring hub or as a flange hub.

Source: JAKOB Antriebstechnik GmbH

For the Big Drive
MAN Truck & Bus Boosts Business with Engines and Components

MAN Engines, the business area for engines and components at MAN Truck & Bus AG, has been an independent business unit within the company since January 1st, 2018. With this step, MAN Engines is reacting to its considerable growth in the past few years and, with this reorganization, is improving its business and market management. The manufacturer of engines and components can therefore respond more quickly and flexibly to current and future situations, as well as any customer wishes.

“The engine and component business of MAN Truck & Bus AG benefits from synergies with truck and bus/coach production. But at the same time, the markets and customer structures differ considerably. These are now taken into account more concretely through the independence of MAN Engines as a business unit. By making MAN Engines a distinct entity, we are also highlighting our intention to continuously boost and further expand the engine and component business,” says Dr Ulrich Dilling, executive board member Production & Logistics at MAN Truck & Bus AG, who is responsible for the MAN Engines business unit in the executive board. From 2009 to 2017, Dr Dilling led the international competence center for engines in Nuremberg, meaning he is extremely familiar with the market conditions of this business.

MAN Engines develops, produces and sells a wide range of efficient diesel and gas engines for a wide variety of applications in numerous industries. In addition to use in the group’s own trucks and buses/coaches, the high-speed MAN engines can be found in the commercial vehicles of 3rd party providers, in power generation and cogeneration systems, as well as the drives for agricultural machinery, rail, marine and special vehicles, amongst others. The power of the MAN engines ranges from 50 hp to 1,900 hp and is covered by I4 and I6 engines, as well as V8 and V12 engines. MAN Engines’ product range is completed by transfer cases and axles for buses/coaches and special vehicles.

Source: MAN Truck & Bus AG

Mack Trucks Expands Mack® mDRIVE™ HD Capabilities with Split-Shaft Functionality

On January 23, 2018, at the World of Concrete, Mack Trucks introduced a new split-shaft functionality for its Mack® mDRIVE™ HD automated manual transmission (AMT), giving customers with high-demand power take off (PTO) needs a fully integrated solution. The new feature is standard on all Mack mDRIVE HD AMTs.

Instead of taking power from an engine- or transmission-mounted PTO, split-shaft PTOS are mounted in the middle of the driveline to receive output directly from the transmission, supplying more torque for auxiliary equipment such as large concrete pumps, vacuum body or high-pressure liquid transfer applications.

While the split-shaft PTO is engaged, power to the axles is disconnected. The split-shaft functionality is standard on all 12-, 13- and 14-speed mDRIVE HD AMTs and can be activated by a Mack dealer. In addition, all GHG2017 F-Series mDRIVE HD AMTs can be reprogrammed with split-shaft functionality with assistance from the Mack Body Builder Support Group. This new functionality also allows transmission start in 7th thru 12th gears and shift to a desired continuous operation gear of 11th or 12th.

The mDRIVE HD is fully integrated with Mack’s MP® series engines and Mack proprietary drive axles. This integration enables unique transmission software packages, which can be selected based on the customer’s application. An “Enhanced Construction” package provides optimized on/off-road performance and gives the driver full control over any terrain, while an “EZ Shift” package delivers smoother shifts for sensitive payloads like bulk liquids.

Available in direct or overdrive configurations, the 13- and 14-speed Mack mDRIVE HD AMTs offer low reduction creeper gear ratios designed for easier startability on steep grades or when the truck is carrying a heavy load. With this improved startability customers are able to select a faster rear axle ratio, which decreases engine rpm at highway speeds, saving fuel as the truck travels between jobsites.

Source: Mack Trucks

Looking for a supplier’s website? Start your search on www.infrastructures.com
Steqcan Wheel Loaders has developed a unique quick connect system that transforms a simple wheel loader into an easier-to-use, multi-tool carrier.

