

InfraStructures

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A Brief Word...

By the time this is being read we should have passed into spring, but what sort of spring?

Winter has certainly been variable and unpredictable, and with the amount of precipitation we have had since autumn will it be wet or dry? A significant question if you are chomping at the bit to get projects underway.

The minimal frost at the end of March and the negligible snow cover could see a frantic and early start following the Easter Weekend. A wet April and all bets are off as there is no equipment commonly available that can reliably function in a mire similar to that found in Flanders a century ago.

The pressure to get going is probably highest in the asphalt industry given what winter's roller coaster has done to the roads. Fitting that World of Asphalt has just passed and news from the industry can be found within this issue of InfraStructures.

Whenever your operations get underway, we'll keep you abreast of new methods and technologies that may make you more efficient, productive, safe, and profitable.



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On the cover: the next 20 years will see the flagship ESSEN 51. quarter rise where the former Krupp steelworks once stood, to be developed by the Thelen Group, in Essen, Germany.

With its reliable and powerful machines, Epiroc is already making sure the land is best prepared for the planned building complexes, streets, green areas and water landscapes.

SCHNEIDER ELECTRIC CANADA DONATES \$1M IN KIND TO RYERSON UNIVERSITY FOR SMART BUILDING ANALYTICS LIVING LAB

Schneider Electric Canada recently announced a new partnership with Ryerson University, donating \$1 million in kind to design and build the new Smart Building Analytics Living Lab – the first of its kind in Canada.

With the new lab, Ryerson University students in engineering, architectural

science, and computer and data science programs will have access to tools to develop, test, and optimize modern technologies and approaches within the building management space. The lab will be used to demonstrate savings in energy consumption and in capital and operating expenses for buildings of all sizes.

“Our partnership with Ryerson University and the building of the Smart Building Analytics Living Lab reflects the need for

advancement of data analytics and the use of IoT (Internet of Things) technologies to lower energy use in urban areas by providing higher building efficiencies,” said Juan Macias, senior vice president, Digital Energy Solutions / Prosumer at Schneider Electric. “The research done here will benefit buildings and their owners in Canada and throughout the world. We are proud to be partners with Ryerson University on such an important initiative.”

As Canada seeks to achieve increasingly ambitious energy- and carbon-reduction goals in alignment with the COP21 outcomes, the laboratory will assist with increasing knowledge and experience in key areas including: improved understanding of emerging heating, ventilation, and air conditioning (HVAC) systems, optimization and performance improvement of existing HVAC systems, new data analytics algorithms, predictive models, and machine learning approaches to support building performance improvement in real-time, considering both human effects as well as environmental conditions.

The Smart Building Analytics Living Lab will be used as a direct connection into the real world of building management systems and energy management. From the facility, the Ryerson team will connect to building control systems using Schneider Electric’s EcoStruxure Building software platform, including access control, lighting control, security, energy and HVAC systems.

The laboratory will be located at Ryerson’s 111 Bond St. building in Toronto, Ontario, and is expected to open late 2019.

Source: Schneider Electric



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HIQ SOLUTIONS IS JOINING FORCES WITH AMMANN GROUP’S DIGITAL PRODUCTS

Austrian construction process specialist hiQ solutions GmbH is joining forces with the Ammann Group’s Digital Products team to create Q Point: the brand name for the new, high-performance provider of a manufacturer-independent, open digital platform for the construction industry. Q Point opens up new dimensions for users in terms of boosting efficiency, enhancing quality and cutting costs.

The Ammann Group has set itself the goal of playing an active part in shaping the digital transformation in the construction industry. The Group’s innovative products and services attest its commitment to

benefit for customers and users, in keeping with its motto: "Productivity Partnership for a Lifetime".

The construction industry is calling for open, manufacturer-independent platforms with open standards to enable digital networking of the various players. Integrative networking of all players involved in the process is the vital factor in digitization. Supporting products and services must therefore be aligned throughout the entire value chain, from the raw materials producer and the mixing plant through to transportation and the road construction site, including the construction machines deployed.

Given the background of openness and knowing that independence from specific manufacturers is a key success factor, the Ammann Group has decided to spin off its Digital Products department as a standalone entity named Q Point AG. The Ammann Group's existing stock of core know-how will be complemented by expertise in construction process optimization and logistics. To achieve this goal, the newly-incorporated Q Point AG acquired hiQ solutions GmbH of Austria in March 2018.

hiQ solutions specializes in services for the optimization and control of construction processes in asphalt and concrete road construction as well as earthworks. The existing customer base comprises renowned European construction enterprises which can immediately benefit from the groundbreaking range of services on offer.

The implementation of a manufacturer-independent digital platform Q Point offers a consistent, uninterrupted flow of data and information from the customer (invitation to tender) that includes 5D planning, execution, accounting / billing, documentation, operation and decommissioning or dismantling.

The Q Point platform is a critical business factor because of its ability to penetrate customer processes. Alongside functionality, users accord crucial importance to requirements such as availability, safety, security and data protection.

As a result of the merger and thanks to the existing network of partners, Q Point has the performance capacity required to offer all services at both local and global levels and will operate independently of the Ammann Group as such.

As of now, Q Point is present on the mar-

ket with hiQ solutions' existing products.

Source: Ammann Schweiz AG



ATLAS COPCO WINS ORDER FROM PUCOBRE IN CHILE TO STRENGTHEN MINING PRODUCTIVITY

Atlas Copco has won a significant order from Chilean mining company Sociedad Punta del Cobre SA. The equipment, which will increase productivity and reduce pro-

duction costs, will be delivered by Epiroc.

Punta del Cobre, commonly known as Pucobre, ordered Epiroc loading and hauling machines to be used in 3 copper mines in the Atacama region in northern Chile. The order totals SEK 205 million (\$32 million) and was received in the first quarter of 2018. The order was placed with Epiroc.

"We are proud to play a key role as Pucobre takes its mining productivity to a higher level," said Helena Hedblom,

CASE Announces Enhancements to N Series Backhoe Loader Line

CASE Construction Equipment has introduced several machine enhancements to its N Series backhoe loaders incorporated throughout the machine – from cab and drivetrain improvements to enhancements to the hydraulic and electrical systems. CASE has also made standard several options that were previously optional, and

now offers an increased suite of factory options on all N Series backhoe loaders.

CASE N Series backhoe loaders now feature an all-new Pilot Control hydraulic system for optimal precision and smoothness, offering the operator more control in critical applications. Improvements have also been made to the hydraulic system in order to reduce cab noise for greater operator comfort.

The fuel economy package, which was previously optional, is now standard. This includes ECO mode switches for both the loader and backhoe functions, which allows for greater fuel savings, and optimal power and performance. The package also includes the Auto Engine Idle feature, which brings engine RPMs down to idle when the backhoe controls are not used for a set period of time. The engine will also shutdown if the machine idles for a set period of time. Both Auto Engine Idle and Auto Engine Shutdown have adjustable settings to customize the timing to the operators' style and preference. Another great feature now made standard is the Engine Protection Shutdown mode, which turns the engine off if engine temperature, drivetrain fluid temperature or engine oil pressure go out of normal operating range.

Several additional enhancements have been made throughout the product line, including: a battery disconnect switch and jumpstart terminal – now standard, updated drivetrain for improved roading and gradeability, and externally adjustable Extendahoe wear pads.

In addition to the machine enhancements and new standard features, many brand-new factory options are now available on all N Series backhoes: a new LED light option includes 4 front, 4 rear and 2 sidelights that are all adjustable to target the task at hand, a bolt-on chaff screen attaches over the standard front grill, protecting the engine compartment and cooling package, an 18-inch front tire offering (bias ply or radial) and heavy-duty front axle option are available on the 580 N and 580 Super N models, as well as new bolt-on front fenders.

Source: CASE Construction Equipment



president of Atlas Copco's Mining and Rock Excavation Technique business area. "We are focused on ensuring customers get more productivity, energy savings and operator safety."

Pucobre has previously purchased drill rigs from Atlas Copco.

Source: Atlas Copco

HEXAGON ACQUIRES AGTEK

Hexagon AB announced recently the acquisition of AGTEK, a leading U.S. based software company specializing in planning and productivity solutions for the heavy civil construction industry.

With headquarters in Livermore, California, AGTEK is the pioneer of 3D takeoff (cost estimation) software for civil construction and the developer of the widely used Earthwork 4D, a complete takeoff, modelling, and production tracking solution for civil contractors. AGTEK's products are aimed at streamlining the contractor's workflow for estimating and project management, using an Internet-enabled graphical toolset that is shareable between office and field. They provide the ability to integrate innovative machine control and positioning solutions with intuitive software that enables fast and accurate

quantity takeoffs, 3D models, production plans, and machine tracking analysis. This provides construction companies with a unified approach for optimising plans, controlling grade, and monitoring performance to maximise productivity.

"This acquisition gives construction contractors comprehensive field-to-enterprise solutions for construction management. AGTEK's track record for developing groundbreaking, easy-to-use products make them an important addition to Hexagon's Heavy Construction technologies portfolio," said Ola Rollén, Hexagon president and CE. "As we move towards a more connected world, civil construction projects will become increasingly digital, with a focus on intelligent workflows, asset management, and collaboration. The AGTEK acquisition reflects Hexagon's commitment to integrate intuitive 3D control solutions that minimize learning curves and implementation costs for results-oriented construction professionals. Ultimately, AGTEK's solutions will also bring value to our enterprise construction management software solution, HxGN SMART Build, designed to alleviate cost overruns and delays."

