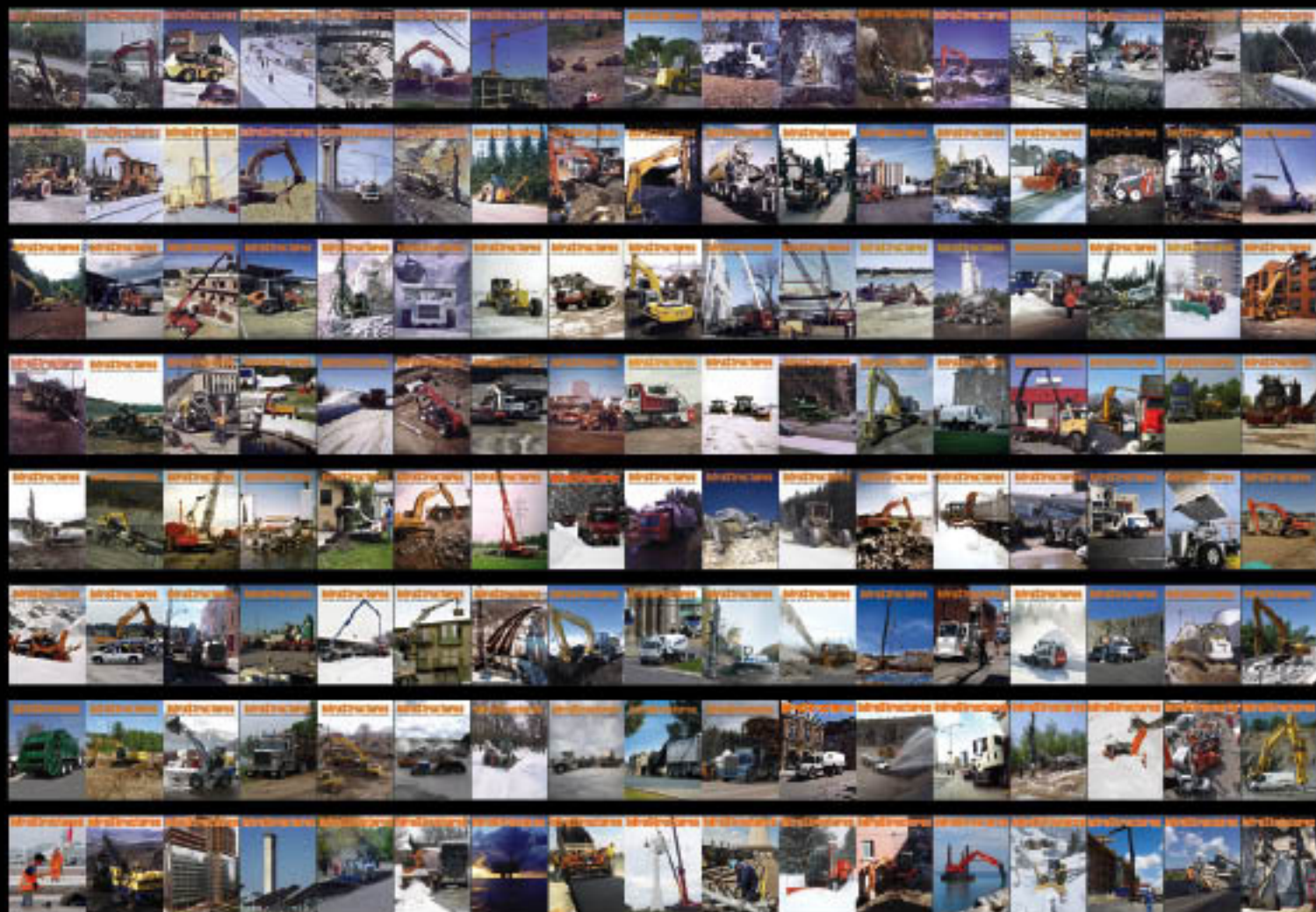


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A Brief Word...

May showers bring June flowers could become the new rhyme given how tardy the last two springs have been.

Fuel prices are the "Hot Button" issue this season with everywhere seeing steep and sudden shifts in pricing. This is going to offset budgets, but the effects are likely to be more long term. So much so that energy could be the issue that makes or breaks provincial politics this year. Ontario will be a good litmus test with electricity already fiercely debated, fuel prices may be the decider.

That said, pump prices are only coming into line with those of most other G7 countries. It isn't so much the price but how unpredictable they are that is the worry. It may be time to learn some of the lessons they have already taken to heart in order to be more efficient and as importantly, profitable.

We've just come back from INTERMAT where the world's vendors have been promoting their new products and innovations, many with an eye on fuel efficiency.

Efficiency is second nature to InfraStructures Magazine, as you would expect. Reaching all regions of Canada and a bit further, in both English and French and with advertising rates that make the competition blush. An effective and efficient tool to promote your product, service, association, event or used machinery.

So as the Darling Buds of May raise their heads, so do many projects begin with a flurry, but hopefully not a snowy one!

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On the cover: the Istanbul Yeni Havalimani Airport, in Turkey, is designed to accommodate 150-200 million passengers per year. This will set a new world record.

The project comprises 6 runways on an area of around 9,000 ha. The current number 1 airport is Hartsfield-Jackson Atlanta International Airport, with around 105 million passengers per year.

ECOLOMONDO SELECTS SITE FOR ITS NEW TDP TURNKEY FACILITY

Ecolomondo Corporation recently announced that it has entered into an agreement of purchase and sale with the Town of Hawkesbury, Ontario, to acquire land to build its new thermal decomposition process (TDP) turnkey facility. Completion of the transaction is subject to a satisfactory due diligence on the property by the company and is scheduled to close

on June 27, 2018.

This new TDP facility is expected to be built on approximately 5.4 ha and to be housed in a building of approximately 5,830 m². It is expected to be equipped with 2 reactors having a production capacity to process approximately 11,700 t of tire waste per year. The new facility is expected to have the latest generation thermal decomposition technology in its 4 processing departments, namely Shredding, Thermal

Decomposition, Carbon black processing, and Oil distillation.

This facility is expected to recover 4,500 t of carbon black, over 6,5 million l of oil, 1,100 t of process gas and over 1,450 t of steel per year.

To spearhead construction of this facility, Ecolomondo has concluded an EPCM (Engineering, Procurement, Construction, Management) service agreement with Ultragen, a prominent engineering company highly experienced in the areas of waste processing and petrochemicals. Ecolomondo expects to begin construction of the Hawkesbury facility, early in the Fall 2018, and to complete construction and commissioning by the end of the second quarter of 2019.

Source: Ecolomondo Corporation

OERLIKON GRAZIANO EXTENDS PORTFOLIO IN H-D TRUCKS MARKET IN RUSSIA

Oerlikon Drive Systems Segment, under its transmission specialist brand Oerlikon Graziano, is organizing a Technology Day together with Kamaz, a worldwide leader in heavy-duty trucks and a customer of Oerlikon. The event marks a stronger partnership between the 2 companies to jointly offer high-quality technology products to customers in Russia. Both companies plan to exploit further business opportunities in the CIS region and offer a more comprehensive set of services to current and new customers.

The partnership between both companies dates back more than 10 years with the product lines – synchronizers and low floor bus axles. Currently the companies are exploring new opportunities of the cooperation on Shifting Solutions™ from Oerlikon Graziano.

Oerlikon Graziano is well known for producing synchronisers and other crucial driveline components, such as bevel sets and gearing solutions, which get high appraisal from the customers for their stability and reliability while operating under varied geographical and climatic conditions.

Kamaz was established in 1969, producing its first truck in 1976. Since then, it has produced more than 2 million trucks. Every 3rd truck with gross vehicle weight (GVW) between 14 and 40 t in Russia and in the CIS countries is a Kamaz truck, and its trucks are in operation in more than 80 countries worldwide.



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Oerlikon Graziano will demonstrate its latest heavy-duty strut-type components during the event. The high-torque units offer reduced shift effort and faster shift time, thus providing improved operator comfort and performance. A range of friction materials can be specified in single cone 184 or single-double cone 168-162/170 versions, depending on individual application needs. A range of crown wheel, bevel sets, ring and cylindrical gears, which complete the range of commercial vehicle technologies from Oerlikon Graziano, will also be shown.