Unveiled in January at the 2018 Landscape Ontario Congress Show in Toronto, Ontario, the quick connect system was developed for Steqcan’s line of Giant wheel loaders to improve usability and versatility of the compact wheel loaders. This new system removes the boom and enables the user to mount the attachment directly to the loader frame. The system can be disconnected within 2 minutes by a single person.

“We aim to improve the working landscape for compact loaders,” said John Stoop, the designer of the system. “By removing the boom, the user is no longer limited by the boom’s operation and space. This allows for better weight distribution, leverage, visibility, and functionality for their multi-tools.”

Among the tools that are made for this system, there are a direct-mount compact snow blower, a mini-dumper, a mini-backhoe excavator, a 3 point front hitch, a forklift mast, and, of course, a standard loader boom.

Ideal for municipalities and landscapers, the quick connect system can, when placed on a Giant D332SWT compact wheel loader for example, work within a unique 91 cm in the narrowest setting and be driven at a travel speed of 19 km/h.

For now, Steqcan has designed the loader quick connect system for 33-45 hp Giant loaders, ranging from 91 cm to 135 cm-wide machines, in the 1,500 to 3,500 kg loader class.

Source: Steqcan Inc.
Yanmar has selected the Intermat exhibition to launch its most impressive lineup development for 20 years. Two brand new engine families will be officially introduced at the show, extending Yanmar’s current power range up to 155 kW (208 hp).

The smaller one is a 3.8 l displacement engine, named 4TN101, which lines up in the 74 hp to 140 hp power range with torque up to 550 Nm (405 lb/ft).

The bigger one, called 4TN107, has a 4.6 l displacement with power ratings ranging from 120 hp to 208 hp and torque exceeding 805 Nm (594 lb/ft).

Both engines feature a Common Rail injection system, full authority electronics and after-cooled turbocharging (with a 2 stage turbo on the 4TN107 upper ratings). Specific power and torque are among the highest available in the market.

Both engine families will be EU Stage V-certified and share the same design target of reducing the total cost of ownership. Yanmar engineers’ efforts were therefore focused on setting new fuel economy targets, leveraging Yanmar’s extensive know-how in combustion process optimization gained through its encompassing experience in diesel engines for industrial equipment and marine vessels. Curbing lube oil consumption was another key design target, achieved thanks to a state-of-the-art high precision manufacturing process developed specifically for this purpose.

The after-treatment system consists of EGR and separate DPF and SCR to safeguard durability and ensure uncompromising exhaust gas cleaning performance. Smaller, separate after-treatment modules also allow for easier installation.

Superior durability and robustness on one side and compactness and high power & torque density on the other have been jointly achieved to fulfil the requirements of the designated applications, i.e. construction, materials handling and agriculture.

With the introduction of these 2 new engine families 4TN101 & 4TN107 Yanmar brings its world-renowned reliability and overall top quality to a further extent. Leveraging on its leadership in supplying the free market, Yanmar now extends its success story to a greater power range.

Production is planned to start from the beginning of 2019 onwards.

Source: Yanmar Europe BV
The 25th anniversary World Mining Congress (WMC) will take place in Astana, in Kazakhstan, from June 19 - 22, 2018. Such large-scale event of world significance is held for the first time in the region. Kazakhstan was not chosen casually for this occasion. The country’s resources consist of a rich mineral base (99 elements of periodic table are found in the ground and there are 5,000 active deposits).

Last year was a good one for Kazakhstan. The volume of mining industry grew by 9.3% while the volume of the processing industry grew by 5.1%. Extraction of non-ferrous metal ores increased by 8.2%, and extraction of iron ore increased by 6.9% in volume. The metallurgy sector shows positive dynamics, with increases in volume of production of ferrous metallurgy up by 6.6%, whereas non-ferrous metallurgy grew by 5.5%.

The introduction of Code “On subsurface and subsurface use”, signed on December 27, 2017, corresponds to the best world practice. Legislation improvements and the introduction of international system of reporting standards greatly simplify the procedure for concluding subsurface use contracts, ensuring stability of subsurface use conditions and contributing to investment attractiveness of industry.