Source: Hexagon AB

AUSA Launches the New D450AHG Articulated Dumper

The New D450AHG is replacing the D400AHG. With the same dimensions than its predecessor, this new machine has a load capacity increased to 4,500 kg and features many improvements meant to increase robustness, reliability and cost efficiency.

This D450AHG fits a niche in the market as it will be great for working with mini-excavators when loading and transporting dirt, significantly increasing the speed and productivity of excavation work and in crowded urban areas. AUSA always stood out for the great maneuverability of their machines that are able to work in limited spaces and on adverse terrains.

The design of AUSA dumpers focuses on the safety of the operator and on the surrounding area. On the new D450AHG, the dump body has been designed to ensure high visibility from the operator's station. The rear counterweight give the machine greater stability under full load and the machine is equipped with a robust ROPS. Wide accesses to the driving area for entering and exiting easily and safely are provided.

Complete control of the operating system is provided via the joystick, which has integrated functions for moving the machine forwards and backwards and for lifting, lowering and rotating the skip, making it safer and easier to operate.

It can also optionally be equipped with a closed cab and the innovative Full Visibility System, a safety system that provides 2 cameras with infrared night-vision, 8 proximity sensors and a TFT screen on the dashboard. This

technology is directly taken from the automotive sector, which provides the operator with total vision of their surroundings, allowing them to be constantly aware of elements both in front and to the rear of the vehicle that are lost in their direct field of vision.

Source: AUSA



 5B F046

IFAT INDIA 2018: ON THE PULSE OF THE INDUSTRY

The coming edition of IFAT India will offer the exhibitors more space: 12,000 m² in total. By moving from Hall 5 to the newly built Hall 4 of the Bombay Exhibition Centre (BEC), India's leading trade fair for environmental technologies can grow by almost 50%. IFAT India 2018 will take place from October 15 to 17, 2018.

"The expansion allows us to have more companies participate in IFAT India and to offer larger booth spaces. The past, completely booked event showed us that with our topics we have our finger right on the pulse of the Indian industry," said Katharina Schlegel, exhibition director IFAT Trade Fairs Abroad at Messe München.

Companies in the fields of air pollution control and biogas production will particularly benefit – future issues that the organizer wants to strengthen. In addition to the hall, the outdoor exhibition area will offer extra space for large facilities and machines.

Source: Messe München GmbH

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Epiroc SB Hydraulic Breakers Come with Integrated Water Port for Dust Suppression

Epiroc AB, the subsidiary of Atlas Copco Group that is planned to be listed on the stock exchange in 2018, announces that its premium SB series hydraulic breaker attachments are the industry's only breakers to come standard with an internal water port for dust suppression, a feature that can assist in compliance with Occupational Safety and Health Administration (OSHA) final silica rule dust regulations.

With an integrated water channel, operators can spray water at the source of dust creation to keep dust levels down. This improves the working environment, enhances visibility and prevents dust from seeping into the bushings. SB breakers are also designed to protect operators and equipment by reducing noise and vibration.

Epiroc SB series breakers are designed for the 0.6 t to 22 t carrier class and are used in a wide range of applications that include demolition and renovation work, construction projects, tunneling, dredging and pile driving. Mining and quarrying applications range from overburden removal and scaling to primary, selective rock breaking.

SB series breakers combine superior efficiency and performance with high dura-

bility in a compact design. The range includes models to match any micro or mini excavator, backhoe, skid steer loader or demolition robot with service weights ranging from 55 kg for the SB 52, the smallest breaker of the SB series, to 1,066 kg for the SB 1102. Oil requirements range from just 12 l/min at 100 – 150 bar, to 135 l/min at 130 – 180 bar.

Epiroc EnergyRecovery technology absorbs recoil energy, mitigating anvil effect and increasing overall performance. The result is higher impact rate from the same hydraulic input with less vibration. The slim, compact design makes SB breakers easier to handle and improves operator visibility.

All SB breakers come prepared for compressed air supplies. No modification or additional installations are required. The multifunctional design of the well-protected connection ports assures trouble-free operation, ease-of-service, and quick access. Side-positioned ports reduce risk to hoses and provide easy access for



connecting compressor, water connection or ContiLube™ II micro lubrication supply lines or for monitoring operating pressure.

No special tools or adaptor fittings are required for servicing SB series breakers. The SB SolidBody concept utilizes a patented internal, integrated component design incorporating the impact mechanism and the guide system into a single piece. This eliminates the weakest components of traditional breakers: damping and guiding elements, tie rods, parting lines and stud bolts. The accumulator is cast into the body, further reducing the number of breaker parts and overall weight and maintenance. Gas pressure can be checked and adjusted in a matter of minutes. The supported diaphragm reduces strain and distortion, improving load distribution and service life. Dual tool retainer pins optimize tool load distribution, require less grinding and protect against accidental damage to the tool and breaker.

Other standard features of SB breakers include integrated pressure relief valve for overload protection, Auto Start, air inlet for underwater applications, oil drainage plug, dust wiper, slip fit bushing and dual tool retainer bars for better support.

In addition to hydraulic breakers, Epiroc offers an extensive line of hydraulic attachments including combi cutters, concrete busters, pulverizers, multi grapples, compactors, bucket crushers, hydro magnets, steel cutters, and drum cutters.

Source: Epiroc USA LLC

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Soilmec Celebrates the Production of Its 5,000th LDP Machine

Soilmec, a company of Trevi Group, specialized in the design and construction of equipment and service for foundation and drilling, reaches the target of 5,000 large diameter piles (LDP) machines produced.

To celebrate this important goal, Soilmec invited the client that bought the 5,000th LDP machine to a ceremony at its headquarters, after which the 5,000th drilling rig – painted in a special livery – has been set up to be delivered to England.

The number 5,000 went to a drilling rig for large diameter piles, the SR-95, one of the flagship models of the new Soilmec line, that is distinguished for being the most comprehensive in the world. In fact, in addition to machines for large diameter piles, Soilmec designs and produces advanced technologies for executing diaphragms and tunnels, machines for small diameter piles and foundation cranes.

“The production of the 5,000th LDP machine represents not only a goal that is unmatched in the history of our sector, but also witnesses the strong vitality of the ‘Soilmec Team’, that keeps



Brandon Ferreira (director), Rob Howarth (construction manager) and Mark Curtis (site supervisor) from VolkerGround Engineering joined the Soilmec team in Italy to celebrate the production of the 5,000th large diameter piles machine.

to set itself as a benchmark in the sector of technologies for underground large-scale projects,” underlined Simone Trevisani, CEO of Soilmec, during the ceremony. “Soilmec has always confidently invested in people and research since we strongly believe that the present and future leadership of the company is based on these 2 pillars. So, while we celebrate with satisfaction the goal of the 5,000th rig, that adds up to 1,500 machines for

Ammann Plant Has Major Role in Construction of Turkish Highway

An Ammann asphalt-mixing plant’s production and ability to utilize fibers is playing a crucial role in the construction of the Northern Marmara Motorway in Turkey.

A large portion of the motorway, which serves as a bypass of Istanbul, has been completed. Handling a good deal of the remaining work is Nalbantoğlu İnşaat, a family-owned business founded in 1995.

The company has completed a number of high-profile projects, including creating mix for 70% of the roads in Kayseri, the city where it is headquartered.

The Northern Marmara Motorway is much of the company’s focus through the end of 2018. Nalbantoğlu İnşaat is producing a great deal of mix for the 4th section of the highway, which will be connected to the Osmangazi Bridge. The company’s portion of the work is a 36 km stretch that has been under construction for about 3 years.

When completed, travel to Istanbul’s 3rd international airport will be much faster, and traffic relieved in some high-congestion areas.

“It is a profound investment from which the economy, socio-cultural structure and tourism will benefit,” said Ali Nalbantoğlu, chairman of the board of the asphalt company. “The size and the importance of the project are huge. To be part of such an impor-



tant project is very exciting both for me and the whole company. For more than 20 years, we have improved our roadbuilding techniques and engineering, and with this experience and know-how, we will complete the project in due time and with success.”

Nalbantoğlu İnşaat initially utilized a single Ammann ABA UniBatch plant on the project. “This is our 5th Ammann asphalt-mixing plant,” said Mr. Nalbantoğlu. “We have been very satisfied with the whole Ammann experience – service, spare parts and more. We believe in the Ammann motto ‘Productivity Partnership for a Lifetime’.”

The plant was chosen because of its low operational costs and high capacity. The optional additive system, which enabled use of

Goodyear Names 35th Highway Hero

A Canadian truck driver who administered first aid to a motorist who had been pierced through the neck by a broken steering wheel after crashing into a truck is the 35th recipient of the prestigious Goodyear Highway Hero Award.

Chosen from 3 finalists, Frank Vieira of Ancaster, Ontario, accepted the 35th Goodyear Highway Hero Award during a special event held at the Crowne Plaza Louisville Airport Hotel in Louisville, Kentucky, on March 22, 2018.

Frank Vieira was driving near Toronto, Ontario, when he heard a loud crash, looked over his shoulder and noticed that a car on the other side of the road had slammed into the back of a stationary roll-off truck. Mr. Vieira parked his truck and ran to the car, whose driver had been pierced through the neck by a piece of his own vehicle's steering wheel, which had snapped off on impact. Vieira placed one of his hands over the still-conscious motorist's wound and applied direct pressure, while using his other hand to notify emergency services.