In addition, the new Compact Slotless Synchronizer will be presented at the Technology Day. This synchronizer represents a step ahead in innovation for shifting solutions used in diverse applications, such as passenger cars, tractors, trucks, industrial and construction vehicles, to improve the overall performance and efficiency of the transmissions. The advancements can be seen in the improved shiftability, increased power density and use of innovative friction materials specifically developed for heavy-duty usage.

Source: Oerlikon Graziano

ÅKERSTRÖMS WINS LARGE ORDER FROM ESCONDIDA IN CHILE

Åkerströms Björbo AB has won a major Chilean order for delivery of remote control systems to the mining industry. The remote controls will be used for crane control in one of the world's largest privately-owned copper mines, Escondida in Antofagasta, Chile. The order is worth 1 million SEK (\$150,000) and goes through Åkerströms' distributor in Chile.

"This is a proof that our robust radio remote control systems have the quality required for these types of tough environments. Escondida Antofagasta is one of the world's largest mines, of course we are very pleased that they choose to work with us, says Anna Stiwne, vice president of sales.

Source: Åkerströms Björbo AB

CLYDE BERGEMANN ENVIRONMENTAL TECHNOLOGIES SOLD TO MANAGEMENT

To further streamline the worldwide organization and focus on key technologies in line with the new strategic direction, Clyde Bergemann Power Group is pleased to announce they have sold Clyde Bergemann Environmental Technologies (CBET)

in Malvern, Pennsylvania. CBET is specialized in materials handling and air pollution control solutions for power and industrial markets and was the group's center of competence for lean phase pneumatic conveying and Pulse Jet Fabric Filter (PJFF) and ESP Technology.

The offer to buy CBET was ultimately presented by the company's president Ron Tempesta and vice president Ron Grabowski, both being former owners

of Delta Ducon, the roots of CBET and also the name of the new company. The completion of a small number of ongoing projects will be ensured under a service agreement between the Clyde Bergemann Power Group Americas and Delta Ducon.

"We value the years we were part of the Clyde Bergemann Power Group and now look forward to maximize our new capabilities with the addition of Environmental Elements Corporation, which has been one

Introducing Sandvik's Ranger DX900i to the Canadian Market



Selix Equipment Inc. along with Sandvik, officially launched the Ranger DX900i model to the Canadian market at Expo Grands Travaux, held in Montreal, Quebec, April 27-28. The new Ranger DX900i with 290° reach, enabling drilling coverage of 55 m², saves working time and minimizes the need to reposition the rig. Despite the rig's ability to rotate, its counterweight structure ensures stability by maintaining weight opposite the boom. Ranger DXi rigs are extremely mobile, thanks to a low center of gravity and high tramming power.

"Visitors at Expo Grands Travaux had the opportunity to check out the revolutionary generation of Ranger DXi top hammer surface drill rigs with the most powerful rock drill in its class. They also had the opportunity to try the brand new DXi simulator," said Mario Roussel, general manager of Selix.

Operator ergonomics and low cabin noise have been focus areas in the development of the new iCab cabin. The new user interface has been developed based on several customer trials. Positive feedback has been received on the good ergonomics, easy-to-use joysticks, and control panels. The new cabin also features room for a trainer behind the operator seat. Thanks to a long and successful co-operation with VTT, Finnish Technical Research Center, Sandvik has been able to lower the noise emission to levels never before seen in this type of drill rig.

Selix Equipment Inc., an Equipment Sales & Service Limited company, is a successful distributor of drilling and foundation equipment. Selix represents a number of major product lines including Sandvik, Soilmec, GEAX, TEI Rock Drills, HEMCO and ICE.

Source: Selix Equipment Inc.

of the largest Air Pollution Control suppliers in the U.S., as part of the Delta Ducon portfolio," said Mr. Tempesta, president of Delta Ducon.

"As a consequence of our new strategic direction we are in an ongoing process of reviewing and realigning our core business activities. For us, this includes to focus on fewer strategic business fields but maintain market leadership and achieve trend lead-

ership, e.g. for digitization, in those fields. The management buy-out on the one hand ensures a stable future for the employees and our former business unit and enables us together with our well known former colleagues to complete the few remaining CBET projects," said Dr. Christian Mueller, president & CEO of the Clyde Bergemann Power Group.

Source: Clyde Bergemann Power Group

Multihog Debuts New CL Model at IFAT

Multihog Limited debuted their new CL multi purpose tractor at the IFAT exhibition, held May 14-18 in Munich, Germany. Multihog was also exhibiting at APWA's North American Snow Conference in Indianapolis, Indiana.

A sister product of the hugely successful CX model, the CL is a lower cost option aimed at smaller municipalities, villages and contractors who are focused on specific tasks and applications, and whose budgets are restricted. Just like the CX, attachments may be mounted on both the front and rear of the CL, and it features a 90 l load-sensing pump, which leaves plenty of room in the chassis for service and maintenance access.

The CL's attachments are controlled via a fully proportional mini joystick, which allows very smooth and precise hydraulic control during operation. Specifically developed for weed control, urban sanitation and litter collection, the CL can also be used for on-road mowing and winter duties.

Visitors to Multihog's IFAT stand were also able to view the CityVac, which is the newest addition to the Multihog range of attachments. An urban litter collector, the CityVac was developed in-house by the company's innovative R&D team and is a popular choice with municipalities worldwide for urban sanitation. Featuring a 1.1 m³ collection container on the rear, the CityVac's large fan offers superior suction with an 8,500 m³/h airflow.

From an environmental perspective, the litter collector operates at low engine speeds of 1,200 rpm (thanks to the Multihog's hydraulic pump), which reduces fuel consumption and noise pollution. The easily accessible exhaust air filter also ensures that only clean air is expelled from the CityVac. Operators can tip directly into a skip or trailer thanks to its high tip feature, and the attachment is completely controlled via joystick within the Multihog cabin, ensuring the operator stays safe, warm and dry at all times, regardless of the weather conditions.

Multihog's expansion across the globe over the past 12 months has been expedited by the purchase in 2017 of a new production facility in Dundalk, Ireland. The new factory is 3 times larger than its previous premises, with plenty of room for continued growth and a demonstration area adjacent to the manufacturing facility for customers. The new factory also provides larger facilities for R&D, which has always been a focus for the company, as well as more streamlined manufacturing, quality control and spare parts dispatch.

Source: Multihog Limited



MARKETPLACE-E, A NEW WAY TO BUY AND SELL EQUIPMENT

After a soft launch in late 2017, Marketplace-E is being introduced by Ritchie Bros. as its latest buying and selling solution. Complementing the company's onsite unreserved auctions and online-only auctions through IronPlanet, Marketplace-E offers sellers increased control over price, location, and timing, while providing buyers access to more equipment available to purchase right away.

"With the launch of Marketplace-E we can now serve customers as a true one-stop shop, with a complete suite of selling solutions to meet every need," said Ravi Saligram, CEO of Ritchie Bros. "We have many customers who, for a variety of reasons, need more control over the selling price and process of their assets. With Marketplace-E they will get the control they need while still benefiting from Ritchie Bros.' marketing and expansive global buyer network."

How Marketplace-E works – 3 selling options:

- **Make Offer:** List equipment online and let potential buyers submit offers, then negotiate with potential buyers to reach an agreement.
- **Buy Now:** List equipment online at a fixed, buy-it-now price; like a basic ecommerce transaction. Once the item is purchased, the listing is closed.
- **Reserve Price:** An online listing with a minimum/reserve price. The item will not sell until the reserve is met. The seller minimum is protected, but the potential highest selling price is not capped.

The selling process is also aided by an inside sales team dedicated to facilitating offline negotiations between interested buyers and sellers.

Source: Ritchie Bros. Auctioneers

GANNETT FLEMING WINS ACEC GRAND AWARD FOR TEMPE TOWN LAKE DAM PROJECT

Gannett Fleming won top honors at the American Council of Engineering Companies' (ACEC) 2018 Engineering Excellence Awards (EEA) Gala on April 17. The Tempe Town Lake Dam Project received a Grand Award – one of only 16 projects to receive the distinction from a pool of more than 140 contenders. The Bay Park Sewage Treatment Plant Improvements, the Norchester Pump Station Replacement,

and the Springfield Railcar Assembly Facility Project received National Recognition Awards at the gala.