It is expected that opening WMC ceremony will be attended by the president of the Republic of Kazakhstan, the president of the Republic of Poland, the vice president of the People’s Republic of China, the prime minister of the Russian Federation, the governor-general of Australia.

At this time, more than 132 associations and international organizations from 37 countries have confirmed their participation at the WMC.

Source: Iteca LLP

VMAC Enters the Rental Market with the G30 Gas Engine Driven Air Compressor

VMAC has entered the equipment rental market, leading with the VMAC G30 gas engine driven air compressor. The VMAC G30 is the most affordable gas driven rotary screw air compressor available, and now for the first time it is available to equipment rental customers.

“There’s been tremendous growth in the equipment rental market in recent years, and the market is expected to continue to grow over the next 10 years,” says Mike Pettigrew, VMAC’s marketing manager.

“VMAC has responded to rental customers’ requests for a lightweight, compact, and powerful air compressor for short-term jobs, and the G30 is the perfect solution.”

The VMAC G30 produces 850 l/min (30 CFM) at 100% duty cycle, which means no time is wasted waiting for air, and no air receiver tank is required. This allows operators to work more productively, and complete jobs faster. The G30 is lightweight, weighing just 93 kg, and compact, making it ideal for mobile applications.

Common tools powered by the VMAC G30 include ¾” impact wrenches, backfill tampers, 2” horizontal grinders, chipping hammers, die grinders and more. The G30 is popular with light/medium duty mobile mechanics, mobile tire service technicians, and light duty contractors.

“We’re very excited to enter the rental market with the VMAC G30,” says Mike Pettigrew. “As part of the G30 launch, VMAC was exhibiting for the first time ever at the American Rental Association’s The Rental Show in New Orleans last month.”

The VMAC G30, which is 50% lighter and smaller than competing compressors, was on display in the booth and offered to attendees at a special in-show promotional price.

Source: VMAC Global Technology Inc.

bauma CONEXPO AFRICA

The supporting program for bauma CONEXPO AFRICA gives both exhibitors and visitors a comprehensive overview of the technologies of the future.

The African and international construction and mining industries will get together at the trade fair for construction machinery, building material machines, mining machines and construction vehicles at the Johannesburg Expo Centre, South Africa, from March 13 - 16, 2018. Visitors can get a first look at the new machinery, systems, and solutions on an exhibition area of 68,000 m². “bauma CONEXPO AFRICA is the largest trade fair of its kind in Africa and offers numerous innovations and interaction opportunities,” says Stefan Rummel, managing director of Messe München GmbH.

More than 400 exhibitors and around 20,000 visitors are expected at bauma CONEXPO AFRICA. The focus of the third edition of this trade fair will be on networking and communication between specialists from various fields.

The Association of Equipment Manufacturers (AEM) is bringing to the show tech talks with top representatives from renowned businesses and universities.

Source: Messe München GmbH, Association of Equipment Manufacturers

World Mining Congress 2018

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At this time, more than 132 associations and international organizations from 37 countries have confirmed their participation at the WMC.

Source: Iteca LLP
Mack Trucks and The LEGO Group Team Up on Kit #42078

With the new Mack Anthem® grabbing all the attention at truck shows and on the highway, Mack Trucks and The Lego Group teamed up to bring kids of all ages a new 2,595-piece LEGO Technic set.

Like many sets, #42078 is a 2-in-1 kit that lets you build a completely different model using the pieces that are in the box. As long as you download the instructions from the web, the kit for the Mack Anthem® has all the pieces needed to build a model of the Mack® LR front loader refuse truck.