The driver of the roll-off truck walked over to the car to investigate and immediately fainted at the sight of the injuries sustained by the motorist. While continuing to apply direct pressure, Mr. Vieira used his foot to pull the leg of the driver who had fainted away from traffic. Emergency personnel arrived and transported both men to the hospital. They survived.

"Since 1983, the Goodyear Highway Hero Award has honored truck drivers who have rescued children from drowning, pulled injured people from burning vehicles, saved law enforcement officials from attackers and more," said Gary Medalis, marketing director, Goodyear. "Every truck driver we've met through the Goodyear Highway Hero Award program has been just that: a hero. And today, we are proud to add Frank Vieira to that list."

As the Goodyear Highway Hero Award winner, Frank Vieira receives a special Highway Hero ring, a cash prize and other items.

The other finalists are Brian Bucenell, a driver from Richmond, Virginia, who helped state troopers arrest a criminal, and Ryan Moody, a driver from Tacoma, Washington, who skillfully maneuvered his truck to avoid hitting an unconscious motorcyclist lying on the road, and then positioned his 18-wheeler to protect him from other vehicles until paramedics arrived. They later credited him with saving the man's life.

The Goodyear Highway Hero Award winner was selected by an independent panel consisting of members of the trucking trade press.

"We are proud of not only Frank, but of Brian and Ryan, as well," said Gary Medalis. "Each is a hero in his own right and a credit to his profession."

Source: The Goodyear Tire & Rubber Company

 5A F045

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microdrilling and to 550 cranes, we are already driven to the development of new and more and more forward-looking technologies."

This goal, undoubtedly remarkable, is the result of the commitment of all the Soilmec employees, that gave their all for the company, particularly in the last few years. It is thanks to this continued support that Soilmec has become a leader company in the sector of foundations worldwide. Since 1969, when it was founded, Soilmec produced and delivered, thanks to a global network, its equipment in every corner of the world, reaching more than 80 countries spread in the 5 continents.

Source: Soilmec S.p.A.

 5A D111

FiberTEK, was another consideration.

"The as1 Control System is the best that an asphalt plant can have," added Ali Nalbantoğlu. "It is easy to operate and very safe."

So successful was the first ABA UniBatch that Nalbantoğlu İnşaat recently purchased a second such plant for the project. In addition, the company acquired an ABA UniBatch 340 with RAH 50 recycling dryer for use near Kayseri. The company now owns 5 Ammann asphalt plants.


The paving company also purchased an Ammann MechTEK Mechanical Stabilization Plant to produce cold mix for the job.

"We will provide 2.5 million t of cold mix," said Mr. Nalbantoğlu. "The cold mix plant has many benefits: high capacity, precise dosing, an ability to handle a wide range of additives and operator-friendly software that enables recipe storing, statistical reporting and customisation."

Using a plant dedicated to cold-mix production has helped keep the project on track.

"The plant has large output in a short time," added Ali Nalbantoğlu. "It uses less power and the fact that it's a separate operation helps with jobsite logistics. The wearing parts have long life, and therefore reduced maintenance costs. Our management also can remotely connect to the machine to monitor daily operations."

Source: Ammann Switzerland Ltd.

 6 E032

Fraco Launches a New Work Platform

Following the unveiling of its new corporate identity, Fraco has presented at the World of Concrete expo held in Las Vegas, a brand-new rack and pinion work platform. The FMC-3 has been developed to meet the repeated demands of contractors of the construction industry who often must use heavy equipment poorly adapted to the types of work to be performed.

"The FMC-3 platform is for building contractors who want flexible work equipment with medium load capacity. It has been designed so that it can be mobilized quickly with a minimum of resources," confirms Jacques Lainé, marketing director at Fraco. "In addition to offering a maximum payload of 1,100 kg, the FMC-3 allows a lift of 7,5 m per minute."

The FMC-3 was designed by Fraco technical team in collaboration with its European partners who have been using this type of platform for several years. "We took inspiration from some of the work platforms already available in Europe and

developed a version that also meets North American requirements and specifications," says Anthony Grégoire, director of Innovation at Fraco. "From the start, we wanted to offer users a product that meets Fraco standards and quality. The FMC-3 will therefore be proposed with an electric motor or gasoline engine. It also has floor extensions integrated into the extensions that enlarge the work surface; planks are not necessary."

According to Jacques Lainé, the FMC-3 platform has something to surprise Fraco distributors, as well as their own customers. It should be available



soon from the partners of the company.
Source: Fraco Products Ltd.

 5B L013

CASE Launches Combination Vibratory Roller

CASE Construction Equipment recently introduced the new DV45CC combination vibratory roller. The new vibratory roller compacts with the front drum and delivers a smooth finish with the rear pneumatic tires. An offset drum with tapered edge and high curb clearance offers precision compaction capabilities in tight spaces; and adjustable scrapers, an automatic vibration control system and a pressurized water system ensure a smooth, clean finish in a variety of asphalt applications.

With an operating weight of 4,670 kg and drum width of 137 cm, the DV45CC is ideal for walkways, residential driveways, bike paths, tennis courts and small parking lots.

The DV Series combines a compact size, and excellent maneuverability and visibility, with the same control features found in heavy asphalt rollers. The DV45CC rollers feature a tapered offset drum in combination with rear pneumatic tires and high curb clearance, delivering a smooth asphalt finish right up to high curbs or other tight areas. DV Series compactors are designed to provide a tighter turn radius,

which improves compaction times, and the offset tapered drum reduces asphalt tearing while compacting around curves.

A 40.8 hp Tier 4 interim engine delivers high centrifugal forces and frequencies at lower RPMs, making the machine more fuel efficient, while standard dual amplitudes and dual frequencies further improve productivity. The automatic vibration control system provides automatic or operator-controlled start and stop to the drum.

The DV45CC features an iso-mounted operator platform that minimizes vibration and reduces operator fatigue. A standard lateral-sliding seat provides operators with superior visibility to the drum edge on both sides of the machine.

Like all CASE machines, the DV45CC is designed for groundline serviceability. All



fluid ports, drains and service checkpoints are grouped on one side of the machine for simplified maintenance.

Source: CASE Construction Equipment

 6 E042

Give Your Dust Collection Strategy a Boost with Hilti

Hilti is making quick work of dust with its recently expanded portfolio of universal vacuum cleaners. With 7 different models to choose from, Hilti universal vacuums put power and flexibility into the hands of professionals, making a clean sweep of dust collection no matter the jobsite conditions.

When paired with Hilti power tools and accessories, Hilti universal vacuums complete a comprehensive dust removal system, helping construction professionals reduce dust exposure and increase productivity, and when applicable, comply with OSHA's respirable crystalline silica dust regulation.

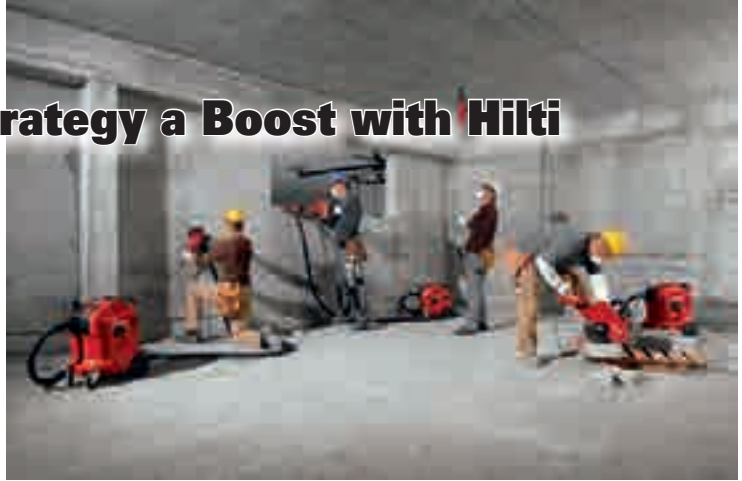
Hilti universal vacuums are ideal for dust extraction from grinding, cutting, slitting, drilling and dry coring tools, removal of slurry during wet coring applications, as well as cleaning wet and dry. Designed with robust housing, wheels and accessories, Hilti universal vacuums are made to withstand the harshest jobsite conditions.

Even emptying the tank and changing filters is a breeze.

The VC 125-9 and VC 125-6 are ready to take on the toughest jobs. Available in 34 l

and 22.7 l capacities to meet your specific site mobility needs, the VC 125 family cleans with impressive 3,539 l/min air flow, can be paired with a variety of power tools to reduce dust exposure, has 99% filter efficiency, and is HEPA ready.