The Grand Award for the Tempe Town Lake Dam in Tempe, Arizona, is shared by the City of Tempe and the prime contractor, PCL Construction, Inc. Gannett Fleming was the design engineer of record for the US\$45 million (\$57 million) dam and provided design and construction management services. The dam is one of the largest hydraulically operated steel-gate dams of its kind, and consists of 8 hydraulically operated steel gates – each 32.3 m long, 5.2 m tall, and approximately 136,000 kg – that improve the dam's durability and reliability and offer heightened safety and operational flexibility. Prior honors for the Tempe Town Lake Dam, featured in this time-lapsed construction video, include: ACEC Arizona's 2017 Grand Award and Judges' Choice Award; American Society of Civil Engineers – Phoenix Branch's 2017 Project of the Year in the Greater than \$10 million category; Best Project in the Water/Environment category in ENR Southwest's 2016 Regional Best Projects competition; and, a Best in Concrete award from the American Concrete Institute and the International Concrete Repair Institute.

Gannett Fleming shares the National Recognition Award for the Springfield Railcar Assembly Facility Project in Springfield, Massachusetts, with Massachusetts Bay Transportation Authority and project contractor/design-builder, Plaza Construction. Gannett Fleming served as lead engineer and architect of record for the project, managing planning, design, construction administration, and commissioning services for the US\$95 million (\$121 million) global investment project. The facility contains an open floor plan with 1 fixed and 6 portable platforms that offer access to all sides of a railcar during assembly to improve worker efficiency and space for large-scale assembly equipment, and boasts dual-rated direct current equipment to provide a variety of voltages for multiple railcar clients. Sustainable features appear throughout the facility, including insulated metal-paneled walls that create a thermally efficient building, adjustable energy-saving

lighting, and on-site stormwater treatment.

The National Recognition Award for the Norchester Pump Station is shared by HRSD. Owned by HRSD, the pump station is nestled in the heart of a residential community in Norfolk, Virginia, and helps collect and transport raw sewage to the wastewater treatment plant. Originally built in the 1940s, the pump station struggled to meet customer demand and excessive microbial corrosion had caused significant damage to the facility's wet well. The new Norchester Pump Station includes several first-in-the-region innovations, including a self-cleaning, trench-type wet well, which is efficient and easily cleaned, as well as an advanced, high-strength odor control system with a biological trickling filter and secondary carbon scrubber. The completed pump station boasts a beautifully designed façade that fully conceals the sewer infrastructure and provides aesthetic continuity with the rest of the community. National industry publication Water Environment & Technology featured the Norchester Pump Station's technical innovation and exterior

design in its January 2018 edition.

Gannett Fleming shares the National Recognition Award for the Bay Park Sewage Treatment Plant located in Nassau County, New York, with the Nassau County Department of Public Works. The plant provides more than 550,000 residents and commercial businesses with reliable wastewater service. The initial grit removal system, built in 1986, needed major updates as it used detritor tanks with bulky conveyors, belts, and scrapers that required extensive and costly routine repairs. Gannett Fleming introduced an unconventional vortex grit chamber solution, using centrifugal forces of the wastewater channel to remove the grit. The new system resulted in a 50% increase in efficiency per day and introduced a new method to improve performance for all grit removal systems.

Called the "the Academy Awards of the engineering industry," ACEC's EEA program honors the year's most outstanding engineering accomplishments from member firms. Projects that are winners at



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state-level EEA competitions are eligible for ACEC's national EEA competition.

Source: Gannett Fleming, Inc.

BALLARD AND HYSTER-YALE SIGN SUPPLY AND COLLABORATION AGREEMENT

Ballard Power Systems recently announced that it has signed a Master Supply Agreement (MSA) with Hyster-Yale Group encompassing the supply of minimum annual volumes of Ballard FCgen®-1020 air-cooled fuel cell stacks for use in powering Class 3 lift trucks and support on the design of a fuel cell electric propulsion system to power these lift trucks. The MSA runs until 2022.

Hyster-Yale is a leading global lift truck OEM offering over 280 different lift truck models and generating consolidated annual revenues of \$2.9 billion. In 2014

Hyster-Yale's acquisition of Nuvera activated a strategy to design purpose-built, optimized fuel cell-powered lift trucks, and put in place significant expertise and capabilities for fuel cells.

The collaboration with Ballard, Nuvera, and Hyster-Yale will focus on air-cooled stacks for low power applications, complementing the existing Nuvera fuel cell solutions.

Source: Ballard Power Systems Inc.

RITCHIE BROS. SELLS \$207+ MILLION OF EQUIPMENT IN ITS LARGEST CANADIAN AUCTION OF 2018

Last month, Ritchie Bros. conducted its largest Canadian auction of the year, selling \$207+ million of equipment over 5 days in Edmonton, Alberta.

The April 24-28 auction attracted more

than 14,000 bidders from 59 countries, including 9,750 online bidders.

"Our auction in Edmonton featured some of the cleanest, low-hour equipment available on the market today, attracting a huge number of global buyers," said Brian Glenn, senior vice president, Ritchie Bros. "We once again saw strong participation from Western Canadian registrants, bidding aggressively as they're looking to purchase equipment for the spring construction season, resulting in strong pricing across most equipment categories."

The auction featured equipment from close to 1,300 consignors, which is a new company record for a single auction. This included complete dispersal packages from great Western Canadian companies like NEC Construction and HiTrac Equipment and 2 big oilfield transportation packages of late-model rig moving equipment from H&E Oilfield Services and Cierra Trucking that attracted higher than average U.S. participation.

"We would like to thank the many sellers who once again put their trust in Ritchie Bros. to market their equipment to the world, and the thousands of bidders for helping us deliver a safe and successful sale," added Mr. Glenn.

"Ritchie Bros. is in the best place in the world to buy and sell equipment," said Albert Benson, president of NEC Construction Ltd. "The Ritchie Bros. team is a such a great group of people to work with – so down-to-earth – and their auction process is very honest and transparent. Their marketing is great and they get the best prices. The results on our equipment were amazing."

"I've been selling with Ritchie Bros. since 2010 because they get me better returns than trading in or any other way of selling," said Jed Fryer, owner of J.F. Logging Ltd., based in Prince George, B.C. "Ritchie Bros. provides an amazing selling experience. We sold 9 heavy-haul trucks in the Edmonton auction and the results once again exceeded our expectations."

Source: Ritchie Bros. Auctioneers

Bauer BC 50 Cutter Used for Diamond Exploration in Canada

Whether for large-scale infrastructure projects such as metro stations, or for the sealing and strengthening of large dams, Bauer cutters are used around the world for complex specialist foundation engineering projects.

In Saskatchewan, a Bauer cutter will soon be used for a special task as part of diamond exploration – and will set a new depth record there! The BC 50 cutter on a MC 128 duty-cycle crane, equipped with the HDS 250 hose drum system, will be the first cutter in the world that will cut to a depth of 250 m for commercial purpose. These depths have never been reached before in any active project.

Bauer together with their local joint-venture partner, Nuna Logistics Limited, will aid Rio Tinto with exploration to research for diamonds in the kimberlite pipes. By using the cutter, large volumes can be excavated from great depths, which then allows for better assessment of the diamond content and quality of the deposits.

In addition to the cutter and the base carrier, BAUER Maschinen GmbH will supply BE-550 desanding equipment from its branch BAUER MAT Slurry Handling Systems and other accessories. Bauer will build and deliver the equipment by mid-2018 – work is planned to begin within the year. The execution of several individual holes that are currently planned will continue into 2019. If the expectations of Rio Tinto are fulfilled by the deposits and technology, then the scope of the work could significantly expand.

Source: BAUER Maschinen Group



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Marindustrial Ontario and DAC Industrial Engines Move to New, Larger Locations

DEUTZ distributor Marindustrial Ontario and its DAC Industrial Engines division are building upon the company's recent success as the 2016 DEUTZ Distributor of the Year by moving to new, larger locations. Marindustrial Ontario is now located in a 1,000 m² building on Ridgeway Drive in Mississauga, Ontario, with a showroom, offices, warehouse and service department. Now located on Payzant Avenue in Dartmouth, Nova Scotia, DAC Industrial Engines has a new 1,500 m² building with a large service yard.

"Both of these new facilities are key steps on our journey to support our past and current business growth," said Éric Nadeau, president of Marindustrial and DAC Industrial Engines. "With these larger facilities, we can professionally

service DEUTZ engines in partnership with newly signed DEUTZ-authorized dealers in Ontario, as well as customers in Nova Scotia and the Atlantic provinces."