“This is the first time the launch of a LEGO Technic set has coincided with the launch of the actual product to market,” said John Walsh, vice president of marketing, Mack Trucks. “We worked extremely hard with the LEGO team to deliver a true-to-life representation of the Mack Anthem that folks everywhere will enjoy, whether they’re associated with trucking or not. We are particularly thrilled that LEGO designers ensured the ultimate finishing detail by immortalizing our Bulldog hood ornament in LEGO form, which speaks volumes to the value they saw in partnering with the Mack brand.”

Mack and LEGO designers began collaborating on the project in mid-2016 with a series of online and in-person meetings. The LEGO design team traveled to Mack’s Greensboro, North Carolina-based headquarters to drive the Mack Anthem and LR models on a test track, giving them first-hand experience with the trucks’ scale and presence.

“The Mack product design team had fun working with the LEGO Group and their team, but we took this as seriously as we would any other project,” said Lukas Yates, Mack chief designer – exterior. “We’re excited about the outcome and the opportunity the partnership has provided to build another lasting impression of the greatest name in trucks.”

Source: Mack Trucks

Daimler’s Wide Portfolio of Commercial Vehicles for the Eco-Sector at IFAT

At this year’s IFAT show Daimler AG is once again represented with a broad product portfolio. IFAT, the world’s leading trade fair for water, effluent, waste and raw materials management, will take place in Munich, Germany, from May 14-18.

Mercedes-Benz and Fuso will exhibit numerous efficient, cost-effective, safe and environmentally-friendly vehicles for the municipal sector. In close cooperation with specialized bodybuilders, these are supplemented with practical solutions for municipal operations.

International decision-makers, procurement specialists and users will be able to familiarize themselves with the entire range of vehicles – from the new Sprinter and the versatile Unimog to the compact Fuso Canter and the new Mercedes-Benz X-Class – and customer-oriented mobility concepts.

The inside exhibits include a Mercedes-Benz Econic NGT 22630/ENA with a Variopress body, an Antos with a skip loader, an Atego with a road sweeper, 2 Mercedes-Benz Unimog implement carriers, the new Sprinter generation, a Fuso Canter equipped with a road sweeper and the new Mercedes-Benz midsize pickup, the X-Class. Other municipal mobility solutions with Daimler vehicles can be seen in the open area.

IFAT 2018 now offers over 200,000 m² of roofed space and other municipal mobility solutions with Daimler vehicles can be seen in the open area measuring around 60,000 m².

Source: Daimler AG
Hyundai Construction Equipment Americas, Inc. recently announced the addition of Scott Herr to its dealer training and service team. He will train service personnel at Hyundai dealerships throughout the U.S. and Canada, reporting to Scott Rainwater, CE national service manager.

Mr. Herr joins Hyundai Construction Equipment with 19 years of OEM field experience in the construction equipment industry. Previously, he served as a field service representative at a major OEM for 17 years. Scott Herr holds a Bachelor of Science degree in Technology from Pittsburg (Kansas) State University.

“We are excited to have Scott on board with us here at Hyundai,” said Scott Rainwater. “His unique skill set will help ensure high-quality service from our dealers to their customers. At Hyundai, our people and products together provide what we call ‘the Hyundai edge’.”

Source: Hyundai Construction Equipment Americas

David Hartzell has been named president and CEO of Mack Defense, LLC. The appointment was effective January 1st, 2018.

Mr. Hartzell joined Mack Defense, an integral part of Mack Trucks, as director of engineering in 2015 and became senior director of product development, purchasing and projects in 2017. He first joined Mack Trucks as a staff engineer in 1988. He was chief engineer for electrical and electronic engineering beginning in 1998 before becoming director of product planning in 2003 and director of product development in 2005.

David Hartzell has a bachelor’s degree in electrical engineering from Penn State University. He is headquartered in Allentown, Pennsylvania.

Mack Defense, a wholly-owned subsidiary of Mack Trucks, is responsible for the sale of heavy-duty trucks to federal- and ministerial-level customers globally.

Source: Mack Defense, LLC

Brokk welcomes Richard Taylor as its training and application specialist. Mr. Taylor brings 23 years of industry experience to the Brokk team, where he will train and assist customers and support the sales team.