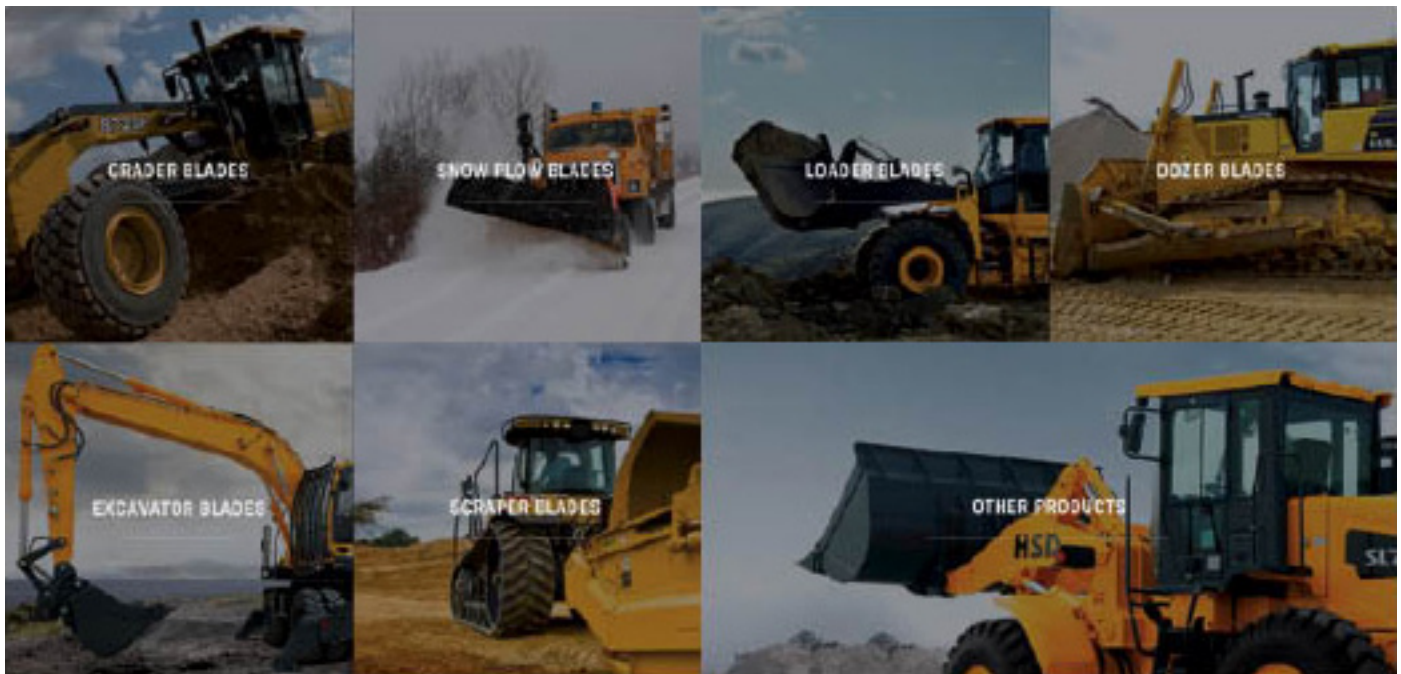
Using Hilti's powerful AirBoost technology to deliver an impressive 4,250 l/min of air flow, the Hilti universal vacuum cleaner VC 150-10 X and VC 150-6 X are among the latest additions to Hilti's line of universal wet and dry vacuums, expanded to meet the growing dust removal needs of industry professionals.



The new VC 150-10 XE and VC 150-6 XE feature a handy 110v/11A power outlet built right into the vacuum — perfect for powering a corded Hilti tool.

When you have got a big mess, the Hilti universal vacuum cleaner VC 300-17 X picks up where all the others leave off. Built with an impressive 8,495 l/min of power delivered by 2 turbines and protected by a tough, field-tested casing, this universal wet and dry vacuum has an automatic filter cleaning system and can pack in 64 l of debris.

Source: Hilti, Inc.



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Caterpillar Releases New Utility Compactors

Customers expect Cat® Paving products to offer machines and services to help them become more efficient and profitable. These new models do just that by making them easy to operate, simple to transport, and quick to service.

The new CB1.7 and CB1.8 utilize a weight-based nomenclature that signifies its standard operating weight in metric tonnes, making it easy for customers to choose the machine that best fits their needs. These new models provide excellent versatility in the 1.7 t to 1.8 t size class. Typical applications include: bike paths, courtyards, patchwork, parking lots, drive-ways, town centers, and shoulder work.

Simple operating features include toggle-type switches for quick and easy activation of machine functions. The mechanical propel lever provides quick reaction for precise control, while vibrant LED lights on the console simplify operation in low light conditions.

Moving to a new jobsite has never been

easier. The single point lifting option and durable hitch design makes hoisting these machines onto transports quick and easy. The foldable ROPS option provides a short height and enables the machine to move under and around low structures when performing compaction procedures.

The high amplitude vibratory system combined with large diameter drums and the exclusive, eccentric weight design delivers excellent compaction performance. With automatic activation and front or both drum vibratory capabilities, this machine provides the results that jobsites require.

These new models are designed to easily fit in the rental fleet. Product Link™ capability enables close monitoring to keep owners informed of machine location and



service needs. The simple control panel and spacious platform offer comfort to suit a variety of operators. Durable components and the fuel efficient engine maximize uptime and lower lifetime operating costs.

Full access to remote drains, sampling ports, and filters makes service fast and easy. Long service intervals for the engine oil and vibratory drums keeps the machine on the jobsite longer for optimal operational needs.

Source: Caterpillar



The reduction in vibrations is one of the primary mechanisms responsible for longer blade life.

Plows with PolarFlex tend to last significantly longer before repairs or re-welds are required.

Vibration reduction also cuts down the noise both inside and outside the plow truck.



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Twelve FUSO Canter for the Dutch Town of Houten

The municipality of Houten, Netherlands, has put 12 FUSO Canter - 4 Canter trucks with crewcab and 8 with single cab - into municipal service.

"This is the second series of FUSO trucks that we have bought," says Arie Koning, project manager for the municipality of Houten. "We already know for ourselves that these are robust vehicles



suitable for a wide range of applications. Practical experience has proved that reliability and ease of maintenance are the particular strengths of this brand."



The vehicles have been fitted with platform bodies from a local bodybuilder. The 4 Canter 3S13 models are also equipped for winter maintenance operations. On top of the usual tasks they perform on public traffic routes, they are also capable of coping effectively with black ice.

"We've been out spreading salt 33 times so far this year already," adds Mr. Koning. "The FUSO's small turning circle means that we can clear the cycle paths in our

municipality without any problem at all."

Next summer, the vehicles will be used for municipal operations such as parks maintenance.

The fuel-efficient Euro VI engines of the FUSO Canter are an important element of the Town of Houten's sustainability concept. Their low emissions mean that the vehicles are ideal for use in the municipality's built-up areas.

Source: Daimler AG



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The All-Rounder in Daily Business

Whether it concerns landscaping, construction & demolition, public works or any roads and paths maintenance operations, a skid steer loader cleans, sweeps and demolishes!

Nowadays work has to be carried out as efficiently as possible, regardless of the sector, and deadlines are widely represented. The increasing labor shortage in many industries is intensifying this pressure. At the same time, everyone has an obligation to ensure that people have a safe and comfortable workplace.

By applying new innovations and the availability of a large number of attach-

ments, the new GIANT skid steer loaders present themselves as multifunctional all-rounders that help making work easier and more efficient.

The frame is largely the same and the



lineup of engines is unchanged as well. Most of the innovations have been applied to the enclosed mechanics of the machine

such as a new valve block providing extra user-friendliness and the ability to perform tasks precisely. Furthermore, the skid steer loaders are equipped with a larger hydraulic pump for more power and higher yield.

Larger wheel motors provide more push and pull, better driving characteristics and are also low maintenance. In addition, it is now also possible to easily change tires. Depending on the work, a large number of different tires can be selected. These can even be changed on location and give the machine a width between 76 cm and 110 cm.

The new operator platform is suspended and easy to fold. This gives the driver more comfort and ensures that the machines are compact to transport. Optionally, the skid steer loaders can be equipped with a soft brake. With this system, the machine slows gradually after releasing the command levers.

In addition to this braking system, vari-

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ous options are available that contribute to the efficient and safe execution of work. For example, an available hydraulic quick change makes changing tools easy and quick without having to move away from the machine. For working with hydraulically driven tools (rotary mower, sweeper, hydraulic hammer, etc.) the machines can be equipped with a double gear pump and multiple double-acting functions.

For work inside buildings, the 2 diesel variants can be equipped with an integrated diesel particulate filter that reduces emissions by more than 90%. In addition, the machines can be equipped with a cyclone filter to prolong the life of the air filter.

These compact powerhouses are not just about lifting sand, concrete or bags of cement on a construction site. The skid steer loaders do their job in all sectors! For gardeners by transporting soil, plants or tiles. At recycling companies, keeping the floors under conveyor belts clean. They



can reach locations where other machines will not fit.

For municipalities, the machine is a valuable tool for maintaining narrow paths and surfaces. With tools such as a weed brush, sweeper or snow blade, the skid steer loaders can replace a number of other machines. The smallest GIANT has also proven its worth in construction and demolition. Because of their low weight

and compact size, it is possible to use them inside buildings.

Source: TOBROCO-GIANT

 5B M044

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Moffett E-Series Recognized for Zero-Emission Logistics

Hiab, part of Cargotec, has won a coveted "Archie" trophy at UK's Fork Lift Truck Association (FLTA) Annual Awards for Excellence for its industry-leading approach to reducing the noise associated with out-of-hours deliveries. The award recognized the benefits achieved when Hiab's customer Pets at Home switched to a fleet of Hiab's MOFFETT E-Series forklifts, the world's first electric-powered truck-mounted fork lift trucks. This recognition by the FLTA follows hot on the heels of the project winning a Quiet Logistics accolade at the Noise Abatement Society's John Connell Awards.