DAC Industrial Engines began working with DEUTZ Corporation in 2005. In 2011, Marindustrial became the official, authorized DEUTZ distributor in Quebec; in 2017, the company signed an agreement to become a DEUTZ distributor in Ontario as well.

"Our corporate vision includes offering reliable, top-quality solutions from respected manufacturers like DEUTZ," said Mr. Nadeau. "DEUTZ has supplied quality engines for more than 150 years, so their products were a natural fit

for our portfolio. And, with the technical complexity of Tier 4 final approaching,



we knew we needed to partner with an engine manufacturer who is committed to developing a strong Tier-4 platform. With DEUTZ, Marindustrial and DAC Industrial Engines are in an excellent position to offer the best solutions to OEMs throughout Eastern Canada."

In 2017, DEUTZ named Marindustrial/DAC Industrial Engines as its 2016 Distributor of the Year based on key performance indicators such as engine sales, parts availability, service training and brand representation. In addition to achieving that honor, Marindustrial/DAC Industrial Engines was the only North American DEUTZ distributor to earn DEUTZ "Platinum" status in both 2016 and 2017. The company has its own dedicated DEUTZ team which focuses on OEM sales and custom projects. Its strategy is to provide OEMs with a one-stop shop that can offer both technical solutions and local value-added services.

"Marindustrial and DAC Industrial Engines are very familiar with our engines, and they offer the high level of hands-on expertise that our customers have come to expect," said Steve Corley, chief sales officer for DEUTZ Corporation. "Both the DAC Industrial Engines division in Nova Scotia and Marindustrial's Ontario location embody the same dedication to quality and customer service that has always made DEUTZ stand apart from other engine manufacturers. We congratulate them on their new, larger locations, as well as their impressive achievements as DEUTZ distributors, and we expect more great things from them in the future."

Source: DEUTZ Corporation

Balluff's New Emergency Stop for Safety Over IO-Link

Balluff has added an Emergency Stop device (E-Stop) to widen further the safety product portfolio. Balluff's E-Stop is easily and inexpensively connected directly to the Balluff "Safety Over IO-Link" module or to any safety controller using standard M12 connectors, eliminating terminations and reducing the incidence of miswiring.

"These devices are used in a variety of industries from automotive to packaging and E-Stops are a core component of almost every machine design and safety risk assessment," says Shishir Rege, safety marketing manager at Balluff Inc.

The E-Stop function is a supplementary protection measure and must always be available for any automated equipment. The E-Stop switch initiates an immediate stop command and can be used for personal protection functions. An available adapter allows this device to easily daisy-chain to multiple E-Stop locations on one machine. This connectorized E-Stop switch can "plug & play" with the Balluff "Safety Over IO-Link" hub to create a simple, flexible and modular safety solution.

"The total cost of ownership of E-Stop installations is reduced with this new device due to simplified wiring, lowered assembly labor, and easier troubleshooting," continues Mr. Rege.

Source: Balluff Inc.



Mack® Granite® Model Helps Raise \$1.96 Million for Sustainable Waste Management Research

A new Mack® Granite® axle back model helped the Environmental Research & Education Foundation (EREF) raise \$1.96 million in a live auction April 25 at WasteExpo 2018. This marks the 22nd year Mack has donated a vehicle to the auction, which has raised more than \$20 million to fund and direct scientific research on sustainable waste management since its launch in 1994.

"EREF plays a key role in advancing knowledge about sustainability in the refuse and recycling industry," said Curtis Dorwart, Mack refuse product manager. "Mack Trucks is proud to help support this organization as it shines a light on how responsible waste management transforms communities and preserves our natural resources."

EREF is one of the nation's largest private sources of funding for research to develop and evaluate new approaches to sustainable solid waste management.

The nonprofit also funds scholarships for advanced degrees in environmental science and engineering and shares research findings through educational programs.

The truck auctioned off was ready for work, equipped with a Galbreath outside rail roll-off cable hoist and Pioneer Rack'n Pinion tarp.

"Mack's generous donations to the auction year after year have contributed to not only the success of the auction, but EREF's mission to advance sustainability in solid

waste management," said Bryan Staley, Ph.D., president and CEO of EREF. "The company's continuous support, through both donations and participation on the auction committee, demonstrates a desire to innovate and move the industry forward. On behalf of the foundation's board of directors, EREF is incredibly grateful for Mack's continued support of industry research and education."

Source: Mack Trucks



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Robust Scrap Processing Performance and Improved Sustainability with Metso

Metso presented its extensive metal recycling product offering at the ISRI Convention and Exposition 2018 held April 14-19, in Las Vegas, Nevada.

Metso experts were at the event to advise on how to choose the most suitable equipment for different types of metal recycling needs to secure optimal process efficiency, sustainability and reliability.

"At ISRI, we are addressing key trends in the metal recycling industry in North America. We are committed to driving sustainable improvements in performance and profitability in our customers' businesses," says Keith Carroll, vice president, Metal Recycling North America, Metso.

The common denominator among all Metso processing equipment solutions is their high efficiency and low energy consumption, and they are globally recognized as the benchmark for their product types. Likewise, their state-of-the-art technology, comprehensive service setup and the highest safety standards are appreciated and acknowledged by the industry. This is exemplified in Metso being named as AMM's Scrap Equipment Provider of the Year for 2017 and being named as a finalist again for 2018.



to deliver and install new shears as well as the first Lindemann EtaRip™ PreShredder this fall.

In total, over 150 Metso shredders are currently in operation in North America alone, which represents about half of the total operating capacity in the market. Additionally, through the Lindemann and Metso N-Series brands, there are over 40 shear and baler installations currently in North America.

Metso's offering for metal recycling is among the most comprehensive in the industry. Metso offers a full range of pre-shredders, automobile shredders, shears, balers, and briquetters, along with complete capabilities for developing custom solutions for its customers' ferrous and non-ferrous scrap processing needs.

Source: Metso Corporation



In the last year and during the first quarter of 2018, Metso has continued to grow its installed base in North America and globally.

In the U.S., for example, a customer commissioned their new Texas Shredder™ equipment. Several customers have chosen Metso N-Series™ products, including NIS Incline Shears and the first U.S.-installed NCS Shear/Baler/Logger. Orders are in production

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White River Mill Yard Matches New Production Capability with SENNEBOGEN Log Loader

The re-opening of the sawmill in White River, Ontario, was one of the lumber industries rare "good news" stories of 2013. Shuttered 6 years earlier, the town's population had dwindled to nearly half its size from the 1990s. Then numbering about 600 residents, the Township of White River and the nearby Pic Mobert First Nation joined forces to create White River Forest Products LP (WRFP). Led by CEO Frank Dottori, the renowned founder of Canadian forestry giant Tembec, the new venture invested heavily in restoring the site and creating a new model of efficiency in Ontario's north.

The centerpiece of the new mill is the new saw line and the infeed deck with the new debarker. Equipped with 14 scanners to achieve dramatic improvements in the mill's yield from every tree, the new saw line can out-produce all 3 of White River's previous lines put together. The next challenge was to match that efficiency in the yard's loading capability. For that task, WRFP has turned to SENNEBOGEN 830 M-T purpose-built material handlers.

Robert Acs, the yard manager at WRFP, recalls the effort to move wood as fast as the saw can process it. "We acquired some older equipment with the assets we purchased. We tried upgrading to another material handler but it only lasted 6 months. We could see it wasn't working out."

In the meantime, the yard contracted out a loading by-the-hour service with Dan Bolduc of DKR Trucking. Mr. Bolduc was operating an 830 M-T, specially designed by SENNEBOGEN to pull a large trailer. The 830 took on the yard's full range of loading duties: offloading trucks, stockpiling the wood, forwarding logs to the mill on a trailer and loading the infeed from the trailer.

With a front row view of how Dan Bolduc's machine did it all, Frank Dottori and the WRFP board soon approved the



purchase of another unit from Strongco, the SENNEBOGEN distributor located in Sudbury, Ontario.

"White River, located in North Ontario deals with cold and harsh weather conditions. Some equipment just isn't designed for extreme conditions like this," explains



From l. to r.: Rob Acs, yard supervisor; Pierre Pelletier, operator; Kevin Chiasson, lead hand; Pascal Champoux, mill manager.

Strongco's Danny Virgoe. "And this part of the world is no place to be looking for repair parts in a hurry!"