“Customers come first, and for that reason we continue to develop a strong training and service program,” said Lars Lindgren, president of Brokk Inc. North America. “As the construction workforce ages, the demand increases for machines that make work easier for experienced employees and more desirable for younger generations. To make work enjoyable for both age groups we want to not only provide the proper equipment but the appropriate training as well.”

As the training and application specialist, Richard Taylor shares the most up-to-date Brokk operational and maintenance techniques with the sales team and customers. His key responsibilities include conducting onsite training, organizing demonstrations and troubleshooting machines, in addition to performing application audits in customers’ and prospects’ facilities. Prior to working at Brokk, Mr. Taylor was the division manager at Bisco Refractories.

Source: Brokk Inc.

On January 19th, 2018, Johnson Crushers International, Inc. (JCI) was honored as the 2017 Business of the Year at the 66th Annual Springfield Chamber of Commerce Awards and Installation Banquet.

JCI exceeded the award criteria based on expansion, a passionate backstory and history and the positive impact that the company has had on the communities and business districts of the city.

“We take pride in the fact that our company has been recognized as a positive contributor to our community. We all worked extremely hard this past year to make JCI an exceptional company and it’s gratifying to know others appreciate it as well,” said Jeff Schwarz, president of JCI.

Kolberg-Pioneer, Inc., Johnson Crushers International, Inc. and Astec Mobile Screens, Inc. are worldwide leaders in manufacturing equipment for the aggregate, construction and recycling industries.

Source: Johnson Crushers International, Inc.
Agenda

PDAC 2018 International Convention
March 4 - 7, 2018
Toronto, ON Canada

World of Asphalt 2018 / AGG1 2018
March 6 - 8, 2018
Houston, TX USA

The Work Truck Show 2018
March 6 - 9, 2018
Indianapolis, IN USA

BAUMA CONEXPO AFRICA
March 13 - 16, 2018
Johannesburg, South Africa

Atlantic Heavy Equipment Show
April 5 - 8, 2018
Moncton, NB Canada

Truck World
April 19 - 21, 2018
Toronto, Ontario

INTERMAT Paris
April 23 - 28, 2018
Paris, France

Expo Grands Travaux
April 27 - 29, 2018
Montreal, QC Canada

APOM Technical Day
May 10, 2018
Saint-Hyacinthe, QC Canada

IFAT Munich
May 14 - 18, 2018
Munich, Germany

baumav CTT RUSSIA 2018
June 5 - 8, 2018
Moscow, Russia

AORS Municipal Trade Show
June 6 - 7, 2018
Belleville, ON Canada

World Mining Congress (WMC)
June 19 - 22, 2018
Astana, Kazakhstan

Hillhead 2018
June 26 - 28, 2018
Buxton, England

APOM Technical Day
September 13, 2018
Lévis, QC Canada

The 11th annual WSI conference and expo
October 3 - 5, 2018
Las Vegas, NV USA

Waste & Recycling Expo Canada/Municipal Equipment Expo Canada
October 24 - 25, 2018
Toronto, ON Canada

bauma CONEXPO INDIA 2018
December 11 - 14, 2018
Gurugram/Delhi, India

MATEXPO 2019
September 11 - 15, 2019
Courtray, Belgium

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

steinexpo
August 26 - 29, 2020
Homberg/Nieder-Ofleiden, Germany
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.
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Leeboy paver 7000 8 & 13 FT
Selling price starts at $105,000

Road widener LBP RW35B 2017
Selling price $125,000

Dynapac planer PL500TD 2013
150 hours
Selling price $159,000

Dynapac roller CC4200 combi 2017
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Selling price $179,000

Many rollers from
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Selling price starts at $25,000

Dynapac paver F1000T 2012
10 & 20 FT
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• DYNAPAC ROLLER CC424HF 2012
  Special price $125,000

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