With 80% of Pets at Home's weekly 1,400 store deliveries being carried out after 20:00, the retailer needed to find a solution to noise complaints that it was receiving from residents located close to some of its stores across England. Working with Hiab, Pets at Home began a 6-month trial of a MOFFETT E-Series as it was the noise from the retailer's diesel-powered forklifts that residents were complaining about.

During the trial, the drivers reported that




the MOFFETT was just as "up-to-the-job" and just as "user-friendly" as its diesel counterpart, and there was plenty of charge-time to enable through-the-night multi-drop deliveries.

"Demands from our customers and technology advancements are driving Hiab to provide environmentally-friendly emission-free products," said Barry McGrane, sales

director, Truck Mounted Forklifts, Hiab. Hiab's desire to "become the number one partner, shaping and inspiring the industry" is highlighted in the development of the MOFFETT E-Series.

Source: Cargotec Corporation
HIAB France SAS

 E5 B025, E2 A018

The MULTILIFT COMMANDER, an innovative logistics application for efficient container handling

Hiab, part of Cargotec, has launched an innovative new product to handle containers safely and efficiently in locations where no infrastructure exists to load or unload containers from a truck.

Originally developed for the logistics needs of governmental organizations, the MULTILIFT COMMANDER container handling unit is an application for the popular MULTILIFT XR21 hooklift that enables both ISO 1C and 1CC freight containers, and DIN standard demountable flatracks, to be handled by the same truck.

"This is a new application for the commercial hooklift market. It adds value and versatility to our customers' hooklift trucks, as switching from handling flatracks to lifting ISO containers weighing up to 16.5 t can now be done at the simple push of a button," says Henri Janhonen, director of Sales and Product Business Management for Demountables at Hiab.

"It effectively means that our customers

can transport a container to any location that a truck can access, where no infrastructure such as a port crane or heavy forklift truck exists, and drop it off and

include cargo and intermodal applications, or large warehousing, construction, and project logistics."

The product is new to the commercial



collect it again at any subsequent date. The cost savings and flexibility that this provides will make a massive difference to their ability to transport goods to and from inconvenient sites, or remote locations. Uses for the MULTILIFT COMMANDER

market, but has been in use for many years in the governmental sector, where thousands of MULTILIFT units have been supplied. Supreme durability and adjustability come as standard as a result.

Available in 2 lengths for 3-axle or

New and Unique for North America!

A steerable 4th pin-on flip axle is the latest option for the MegaMAX double drop from trailer manufacturer Faymonville. A brand new and unique feature for North America, the tool helps to increase the



legal pay load and to ensure even more versatility going from state to state.

Using state-of-the-art king pin steering, the new pin-on flip axle is user-friendly while offering new transport possibilities. At an axle load of 9,071 kg, it allows a total payload capacity up to 43,091 kg. At the maximum technical axle rating of 10,296 kg in the 4-axle configuration, the trailer can even handle up to 47,990 kg including the 4th axle, the basic trailer has an empty weight of around 18,143 kg.

When the 4th axle is not needed, it is easy to detach or flip to shorten the combination. No shimming is required. The simple-to-use and robust mechanical steering link between the 3-axle bogie and the pin-on requires no hydraulics.

The unique king-pin steering on these double drops offers unmatched maneuverability and allows access to extremely tight areas such as construction sites, power

plants or inner cities, which is always a challenge with long and oversize cargo. The hydraulic detachable gooseneck permits continuous height adjustment and a maximum of flexibility during loading and unloading of construction machinery.

The MegaMAX is available with a stretch deck and a minideck. With 35 cm drive height, the stretch is the lowest of its kind

in the market and helps to clear even the lowest bridges. The deck stretches from 7.6 m up to 12.8 m, and can be extended even further using additional deck inserts thanks to the detachable rear bogie. The minideck has a loading height of 27.4 cm and is ideal to move transformers or generators. The steel construction on the whole width allows maximum point loads.

Faymonville is the only European manu-



facturer in the North American market that uses electric and pneumatic parts that are completely DOT approved. This also means that spare parts for these components are easily available throughout the U.S. and Canada.

Source: Faymonville Group

 E5 H026

4-axle trucks, the COMMANDER container handling unit consists of 3 parts: a lifting frame and rear support rollers, both made from high-tensile steel, and a stowage frame. Control is integrated into the easy-to-use hooklift control system. An electric actuator moves the lifting frame from the stowage position to the lifting position, and a pneumatic safety latch in the hooklift firmly secures the lifting frame to the hook, preventing the lifting frame from shifting whilst in use. The rear rollers are fitted directly to truck's chassis to support the container, and side guards help to guide the container during loading and unloading. Once loaded, the container is securely locked onto the truck with 2 ratchets at the front and 2 twist locks at the rear. When not in use, the container-lifting frame stows neatly behind the cab.

The MULTILIFT COMMANDER is suitable for many applications, including the emergency, fire, and rescue services; special




logistics applications; greenfield infrastructure projects; and factory to terminal transportation from remote sites.

Hiab is the world's leading provider of on-road load handling equipment, intelligent services and digitally connected solutions. The company's offering encompasses class-leading load-handling equipment, including HIAB loader cranes, LOGLIFT and JONSERED forestry and recycling cranes, MOFFETT truck-mounted

forklifts, MULTILIFT demountables, and tail lifts under the ZEPRO, DEL, and WALTCO brands. Hiab's ProCare™ service, award-winning HiVision™ crane control system, and HiConnect™ platform demonstrate its constant drive to provide intelligent services and connected solutions that add value to its customers.

Source: Cargotec Corporation
HIAB France SAS

 E5 B025, E2 A018





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FPT Industrial Powers Fabio Buzzi in the Diesel Powerboat Guinness World Speed Record

FPT Industrial is now part of speed record history. Fabio Buzzi, multiple world-champion of Powerboat Racing and CEO of FB Design, has achieved the fastest speed on water using a diesel engine developed by FPT Industrial, and a hull engineered by FB Design. The record, certified by Guinness World Records, was achieved on March 7, 2018, on Lake Como, Italy as the 3-point hull reached the incredible speed of 277.5 km/h.

FPT Industrial and FB Design worked together to develop a new engine: turning FPT Industrial's Cursor 16 I engine used in agriculture applications into a marine engine capable of developing more than 1,700 hp. This collaboration has resulted in new marine concepts, such as the aluminum extruded exhaust manifold on the last generation electronic common rail base engine. New innovative technologies for the turbocharging system have been tested to introduce multiple electronic variable

geometry turbo solutions. Furthermore, the racing engine's cooling system features a single-direct circuit, with a water intake step-change solution inside the boat's rudder.

FPT Industrial's R&D Center in Arbon, Switzerland, played an important part in this success. The engine was optimized and tested there, and modifications made to the fuel injection system drawing on expertise gained during other racing projects, such as the "Dakar" and the "Africa Eco Race" rallies. Arbon's history is full of technological innovations and ground breaking firsts dating back to 1928 with the development of the first diesel truck engine

and the patent for the direct injection diesel engines in 1934. In 1980, The R&D center collaborated on the development of the Common Rail injection system, and later designed the first small, high speed direct injection diesel engine with a turbo-



charger. At the end of the 1990s, it saw the first application of a variable geometry turbocharger on a diesel engine, as well

Vanguard™ Expands EFI with E-Governing to Small Block Engine Life

Vanguard™ expands its lineup of electronic fuel injection offerings to include a horizontal-shaft Small Block V-Twin engine. The Small Block engine features an open-loop EFI system with electronic governing engineered for the demands of the commercial construction and rental markets. With the addition of this engine, Vanguard EFI is now available on 4 engine platforms across 9 horsepower ratings varying in output from 23 to 37 gross hp at 3,600 rpm per SAE J1940.

Vanguard's Small Block V-Twin engines join the BIG BLOCK™ EFI engines for use in industrial and utility applications. The Small Block engines feature an open-loop system, reducing costs while still providing the core benefits of EFI. Vanguard engineered the Small Block system to deliver fuel based on operator throttle inputs, shifting the system's primary benefits to power delivery and throttle response, making it ideal for generators and general purpose equipment.

"Our application approach to EFI,

coupled with our service and support network, make it possible to deliver highly productive and reliable EFI solutions to nearly any commercial market segment," said Jim Cross, marketing manager, Briggs & Stratton Commercial Power. "The open-loop system with e-governing developed for these engines is excellent for industrial applications since it emphasizes power delivery and throttle response."

Vanguard designed the electronic governing system to optimize usable power while providing more responsive and efficient delivery. The e-governing also improves shock load acceptance and speed control, reducing engine droop to near zero.

The Small Block EFI engines feature a battery-less backup recoil start for ultimate reliability, even if the battery is dead. The recoil start uses energy generated by the recoil system to power the engine control unit and fuel system as opposed to relying only on the battery for electricity. Additionally, the open-loop EFI system is calibrated



for automatic altitude compensation.

Vanguard's approach to EFI is a comprehensive solution that combines customized applications of the technology with in-depth training and support, including hands-on training, online testing and access to a library of diagnostic videos. Training sessions are offered at the Briggs & Stratton service education center and various locations throughout the U.S. The sessions can also be live streamed.