"Uptime is critical!," agrees Robert Acs. "It's a full day for the bus to deliver in-stock parts from the Strongco branch in Thunder Bay. A week is pretty good if we need anything from the factory. But these are low maintenance machines. They work 20 hours a day, 5 days a week. We've put 13,000 hours on our machine in 30 months and we haven't had any major downtime with the machine!"

Surviving the cold of White River winters is just one of the challenges to the SENNEBOGEN machines. Wicked freeze and

thaw cycles in the spring leave the yard in a slippery, boggy condition: tough sledding when you are pulling a big load. Forwarding from the stockpiles to the deck can be a trip of up to 640 m. The undercarriage's higher clearance is uniquely designed for the job, with dual transmissions to drive each axle and with a frame specially reinforced against pulling stresses.

SENNEBOGEN's elevating Maxcab provides operators with the visibility to keep the site safe while unloading and stacking. The cab's sliding door and catwalk allow safe entry and exit, especially when the yard is filled with snow and ice.

With the upgraded saw line, White River can produce up to 94.4 m³/h. Processing black spruce and jack pine logs from 10 cm to 50 cm in diameter, its chip volume has been reduced by half. The mill now yields more lumber from each tree. At full capacity, it targets 350,000 m³/h of FSC-certified products, with about 70% in 4.88 m lengths of 2x4 and 2x6.

The return of the mill has led to a rapid resurgence of the town. With 160 employees at the mill, White River is seeing the return of experienced workers like Robert Acs. The town's population has risen again to more than 1000, and its most pressing problem these days is housing its new residents.

With the 830 M-Ts in the yard, Mr. Acs is keeping up with the saw line. The mill is keeping up with today's most advanced technology. And now, happily, the town is working to keep up with the mill!

Source: SENNEBOGEN LLC

Palazzani Appoints a New Dealer for Spider Lifts in Quebec!

Palazzani Industrie is now present also in Quebec, with a new representation by SOSLocation. Specialized in rentals and sales of access lifting equipment, SOSLocation is located in Montreal, Quebec, and started operating in 2009. Specialized in sales, services, transportation of equipment and training, they support sales with their financing department. In addition, also a mid/long term rental business is provided on all their equipment.

Three Palazzani Spider lifts are already in SOSLocation showroom: TZX 225/C ECO, XTJ 32/C and TSJ 25/C both hybrid.

"The reason why we chose spider platforms is because we believe in specialized equipment services," says Philippe Lavigne, SOSLocation CEO. "We love all the things a Spider platform can accomplish and we are proud to offer such a particular equipment that can do so much to our clients. The TZX models meet the needs of a wide variety of clients, from private,

to corporate, to institutional."

A special attention during the negotiation went to power option choice (electric and hybrid) and special configuration.

"The reason why we equipped our crawler lift with a winch is to show our customers that our crawler lift can be used this way too. We want to show our clients everything the Palazzani crawler lifts can do," adds Mr. Lavigne.

The machines can be transformed in Spider Cranes by quickly replacing the cage by a winch, giving an extra and precious versatility.

"We like that the manufacturer offers a wide range of products – and many work heights – and that every crawler lift can be



fitted with a winch. In addition, we like the fact that the components of the crawler lift are easy to find, high quality and used all over the world. The conception, in terms of size, suits the industry (all industries combined). We like that the manufacturer listens to their clients and that they care about their clients' needs," concluded Philippe Lavigne.

Source: Palazzani Industrie

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Ice Blasting

*Adam Schachner, ice engineer,
Coulson Ice Blast
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Montreal is an old city. Buildings are stained with dirt and streaks of rust. The streets are a maze of traffic pylons and open pits, with brightly colored hard hats occasional popping up from them like warrior groundhogs. Highway interchanges are under demolition, ending with sudden cliffs of jutting rebar.

And yet the concrete jungle mimics the systems of a true rainforest. The city is under constant renewal. New structures sprout amidst the demolished remains of old colossi. The holes in the street will close once more, with the roots for water and electricity having grown thicker and stronger.

However, problems arise because knowledge and regulations regarding the use of safe materials have changed drastically over the years and, like all old cities, Montreal is a living museum of this evolution. What was once acceptable when a building was constructed is no longer

acceptable when it must be taken down.

How do you safely demolish a structure coated in lead paint and filled with asbestos? The answer has been, until now, very slowly and very carefully, with the setup of expensive and time consuming containment.

There is now an alternative. It makes containment much easier, it is cheaper, faster and environmentally friendly. It is called Coulson Ice Blast and it is an industrial cleaning technology, similar to sandblasting, but using crushed ice cubes instead of sand.

You may have heard of dry ice blasting. This is not that. Coulson Ice Blast uses normal ice, made from water, the same kind of ice you would put in your drink. And because of its wet properties, it helps contain airborne contaminants that have been blasted off a surface during cleaning. A mist forms around the work area, making these particulates wet and heavy, dragging them to the ground and collecting them within a neat pile of slush. A simple tarp can be placed beneath the blast zone to gather it all up for disposal, after the moisture has evaporated away. Due to the reduced levels of airborne contaminants, worker and passerby safety is increased.

Coulson Ice Blast produces the only industrial cleaning machine in the world to use ice cubes as a blast media. Their signature product is the IceStorm90 blasting machine. Standard ice cubes, made with any freezer, ice cube maker or purchased and delivered to the worksite through a global network of suppliers, are loaded into the hopper of the machine. The IceStorm90 then crushes these cubes into smaller ice

particles, feeds them into a compressed air stream and blasts them at high speed towards the surface to be cleaned.

Ice blasting has several main advantages over competing technologies. It uses 1/10th the water compared to a pressure washer. The fact that ice is solid gives it a much higher impact force, making it more effective. The reduced water usage and



evaporation due to impact energy means that there is very little moisture left over after blasting. Containment is thus much easier and the technology is ideal for situations where reduced moisture is required, such as indoor cleaning applications.

Compared to dry ice blasting, ice blasting has a tiny fraction of the media cost (dry ice is incredibly expensive and much of the media sublimates away before you have a chance to use it), it better contains airborne contaminants, does not come

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with the risk of asphyxiation from CO₂ and does not come with the handling or material damage risk posed by the cryogenic temperatures of dry ice.

While ice is hard enough to provide a high impact force, it is not as hard as sand, which means that it can be used to clean contaminants from a surface without damaging the underlying material. It can be used to clean glass without scratching it. It can be used for cleaning off graffiti or dirt from old buildings/sculptures without damaging them. With the use of different techniques and accessories, ice can be tough enough to remove hard substances like industrial paints and resins,

or soft enough to remove burnt ash from wood without ripping apart the grain.

Renewal is a natural part of all environments, man-made or otherwise. But it would be nice if the renewal methods for cities could be anywhere close to as natu-



ral and environmentally friendly as those for biological systems. The very low cost of media, ease of containment and disposal, increased safety and faster cleaning make ice blasting a very attractive technology as we work towards achieving this.

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EasyLoad Hoist Lifts Up to 500 kg

National Fleet Products recently announced the availability of its new MAD EasyLoad Hoist. The quiet, powerful, easy-to-install hoist was on display at the 2018 NTEA Work Truck Show in Indianapolis, Indiana, last March.

The MAD EasyLoad Hoist is the intelligent alternative to post-mounted cranes. The EasyLoad remains inside the vehicle, away from the elements, and can be stowed above shelving on either side of the vehicle or in the center of the cargo hold

until needed. Its boom is easily positioned for the task at hand because it can move on 2 axes, sliding laterally up to 2.4 m, depending on the vehicle, and extending up to 115.5 cm in length.

"The dual-axis MAD EasyLoad Hoist makes it easy for operators to lift and lower cargo with pinpoint accuracy because they

don't have to worry about positioning the vehicle in exact relationship to a target," said Steven Peterson, president of National Fleet Products. "The EasyLoad allows oper-

easy to understand and operate even with one hand, and a 2.4 m cable enables operators to position themselves safely in relationship to cargo as the EasyLoad



ators to navigate cargo through manholes and to position the winch for optimal load securement, even when the host vehicle isn't perfectly oriented."

A robust 12 V, 100 A electric motor drives the boom and winch action, lifting maximum loads at up to 2 cm/s, at lengths of up to 19.8 m. Hand-held controls are

moves. Unlike most winches, the EasyLoad operates quietly, allowing verbal communication to continue even during its operation.

The MAD EasyLoad Hoist is simple to install in only about 4 hours. A low-profile tubular steel structure is easily configured to fit virtually any commercial van, service



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vehicle or box truck. The design transfers the load to the floor, and the 4-legged configuration maintains structural integrity by attaching to the rear doorframe and interior structural members with just 4 brackets. Cast iron mounting feet secure the framework to the deck. The system is easy to wire, and a simple door switch prevents the hoist from operating when the vehicle is closed.

Unlike post-mounted cranes that can lose lifting capacity when fully extended, the MAD EasyLoad Hoist provides full-length boom travel with no loss of capacity. With its 115.5 cm boom extension combined with a 500 kg lifting capability, it also outperforms the majority of vehicle-based post-mounted cranes.

The EasyLoad not only offers better lifting characteristics, but it has superior loading capabilities as well. Unlike swiveling cranes that do well positioning a load at the threshold of a cargo hold, the EasyLoad can take the load well into the cargo space,

forward of the vehicle's rear axle, depositing it with its unique dual-axis precision.

The 500 kg capacity, heavy-duty EasyLoad Hoist weighs 150 kg, minus its steel framework, which varies according to the vehicle it serves. Its boom is 2.3 m in length when fully retracted, and its winch uses a 4 mm steel cable. The light-duty

EasyLoad Hoist can lift up to 250 kg and weighs only 100 kg, minus its steel framework. Its boom is just 1.9 m in length when fully retracted. Both systems are easy to maintain, requiring just one annual service interval and periodic cable inspections.

Source: National Fleet Products




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Hiab Launches the MOFFETT M5 NX Truck-Mounted Forklift

Hiab, part of Cargotec, launched the new MOFFETT M5 NX truck-mounted forklift – the latest model in its exciting NX series of next-generation machines – at the Commercial Vehicle Show in Birmingham, UK, on April 24-26, 2018.

The MOFFETT M5 NX is the ideal machine for medium- to heavy-duty tasks, with an efficient power to weight ratio.

“The M5 NX is the newest addition to our NX range of truck-mounted forklifts, featuring improved operator safety and comfort, easier maintenance and enhanced styling, all combined with the great performance and trusted reliability that is expected from a MOFFETT,” says Keith Quigley, senior vice president, Truck Mounted Forklifts, Hiab.

The M5 NX is light enough to be carried on almost any truck or trailer, yet it can lift up to 2,500 kg, giving it a highly efficient power to weight ratio. It is available with the option of the Lift Assist™ system, enabling it to safely unload from one side,

which gives it supreme flexibility in confined spaces and situations where a normal front-loading forklift simply could not operate.

So, whether there is a need to unload in busy streets, congested urban environments, or simply on a building site, the M5 NX is capable of delivering a wide range of products, from building supplies and industrial gasses, to animal feeds and turf, quickly and safely.

“With Ground Start™ as standard, the operator can safely mount and dismount the machine from the ground, and the M5 NX can be dismounted from the truck in less than 60 seconds,” says Nigel Brook, product business manager, Truck-Mounted Forklifts, Hiab. “The bonnet has been



redesigned to give extra visibility, and together with the new LED lights and beacon, interlocking seat belt, a larger enclosure, and new pedal positions, these features give maximum safety and comfort to the operator. And the redesigned bonnet and rear doors make access for daily maintenance checks incredibly easy and fast.”

Source: Cargotec Corporation

Compact X AIR Air Compressors from Con X Equipment

Contractors are all looking for equipment to meet ever changing demands on jobsites; either from very limited work site space, noise regulations or the need for tools to be much more portable and of course, tools.

A perfect example of such a tool is a 1,980 l/min (70 cfm) gas-driven compressor called X AIR SC70 from ConX Equipment which weighs only 135 kg, and because of its very small size (86 cm long x 66 cm wide x 58 cm high), it fits in the back of the smallest of pick-up trucks or even a station wagon.

Small portable air compressors reduce energy costs and they are much more maneuverable, providing many opportunities on small jobsites and in confined areas

such as going up elevators, downtown areas where towing is more of a problem. The X AIR SC70 costs about half the price of a larger tow-behind and still gets the jobs done.

There are other benefits also, as you are not sending out more power than you have to. You will benefit from lower fuel consumption and noise levels, and this unit is much less expensive to maintain.

Many large compressors are on jobsites with just one 27 kg breaker and of course this is much more power than is actually needed to run that tool.

Not only can the X AIR SC70 run a 27 kg breaker, it can run up to a 40 kg breaker... as well as rock drills, chippers, post pound-



ers, underground piercing tools, sandblasters, and cut-off saws, in any application such as pipe rehabilitation, pressure testing, winterizing sprinkler systems.

Contractors looking to buy an air compressor should consider the X AIR SC70 because of its power, portability and versatility.

Source: Con X Equipment

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UK's Largest Flat-Top Crane Lands at Heathrow Airport

With almost 80 million passengers in 2017, Heathrow airport in London is one of the world's busiest in traffic. Thousands of travellers use this huge airport every day to fly away, arrive on destination or take a connecting flight, making it more and more necessary to have hotels in its own premises. Heathrow currently houses 2 hotels only, in Terminals 4 and 5, located opposite the runways and far from the heart of Heathrow, the Central Terminal Area with Terminals 2 and 3.

Starting in May 2017, the Arora Group is building a new 14-story hotel next to Terminal 2, also known as The Queen's Terminal. An essential part of the work is being done by a 21LC750 tower crane, supplied by rental company City Lifting, dealer of Linden Comansa in the UK.

To lift the heavy prefab modules of up to 13,200 kg, City Lifting installed a special model of the 21LC750 crane, with maximum load capacity of 50 t instead of the regular 48 t. This increase in the load has



been possible thanks to a new and lighter trolley/hook set and the use of compact wire rope, which improves not only the maximum capacity but the entire load diagram. The design, used on this 21LC750, is also used on a brand new model of large tower crane that Linden Comansa will launch very soon.

The 21LC750 in Heathrow was erected

with a freestanding height of 51.3 m and jib length of 55 m. With such configuration, the jib-end load of this special model is 16,200 kg, being able to lift up to 17,280 kg when using the PowerLift system, which comes as standard in all Linden Comansa flat-top cranes.

Source: Linden Comansa

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Recom Moritsch's First Winter in the Great White North

*Daniel Wright
Concrane Equipment Inc.
Special Collaboration*

The Moritsch name has long earned a reputation for top-quality products in leading construction sites across the world thanks to the over 50 years of crane design and manufacturing experience by the late Ferruccio Moritsch, creator and founder of Comedil. His cranes have been a fixture in leading jobsites in Canada ever since Enrico Redigonda, president of Concrane Sales, sold the first Comedil cranes in Ontario back in 1988. Since then, Mr. Redigonda's relationship with the Moritsch family has continued, as was announced last year with the exclusive dealership agreement between Concrane Sales and Recom Moritsch – the Moritsch family's new, or reborn, crane manufacturing company.

"Canada needed a crane that could withstand our harsh weather conditions and demanding work schedules," explained Enrico Redigonda. "For over a year, my grandson and I worked with the Moritsch family to help create a crane for the future of the Canadian construction industry by making improvements to issues we've encountered with other cranes in the market. Along with countless upgrades to improve safety and efficiency, a beautiful, large, climate-controlled cabin was added with

the crane operator's comfort and control truly in mind."

The catwalk, ladder, platforms and railings around the counter jib have all been galvanized and the structure has also been coated with an antirust zinc base. The electrical panels are stainless steel to protect from rust and corrosion and the electrical components are all winterized to accommodate our freezing temperatures and snowy conditions.

Recom Moritsch's cranes first arrived in Canada last spring and have been met with consistently positive reviews on leading jobsites, from forming contractors and crane operators alike. But the real challenge was going to be when the temperatures started to dip below 0°C, resulting in snowy and icy conditions.

"That's when the headaches usually start," explained Mr. Redigonda. "Any



moving part on a crane can be affected by the freezing temperatures. The hydraulic system, motor, hoists, even the electrical panel. There are steps you can take to help avoid any major damage to the crane, such as letting it warm up before operating and going slowly. But some machines are just no match for Mother Nature."

"This winter has been a particularly

harsh one in the Greater Toronto Area (GTA)," explained Enrico Redigonda's grandson Daniel Wright of Concrane Sales. "We had quite a few snowy days and days with frigidly cold temperatures that really took a toll on some of the equipment. When the machines aren't working, the job isn't progressing and that makes no one happy. Downtime costs money and there is absolutely no time for delays in this industry. There were many days this winter when we had multiple calls from customers whose cranes were down or required service. We never received any calls or complaints regarding the Recom cranes though."