Source: Briggs & Stratton Corporation

as the first common rail injection system on a light commercial vehicle, which was later adopted for agricultural applications. Finally, in 2011, the R&D Center in Arbon developed FPT Industrial's patented HI-eSCR (High Efficiency Selective Catalytic Reduction).

FPT Industrial's mission has always been to promote innovation in the field of racing in the pursuit of solutions and results that can be subsequently applied to mass production. The winning 3-point hull was driven by Fabio Buzzi himself, who succeeded in breaking yet another record, beating his previous one set in 1992. This was achieved through the efforts and passion of these 2 brands, which are celebrating over 35 years of successful partnership.

Together, FB Design and FPT Industrial have won 15 world titles, achieved more than 100 victories in both Italian and International waters and broken several records, culminating now in this latest



Guinness World Record.

The new record was certified by the Guinness World Records, the English institution which validates new records using sophisticated measuring systems which guarantee accuracy to the thousandth of a second. The measurements are made electronically and the physical presence of an Official Certifier, sent by the Guinness World Records, ensures that all the

guidelines have been followed before the record is approved.

Source: FPT Industrial  5A D031

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Deutz Makes a Start on Off-Highway Electrification

From April 23 - 28, DEUTZ will be showcasing its innovative drive systems at INTERMAT 2018, the international construction and infrastructure trade fair which is held every 3 years in Paris. As part of its E-DEUTZ strategy, for the first time, DEUTZ will be exhibiting electrified drive solutions for off-highway applications which can be installed, for example, in construction and material handling equipment. Other highlights include the range of EU Stage V certified engines and the new "DEUTZ Connect" app which enables remote engine diagnosis by smartphone.

The E-DEUTZ strategy represents the company's next decisive step; it combines its low-emission engines with electric drives. In September 2017, DEUTZ acquired Torquedo GmbH, the global market leader and system solution specialist for integrated electric and hybrid drives for boats. This acquisition is the catalyst for the electrification of the DEUTZ product range. It will allow DEUTZ to harness Torquedo's extensive know-how to benefit future developments in its core off-high-

way business.

To illustrate this technology transfer, DEUTZ will be displaying in Paris an electrified off-highway drive solution, consisting of a combustion engine and an e-motor, plus power electronics and a battery pack specially designed for this combination. DEUTZ's solution will use the high-performance "BMW i" lithium-ion technology which is already successfully employed in the automotive sector. As regards to their power output and capacity, each component can be scaled to meet customers' requirements.

"Our E-DEUTZ strategy is designed to make us the market leader for innovative drive systems in the off-highway segment



and to steal a march on the competition. Customers will be able to choose whatever is the optimum combination of conventional and electric drive components for their particular application so as to achieve a considerable reduction in their overall operating costs," stated Dr Frank Hiller, chairman of the Board of Management at DEUTZ.

Source: DEUTZ AG  5A D011



European Tires, Understanding the Basics

*Christopher Lyon
Director of Fleet Relations, NTEA
Special Collaboration*

As truck manufacturers continue to bring Euro-style vans into the North American market, it is important to understand subtle differences in components that can have significant influence on operations. As safety is an important mission within your organization, it is your job as fleet manager to provide employees and customers with safe, compliant vehicles and equipment. This includes understanding many aspects of vehicle design and OEM specification replacement parts.

Tire replacement is one of the easiest issues to overlook. As a fleet manager, you have likely standardized many components within your operations as this reduces downtime and inventory overhead. Tires, however, can be misunderstood due to labeling differences between Euro-style and North American tires. Sidewall markings can look similar, and tire size may be equivalent. However, it is important to note load rating is calculated differently on P-, Euro- and LT-metric tires. There are a few standards set by either Tire and Rim Association Inc. or European Tyre and Rim Technical Organization. These organizations use different calculations to define a tire's maximum load capacity, but they use similar sidewall identification that can

easily be mistaken when replacing tires. Specifically, the nomenclature looks similar but has different meanings. Nominal width, aspect ratio and rim size are identical. The subtle difference is knowing the type of tire that came from the OEM. The 3 main classifications for on-road tires are P-, Euro- and LT-metric tires.

WHAT TIRE DO YOU HAVE?

If you have a Euro-style van in your fleet 235/65R16 and stock a P235/65R16, for example, could they simply be considered equal? The answer could be yes or no. The key factor is load index. P- and Euro-metric tires use different calculations to determine load and inflation values. Generally speaking, P-metric tires have a lower load capacity reserve than Euro-metric tires, so it is important to note the required capacity when replacing tires. Be aware these tires may or may not meet/exceed OEM requirements. Escalating this knowledge to your users and customers is imperative. Using an under-specified tire can be dangerous and carries unnecessary risk.

Vehicle certification is another important point. Replacing components that do not meet or exceed original vehicle manufacturer requirements may result in falling short of U.S. National Highway Traffic Safety Administration certification standards. Knowingly or unknowingly allowing this to happen reduces fleet safety and makes your organization vulnerable to serious liability. It is important to reiterate the fleet manager is responsible for supplying their users with safe, compliant vehicles. Some fleet managers may be less concerned than original manufacturers about replacing tires that have a lower load index for ease of standardization. Their thought process is based on how they perceive actual use and application. They realize the tires they are replacing have a lower load index and carrying capacity than the original tires. However, they may not find this concerning as they realize their vehicles are not fully loaded to maximum capacity. In addition to premature wear and tear and

safety compromises, this is a huge liability for your organization. In the event of an accident, regardless of cargo and weight, the vehicle does not meet regulatory compliance simply due to the tires. A fleet manager may face legal consequences for knowingly or unknowingly allowing this to happen.

As a helpful example, on a 235/65R16C Euro-metric tire, the C indicates this is a commercial tire, not a load range of C (found on an LT-metric specification). At first glance, this can be confusing due to the similarities and subtle differences. Most seasoned fleet professionals that have used LT tires are familiar with load range letters, which range from B to F and simply indicate the number of plies constructing the sidewall and maximum load pressure. This designation is not to be confused with load index – the weight-carrying calculation based on a given tire pressure which varies between P, Euro- and LT-metric tires. It is important to understand these differences and ensure the tires being replaced meet or exceed required OEM specifications.

READING THE SIDEWALL

When replacing tires, the first priority is understanding what the sidewall markings mean. P-, Euro- and LT-metric specified tires have similar sidewall markings. Keep in mind, a P- or LT-metric specification may not be equivalent to a Euro-metric specified tire when it comes to load rating. Looking at tire size, if it is prefaced with P or LT, this indicates a P- or LT-metric tire. These are normally intended for passenger or light truck applications, respectively. If the tire size does not have letters at the beginning, this is an indication of a Euro-metric tire. This will have a different load capacity than its P- or LT-metric counterparts. Tire width is the 3-digit number that covers the width of the tire in millimeters. Aspect ratio is the next 2-digit number – defined as a percentage of a tire's height to width. For example, 65 would be 65% of the tire's width – the greater the aspect ratio, the

larger the tire profile. Tire construction is represented by a letter – most commonly R for a radial tire. Wheel diameter is the last 2-digit number. Measured in inches, it defines required wheel size.

ENSURE THE CORRECT TIRES

With all the litigation and liability facing the fleet industry, the best rule of thumb is to have a plan to ensure the correct tires, and meet or exceed OEM specifications. To start, this can be accomplished by looking at the current processes you have in place. Connect the specification writer with the procurement team. Communication is imperative. Make sure the procurement team has the information to identify potential issues. Have written documentation explaining key differences and consequences related to improper tire replacement. Generally, when people understand the consequences, they are more sensitive to the key differences. Consider keeping a written notice in the vehicle glovebox that identifies tire requirements. As operators may utilize different vehicles, it is essential to communicate

and have training on available information. Beyond this, maintain communication with your vendors. Procurement may request a certain tire by size, but it is important for them to start asking application questions. Taking a few more minutes on the front end can ensure compliance and safety.

At the end of the day, running a fleet can become overwhelming. There are so many small details that can create a world of noise and distractions. Having proper procedures in place can eliminate unnecessary mistakes that could lead to catastrophic failures. Engaging multiple lines of communication and training reduces the risk of any single entity (i.e., procurement, end users, vendors or even fleet managers) letting some small detail slip through the cracks. Providing the correct components on all levels will reduce maintenance costs; lower risk and liability for your organization; increase safety; and avoid premature wear on components.

TIRE PLACARDING

Trucks with GVWR under 4,535 kg include placarding that identifies the original

equipment tire sizes, inflation requirements and vehicle weight capacity. This is located on the driver's side door jamb. Beyond premature wear, proper inflation is critical to maintaining the correct load capacity of vehicle tires. If tires are changed from the original manufacturer's specification, it is critical to ensure that proper tire inflation is achieved.

LEARN MORE

NTEA offers fleet managers access to publications and reference materials on current regulations, safety standards and other technical issues.

Green Truck Association (GTA), an NTEA affiliate division, offers a variety of resources to educate its members on techniques and technology that can improve fleet efficiency, reduce emissions across time, and lower the risk of fuel price volatility driving up operating expenses. GTA fleet members can get involved in a data logger drive and duty cycle program that provides information on how vehicles operate in varying environments; find details at greentruckassociation.com.



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Continental Extends Its Solid Tire Range with a New Compound

Continental is optimizing its solid tire portfolio for industrial trucks. The new Plus range has been available since the beginning of January. The 4 solid tire types SC20+, CS20+, CSEasy SC20+ and SH12+ are equipped with the new Plus compound which combines the advantages of high mileage with low rolling resistance. Continental is also streamlining its solid tire range, bringing benefits to customers with a more transparent, simplified choice of products.