Hardrock Group were one of the first in Canada to purchase a Recom crane in 2017 and have since added more Recom luffers to their fleet. A crane operator from Hardrock Group, who operated a Recom



RTL265 luffer on a Toronto jobsite, said no special maintenance was needed on the crane for the winter. He explained insulators were brought in for the oil tanks, as that is a precaution they usually take with their cranes, but they did not end up being used on the Recom as they were not needed. This is due to the Recom cranes coming equipped with a built-in heater to

keep the oil from thickening, which can make it difficult for the oil to flow and lubricate, resulting in an increased risk of damage to mechanical parts. The crane operator also mentioned they sometimes encounter some small electrical issues during the colder months but had no issues with the Recom crane whatsoever. This is thanks to Recom's addition of stainless steel electrical panels and winterized electrical components.

As the cranes work on the job in the downtown Toronto core was completed, it was taken down in, what a representative from Hardrock Group described as, a fraction of the time it usually takes.

With the Recom cranes thriving during their first winter in Canada, combined with their consistently positive reviews, Enrico Redigonda is confident that these orange and grey luffers and hammerheads will increasingly become a fixture in construction sites.

"The Moritsch family have really listened to what we want and need out of a crane in Canada," said Mr. Redigonda. "Everything, down to the familiar simplified Canadian-

style internal climbing system, has been considered, studied and implemented."

And they continue to listen. Whenever a customer has a specific need or modification, the Moritsch's are fully prepared to work together to build a customized solution.

"As someone who has been in the industry for 55 years and worked with as many cranes as I have, I truly believe this is the crane we need in Canada and will be the future for our industry," concluded Enrico Redigonda.

Recom Moritsch's full range of luffing jib and low-top hammerhead cranes will be available this year – 4 of which are expected to arrive in the GTA by summer 2018. Recom Moritsch has also recently acquired a fellow Italian tower crane manufacturer, adding flat tops to

their current offering. They are currently producing cranes from 6 t to 12 t and aim to have 6 new models available by the end of the year.




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Two New On/Off-Road Tires Expand BFGoodrich Line

Since 1996, BFGoodrich® commercial truck tires have proudly helped North American truckers take control on our highways and by-ways. With the launch of two new all-terrain tires from BFGoodrich, the Cross Control® S and Cross Control® D, the legacy continues for trucks used for construction, logging and energy that encounter aggressive conditions in grueling day-to-day environments.

"BFGoodrich commercial truck products are built to deliver the best uptime in their class with tough proven performance. It's a brand that fleet operators can count on while working on the most demanding jobsites," said Adam Murphy, vice president of B2B marketing for BFGoodrich commercial truck tires.

The new BFGoodrich Cross Control tire line is designed to combat damage and downtime with features that include thick sidewalls to resist damage from impacts, heat-release compounds to help reduce internal casing temperatures, a full-protect-

tor ply, and anti-cut and chip resistance to help prevent damage that can take a tire prematurely out of service.

In fact, the BFGoodrich Cross Control S (all-terrain steer/all-position) tire is guaranteed to provide 20% more mileage on the wide-base iteration of the BFGoodrich Cross Control S than with the BFGoodrich® ST565™ wide-base tire¹. The serrated shoulder with staggered rib blocks assist with maneuverability in soft soils and snow conditions. The aggressive ribbed tread design provides traction in challenging conditions without sacrificing handling or ride comfort. The BFGoodrich Cross Control S tire is available in sizes 11R22.5 and 11R24.5 (Load Range H), 315/80R22.5 (Load Range L), and starting in May 2018 will be available in sizes 385/65R22.5 (Load Range J) and 425/65R22.5 (Load Range L).

The new BFGoodrich Cross Control D, an all-terrain drive tire, offers many of the same features as its steer counterpart. Built for traction, it is designed with 25%

more lugs on the road to grip snow, mud and dirt². A 75% wider protector ply³ than a leading competitor provides greater protection from road hazards and penetra-



tions, which can leave fleets and owner-operators on the side of the road encountering unexpected downtime. The BFGoodrich Cross Control D tire is available in 11R22.5 and 11R24.5 sizes (Load Range H). And confident in the Cross Control's downtime-fighting durability and increased mileage,



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BFGoodrich offers a work-hard guarantee for the products.

"The BFGoodrich Cross Control D and S tires are extremely beefy compared to what I normally drive on during a construction job. I like that design because I get the best traction, even climbing up steep grades and rocky material," said Kelli Desmond, driver for Sierra Rental & Transport. "But what's surprising is that these are also some of the most comfortable tires I've ever driven on the highway."

"To ensure we are meeting customer demand for durability and traction, we will be revitalizing the entire product portfolio over the next few years," said Adam Murphy. "In addition, we are also eager to introduce a new BFGoodrich brand technology – an augmented reality (AR) app – an exciting tool that brings a 3-D version of the new tires to life in the user's environment."

Available soon through the app stores, it is designed for newer iOS and Android



devices. The BFGoodrich AR app allows users to interact with the tire's features, benefits and key support materials, including technical specs, videos and customer testimonials.

The BFGoodrich Tires brand offers a full lineup of high quality, retreadable tires for line haul, regional,

¹ Guaranteed to provide 20% more mileage on the wide-base BFGoodrich® Cross Control® S tire than the BFGoodrich® ST565™ Wide Base tire.

² Compared to a leading competitor, the BFGoodrich® Cross Control® D tire is designed to provide superior traction in mud and snow throughout the life of the tire due to flow-through grooves that remain open through the tire's life. Footprint study of a Yokohama® LY053 tire and a BFGoodrich® Cross Control® D tire in size 11R24.5 LRH machine-buffed to approximately 10 mm of remaining tread. Tires measured under a load of 3,250 kg with an internal pressure of approx. 8.3 bar. Actual results may vary.

³ Full coverage protector ply is 75% wider compared to a leading competitor – increased casing durability and protection against road hazards. Protector ply width compared to the Yokohama® MY507 in size 11R24.5 LRH. Actual results may vary.

urban and on/off-road applications.

Source: Michelin North America



Bridgestone Launches PressureStat™ System for Off-The-Road Tire Customers

Bridgestone Americas, Inc. recently announced it is expanding its portfolio of industry-leading technology solutions with PressureStat™, a tire pressure monitoring system launched for off-the-road (OTR) tires in the construction, quarry, underground hard rock and port industries. The PressureStat system is easy to use and provides instant access to important tire pressure and temperature data, allowing customers to accurately manage tire pressure on a real-time basis.

"At Bridgestone, we take pride in producing best-in-class products and delivering solutions-based technology to help our customers lower their total cost of ownership," said Rob Seibert, director, marketing, commercial off-the-road tires, Bridgestone Americas Tire Operations. "We recognized an opportunity to expand our TPMS offering beyond giant radial tires to empower our OTR customers across our entire portfolio of products. With the PressureStat system, they not only can improve tire performance, but also increase jobsite



safety and reduce unplanned downtime."

Tire pressure is critical in OTR applications to ensure a vehicle's weight is evenly distributed, preventing uneven wear and increasing tire performance. The PressureStat system facilitates tire asset monitoring and optimization with easy-to-install valve stem sensors, onboard alerts to the driver, Bluetooth connectivity, instant inspection reports with Bridgestone TreadStat™ Tire and Rim Management

software, and streamlined forecasting and analysis when combined with TreadStat software.

PressureStat is a user-friendly, competitively priced tire pressure monitoring solution backed by Bridgestone, a global leader in off-the-road tire manufacturing, service and support. This newest solutions-driven technology is now available for purchase in the U.S. and Canada.

Source: Bridgestone Americas, Inc.

Mack® Granite® MHD Enhancements Increase Application Flexibility

At the Work Truck Show, held last month in Indianapolis, Indiana, Mack Trucks announced several new enhancements to its Mack Granite MHD model, increasing its versatility and enabling even more cost-effective choices for customers demanding a durable but lighter work truck.

The enhancements include an additional horsepower rating, a new under-frame exhaust system, a shorter wheelbase 4x2 configuration and a tractor configuration, expanding application coverage.