"Thanks to the Plus compound, customers will not have to choose between the SC20 Energy+ and SC20 Mileage+ in the future," explains Julian Alexander, product line manager for material handling at Continental Commercial Specialty Tires (CST). "We have also been able to significantly improve the successors of the CS20, CSEasySC20 and SH12 in terms of tire life, particularly in an external environment."

The SC20+ model combines all the ad-

vantages of its predecessors. Thanks to the new Plus compound, the tires offer higher mileage like the SC20 Mileage+ with low rolling resistance like the SC20 Energy+. As a result, service and maintenance costs as well as energy use can be reduced. The hard-wearing SC20+ particularly shines on uneven surfaces such as paving slabs or cobble stone pavement.

The tried-and-tested profile design ensures high traction. The tread offers maximal resistance capability to punctures and cuts thanks to its resilient compound. This reduces wear and extends tire life. This tire is perfectly suited to intensive use in both indoor and outdoor environments.

As usual, the CS20+ is a versatile companion. The closed flanks minimize vibrations and ensure quiet running to the highest degree possible. The continuous tread blocks prevent any tread slippage and offer good lateral stability road contact points on which bends, tight turning circles

and turning maneuvers are often carried out. Thanks to the new compound, the tire also offers higher mileage. It is ideally suited to use in warehouses and other areas of application with hard and even surfaces requiring maneuverability.

The CSEasy SC20+ model not only offers all the advantages of the SC20+ thanks to its special adapter, but also permits easy installation with the help of a hex key. This eliminates the need for external installation services, leading to a considerable reduction of time and costs.

Both the new Plus compound and the adapter also ensure considerably less tire heat buildup during use. This contributes to making the CSEasy SC20+

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more resistant and durable. As with all other tires in the new Plus range, the new compound improves tire rolling resistance and increases mileage. As a result, it is an unbeatable choice for heavy-duty use in interior and exterior environments.

The SH12+ is available with a new compound as of now, which makes it more durable. The treadless slick tire offers comfort, convenience and a high resistance capability against cut and tear damage from external objects. It is exceptionally suited for indoor use, particularly on hard and smooth driving surfaces.

For the first time, Continental will showcase its latest products and developments from the tire segment at Hannover Messe instead of at CeMat. Together with other technological highlights and intelligent key technologies from Continental, the new solid tire portfolio and tire pressure management system for pneumatic tires will be on display in Hall 5, Stand E18 from



April 23 to 27, 2018.

Continental develops pioneering technologies and services for the sustainable and connected mobility of people and their goods. Founded in 1871, the technology company offers safe, efficient, intelligent and affordable solutions for vehicles, machines, traffic and transport.

Continental Commercial Vehicle Tires is

one of the world's biggest manufacturers of truck, bus and special tires. The business unit is continually evolving from that of a purely tire manufacturing business to a solution provider with a broad range of products, services and solutions for commercial vehicle tires.

Source: Commercial Specialty Tires
Continental, Tire Division

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Jeep® and Mopar Brands Unveil 7 Concepts for the 52nd Annual Moab Easter Jeep Safari

The Jeep® and Mopar brands have once again joined forces to create 7 concept vehicles for the annual Easter Jeep Safari in Moab, Utah, March 24 – April 1. For the 52nd year, thousands of off-road enthusiasts headed to Moab for the annual Jeep event to participate in a week of technical off-roading on some of the most picturesque trails that the country has to offer.

The 2018 Easter Jeep Safari concept vehicles included:

Jeep 4SPEED - light, quick and nimble, this latest lightweight concept, following the popular Pork Chop concept in 2011 and Stitch concept in 2013, bolsters Wrangler's off-road capability and performance through extensive weight savings, and showcases the all-new 2.0 I turbocharged I4 engine. In addition to being lightweight, overall length has been shortened by 56 cm while leaving the wheelbase at its stock length, resulting in increased approach and departure angles. The Jeep 4SPEED features Dana 44 front and rear axles with a 4.10 gear ratio and 35" tires.

Jeep Sandstorm - inspired by Baja desert racers, it is all about blitzing long, sandy straightaways while still being capable of handling the daily driving duties. To accomplish this, the Sandstorm features off-road hardware that will handle both with ease, including an extreme-duty suspension system and a powertrain with excess power on tap. The front axle has been moved forward 10 cm and utilizes a heavy-duty long arm 4-link suspension and track bar. The rear axle has been moved back 5 cm and utilizes a triangulated trailing arm 4-link suspension. The longer wheelbase allows for increased high-speed stability. Custom coilovers and bypass shocks allow the front wheels to travel 355 mm while the rear wheels can travel up to 457 mm. The Jeep Sandstorm concept includes Dynatrac 60 axles with a 5.68 gear ratio, and 39.5" tires. The engine is a 6.4 I V8 from the Mopar performance catalog and is mated to a 6-speed manual transmission.

Jeep B-Ute - is equipped with a variety of Jeep Performance Parts for the ultimate off-road adventure including a lift kit, roof rack and rock rails. Off-road capabilities are increased by using 17" wheels with a

30 mm offset. The Jeep B-Ute is powered by a 2.4 I Tigershark engine, mated to a 9-speed automatic transmission.

Jeep Wagoneer Roadtrip - retains its heritage and charm as it continues to utilize its original steel body, while the chassis and drivetrain have been updated. The wheelbase has been stretched 127 mm, and the body has been updated to accept the additional length, a wider track and custom fender flares. Other subtle exterior styling tweaks include reshaped wheel wells, bumpers and integrated rock rails. Off-road capability has been bolstered courtesy of a boxed and reinforced frame, Dana 44 front and rear axles with lockers, 4-link suspension with coilover springs, and 17" steel wheels wrapped in 33" tires. It is powered by a 5.7 I V8 and is mated to a 4-speed automatic transmission.

Nacho Jeep - serves as a rolling catalog loaded with selections from the Mopar brand's Jeep Performance Parts (JPP) menu, offering a blueprint off-roaders can follow to create their own custom trail vehicle. A lift kit elevates the Nacho concept for increased off-road clearance and includes aluminum body shocks and 37" tires.

Jeep Jeepster - based on a Wrangler Rubicon, evokes the color palette and speedy styling of the 1966 Jeepster. A lift kit and aluminum body shocks work with 37" tires to raise the Jeepster above off-road obstacles.

Jeep J-Wagon - starting as a Wrangler Sahara, it features a version of the JPP hood designed with a cutout kit to work with the available snorkel. New LED lights with JPP brackets deliver commercial and military grade illumination.

The Jeep Performance Parts portfolio provides enthusiasts with high-end, hard-core quality aftermarket accessories and performance parts. Each part and accessory is specifically designed, built and quality tested to help transform stock rides into even more capable trail performers.

The Jeep Safari was started in 1967 by the Moab Chamber of Commerce. Easter Jeep Safari consists of trail rides, mostly day-long trips, departing from Moab, Utah, throughout the 9-day-long event.

Source: FCA US LLC



GMC Introduces the Next Generation 2019 Sierra

GMC is taking its pickup truck to the next level with the completely redesigned 2019 Sierra Denali and SLT.

The 2019 Sierra debuts a GMC exclusive, industry-first MultiPro Tailgate that is the segment's most innovative tailgate ever. Standard on SLT and Denali, the MultiPro Tailgate features 6 unique functions and positions, offering enhanced second-tier loading and load-stop solutions, a standing workstation mode and easier access to items in the box.

The MultiPro Tailgate also incorporates a step entry and egress mode that, when paired with the assist handle, offers both step and seated functionality, with a maximum weight capacity of 170 kg. Ease of use is enhanced with 2 buttons on the tailgate handle that allow convenient inner gate release.

A GMC exclusive and industry-first carbon-fiber box will be available later in the model year on the Denali. On the CarbonPro, the standard steel inner panels

and floor are replaced with a lightweight carbon-fiber composite that offers best-in-class dent, scratch and corrosion resistance, making it the most durable pickup box in the segment.

The new CarbonPro box is 28 kg lighter than the steel version. It is part of GMC's strategic use of materials in engineering the Sierra which incorporates aluminum for the doors, hood and tailgate, while relying on steel for the fenders, roof and

standard cargo box to shave up to 163 kg compared the current model.

New versions of the proven 6.2 l and 5.3 l V8 engines will be joined by an all-new 3.0 l I6 turbo-diesel engine, expanding the powertrain lineup for the 2019 Sierra.

The 2019 GMC Sierra Denali and SLT go on sale this fall. Additional details will be released closer to the start of production.

Source: GMC Canada



Chevrolet Unveils the 2019 Silverado 4500HD, 5500HD and 6500HD at The Work Truck Show

Chevrolet revealed its first-ever Silverado Class 4, 5 and 6 chassis cab trucks at NTEA's The Work Truck Show last month.

"Chevy's designers and engineers were obsessed with making this Silverado the most customer-focused medium-duty truck of any major competitor," said Ed



Peper, U.S. vice president, GM Fleet. "By customer-focused, I mean work-ready trucks that are easy to upfit, easy to drive, easy to service and easy to own."

The input of fleet managers, truck drivers, upfitters, technicians and Chevrolet dealers drove the development of the new Silverados.



"It's not just numbers on a spec sheet that make us different and better," said John Schwegman, director of Commercial Product and Medium Duty at GM Fleet. "These new Silverados are designed to solve the most common upfit and ownership challenges fleets have with many of today's medium duty trucks."

The Silverado will be available in 2 and 4 wheel drive and will be powered by a 6.6 l Duramax diesel V8 engine delivering

350 hp and 700 lb-ft of torque and Allison transmissions with a Power Take Off (PTO) option.

Production of the new Silverado will begin in late 2018. Order guides will be available this spring and pricing will be announced this summer. More than 400 commercially-focused Chevrolet dealers are expected to carry the new Silverado line.

Source: Chevrolet

Appointments

CASE Construction Equipment

has named **Michel Marchand** as vice president for North America, replacing Scott Harris who has taken a similar role at CASE IH. Mr. Marchand, who previously served as the regional sales director for Canada, will now oversee all CASE Construction operations in North America.

Michel Marchand left the automotive industry and first joined CASE as a business manager in 2009, and then took on the role of regional sales director in 2011.

"He has both comprehensive knowledge of the construction equipment business and a passion for the CASE brand," says Leandro Lecheta, chief operating officer – NAFTA, CNH Industrial. "Throughout his career, Michel has consistently developed strong partnerships with our dealers in order to maximize growth and seize all the opportunities that the market has to offer."

"The CASE Construction brand is strong throughout North America, and we have a real opportunity now, with the advances made across the breadth of our product lines and the development of our dealer network, to make an even greater impact for our customers and compete in new ways across all markets," says Marchand. "I am very proud to be a part of the future here at CASE."

Source: CASE Construction Equipment



Westech Vac Systems recently announced that **Ben Schmitt** has assumed the role of general manager, effective immediately. In addition to providing organizational leadership and day-to-day management of Westech's Nisku, Alberta, location, Mr. Schmitt will be responsible for business development, recruiting and overall growth.

With nearly 20 years of sales, engineering and product and project management experience, Ben Schmitt comes to Westech from Vactor Manufacturing, which, along with Westech, is part of Federal Signal's Environmental Solutions Group. Most recently, Mr. Schmitt spent 6 years as Vactor's vacuum excavation and industrial vacuum product manager, developing hands-on experience working directly with customers in the field and understanding their businesses and applications.

"I'm excited to work with the Westech team to drive the next phase of growth for our business and to meet the evolving needs of our customers," said Ben Schmitt. "My mission is to continuously improve our product and operations, and expand our product offering to provide our customers with the latest application-focused products."

Source: Westech Vac Systems



Allen Engineering Corp. (AEC) recently announced that **Garry Haferbier** has been promoted to national sales manager for all sales operations in the U.S. and Canada.

Mr. Haferbier has more than 35 years of experience in the rental and light construction equipment industry. He started his career in a family-owned rental business while pursuing an engineering degree and since then has worked for several leading equipment manufacturers. He has very successfully served AEC as a both territory sales representative and as the national rental sales manager since joining the company in 2013.

In this new position, Garry Haferbier will be responsible for managing, training and recruiting all the AEC direct sales personnel as well as the independent sales representatives that sell Allen Equipment in the U.S. and Canada. He will also be AEC's main point of contact for all field sales operations for dealer, national and rental accounts promotions, activities and events. A main focus for Mr. Haferbier is to pursue corporate goals for growth in the rental and the paving equipment market segments for AEC.

AEC is headquartered in Paragould, Arkansas. The company designs, engineers, manufactures and markets concrete and related equipment with a number one goal of Total Customer Satisfaction. AEC is a family-owned, American provider of high quality equipment that is sold and rented through a network of dealers and rental centers around the world.

Source: Allen Engineering Corporation

Nova Bus recently announced that **Ray Little** has been appointed vice president of Sales for North America, effective immediately. In collaboration with his team, he will oversee growth efforts across North America through the use of innovative business solutions, particularly in the U.S..

In his 25 years of experience, Ray Little has held several executive-level positions at the firms where he has worked. He also founded and led for nearly 2 decades a company that supports transit clients in driving profitability. Until recently, he served as vice president of Business Development for MV Transportation, a private custom transportation and paratransit services firm.

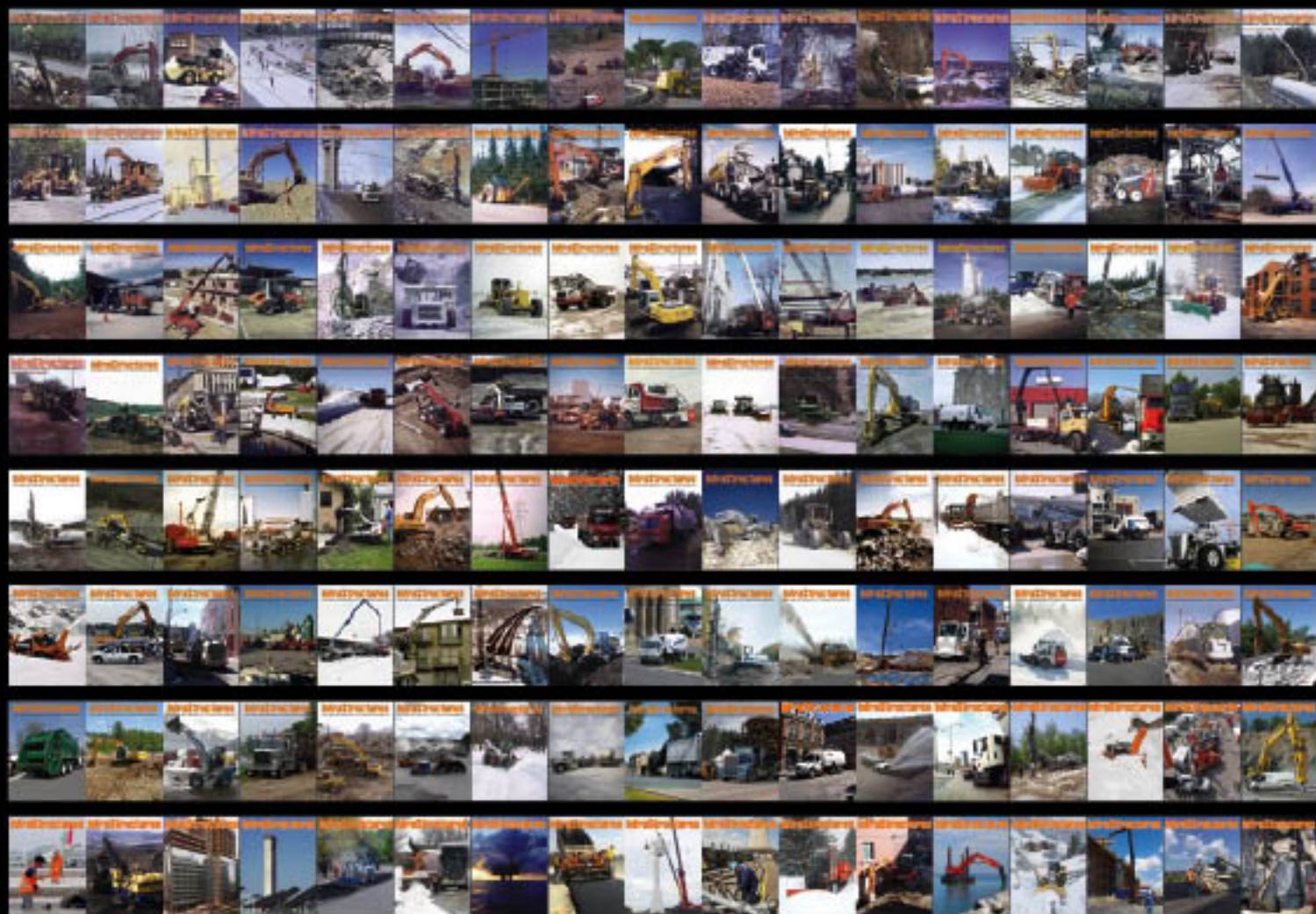
Nova Bus, part of the Volvo Group, is a provider of sustainable transit solutions in North America. Its portfolio includes hybrid electric buses, high-capacity vehicles and integrated intelligent transportation systems. Following its Electro Mobility strategy, Nova Bus is moving forward with the electrification of its vehicle key components to reduce fuel consumption and emissions.

Source: Nova Bus



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Agenda

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April 23 - 27, 2018
Hannover, Germany

INTERMAT Paris

April 23 - 28, 2018
Paris, France

WasteExpo 2018

April 24 - 26, 2018
Las Vegas, NV USA

EXPO Grands Travaux

April 27 - 28, 2018
Montreal, QC Canada

APWA 2018 North American Snow Conference

May 6 - 9, 2018
Indianapolis, IN USA

CIM 2018 Convention

May 6 - 9, 2018
Vancouver, BC Canada

APOM Technical Day

May 10, 2018
Saint-Hyacinthe, QC Canada

IFAT Munich

May 14 - 18, 2018
Munich, Germany

bauma 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

APWA - 2018 PWX

August 26 - 29, 2018
Kansas City, MO USA

INTERMAT ASEAN

September 6 - 8, 2018
Bangkok, Thailand

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

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October 8 - 11, 2019
Munich, Germany

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August 26 - 29, 2020
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From left to right: Denis Larue, David Olivier, Louis Larue.

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