"Vocational customers have a wide variety of needs," said Tim Wrinkle, Mack Trucks construction product manager. "Some require lighter weight options but still need their trucks to meet the difficult demands of the application. The MHD model delivers both without compromise."

The MHD, equipped with the Cummins L9 engine, now features a lower horsepower option, allowing customers to specify an engine with 330 hp and up



to 1,000 lbr ft of torque. The lower horsepower rating offers customers yet another option to increase their ROI.

A new under-frame exhaust gives customers more options for body adaptation, further expanding application capabilities, such as tankers, flatbeds, box trucks, cranes and certain municipal applications.

The MHD model can be specified as a Class 7 or Class 8 vehicle, is offered in either an axle back or axle forward configuration, and is available as a 4x2 or 6x4, offering customers the flexibility to choose

between a heavy-duty and a lighter-weight medium-duty option. An axle back tractor option meets the needs of light tractor applications requiring maneuverability, flexibility and durability without extra weight.

A shorter wheelbase is also now available for the MHD model in the 4x2 configuration, ideal for the 3 m dump body commonly used in municipal applications, and in general, providing a more maneuverable, cost-effective option.

Source: Mack Trucks

Premiere for Volvo Trucks' First All-Electric Truck

Volvo Trucks recently introduced its first all-electric truck for commercial use – the Volvo FL Electric. The first 2 units will be operated by refuse collection and recycling company Renova and haulage firm TGM.

The first trucks in the Volvo FL Electric range, with a GVW 16 t, are now entering regular operation with customers in Gothenburg, the home of Volvo Trucks. Sales and series production of the new model will start in Europe next year.

In another application, the Off Peak City Distribution project studied the effects of goods transport at night in central Stockholm. By avoiding peak hour traffic the trucks were able to do their jobs in one-third of the time compared to daytime operation.

With better air quality and less noise in the city, it is possible to plan for housing and infrastructure more freely than at present. An electric truck without any exhaust emissions can be used in indoor terminals and environmental zones. Their low noise level creates opportunities for doing more work at night, thus reducing the burden on



the roads during the day.

Backing the Volvo Trucks offer is the Volvo Group's accumulated expertise in electrified transport solutions. Sister company Volvo Buses has sold more than 4,000 electrified buses since 2010. The technology used for propulsion and energy storage in the Volvo FL Electric has been thoroughly tried and tested from the outset and is supported by Volvo Trucks'

far-reaching network for sales, service and parts supply.

The driveline is composed of a 185 kW electric motor (max power)/130 kW (continuous output), a 2 speed transmission, a propeller shaft, and a rear axle. The energy is stored in 2 to 6 Li-ion batteries giving a range of up to 300 km. Charging the batteries can be done using AC or DC current.

Source: VolvoTrucks

Volvo Trucks Introduces New LED Headlights for VHD Series as Standard Equipment

Volvo Trucks North America debuted new LED headlights for Volvo VHD series vocational trucks at World of Concrete 2018, held last January in Las Vegas. The new LED headlights will be offered as standard equipment on the VHD 300 daycab and VHD 400 regional sleeper models to help reduce eye strain, increase visibility and improve safety on roads and jobsites. The new headlights also provide an estimated 10,000 operating hours, ten times greater than previous incandescent headlights.



"Our decision to make the new Volvo VHD series LED headlights standard was based on our longstanding commitment to safety," said John Felder, Volvo Trucks North America product marketing manager – vocational trucks. "Jobsites and roadways are unpredictable and professional drivers can benefit from improved night-time visibility."

Source: Volvo Trucks

Mack Trucks to Have Fully Electric Refuse Vehicle Operating in New York City in 2019

Mack Trucks plans to have a fully electric Mack® LR refuse model equipped with an integrated Mack electric drivetrain operating in North America in 2019. The New York City Department of Sanitation (DSNY), one of Mack's largest customers, will test the demonstration vehicle in its highly demanding operations.

Mack believes that at this stage of electromobility technology and infrastructure development, a fully electric vehicle will deliver the most value within a closed loop application, in which the truck returns home every night, such as refuse. Benefits of fully electric trucks include zero emissions, significantly reduced noise and environmental sustainability. The ability to operate quietly at night is particularly attractive to refuse customers in urban areas.

Mack made the announcement during WasteExpo, last April.

Source: Mack Trucks

First Talbert Trailer Featured at MATS 2018



The American Historical Truck Society exhibited the first trailer ever produced by Talbert Manufacturing. The 80-year-old unit was on display during the Mid-America Trucking Show (MATS), held in Louisville, Kentucky, last March, in the society's booth, giving attendees an up-close look at the trailer that set the wheels of heavy-haul innovation in motion. Troy Geisler, Talbert vice president of sales and marketing, was available to share the history of the trailer and the significant innovations the company and its founder, Austin Talbert, have pioneered since Talbert's beginnings in 1938.

Austin Talbert started the company as a heavy haul, crane rental and construction equipment business in Lyons, Illinois. He quickly became known as a pioneer in heavy-haul trailer safety when he built the first-ever trailer with removable rear suspension. The 60-ton (54.4 t) fixed gooseneck unit, which was featured at the MATS, revolutionized the way heavy equipment was loaded and unloaded. Users could remove the rear axles, set the trailer's back end on the ground, and maneuver equipment onto the deck of the trailer without having to hoist it over the tires and axles as with previous models. This enhanced safety by leaps and bounds.

"Our mission is to preserve the history of the trucking industry and the innovations that have brought it to where it is today," said Mark Schroyer, American Truck Historical Society vice president. "It's great to see companies like Talbert do the same and honor where this industry came from."

Since the launch of its first trailer, the Talbert name has become synonymous with many other industry innovations, including removable goosenecks and beam deck units. The company continues Austin Talbert's legacy with its comprehensive approach to trailer design, which ensures every part of Talbert's design and manufacturing process contribute to solving customer's challenges.

Source: Talbert Manufacturing

Appointments

Scott McNeal has been appointed vice president of Information Technology for **Terex Aerial Work Platforms (AWP)**, the business unit of Terex Corporation that includes the Genie® brand. In this role, Mr. McNeal will be responsible for all Terex AWP IT tactical planning and operational execution, making IT a strategic asset to drive improved customer experiences through faster innovation and improved business processes. He will also drive the transformation of IT into an enterprise-enabling function.



Scott McNeal is an accomplished business and technology executive with deep experience in manufacturing and service environments. He worked for 20 years with General Electric, where he received Six Sigma Black Belt certification and held a variety of senior IT and operational positions. An engineer by training, he holds a Bachelor of Science degree in Chemical Engineering from Rensselaer Polytechnic Institute.

Source: Terex Corporation

The ALL Family of Companies has promoted **Sam Moyer** to general manager of ALL Tower Crane, LLC. Mr. Moyer takes the reins from Clay Thoreson, who has retired after a long and illustrious career in the crane business that spanned parts of 5 decades.



Sam Moyer is looking ahead to the future of ALL Tower Crane. Opportunities include expanding the division's role as an engineering hub and developing streamlined processes to address service needs.

Continuing to modernize the fleet also remains an ongoing commitment, as illustrated by the Tower division's recent acquisition of 11 new Manitowoc/Potain cranes. The product mix includes self-erecting, flat-top, conventional top and luffing jib tower cranes.

Source: The ALL Family of Companies

McNeilus Truck and Manufacturing, Inc., an Oshkosh Corporation company, has refocused its structure to create a new Refuse Collection Vehicles business unit led by **Jeff Koga**, whose previous experience includes vice president of Integrated Product Support for Oshkosh Defense vehicles.

In his role as vice president and general manager of McNeilus Refuse Collection Vehicles, Mr. Koga will lead all initiatives of the business unit, including product development, production and marketing. He will ensure that McNeilus refuse collection vehicles continue to lead the industry in reliability, performance, innovation and quality.

The appointment of Jeff Koga is part of a new corporate structure that includes 3 distinct business units: Refuse Collection Vehicles, Customer Support Solutions (formerly Aftermarket Parts and Service), and Concrete Mixers. This structure simplifies the business, concentrates focus on customers and products, and aligns resources to deliver world-class service and performance.

"This new organizational structure allows the company to leverage decades of experience and renew its focus on delivering specific products and services vital to the success of our customers," said Brad Nelson, president of Oshkosh's Commercial Segment and McNeilus Truck and Manufacturing. "We have equipped each of these 3 business units with the resources necessary to ensure their independence and success through end-to-end accountability. These resources include human resources, finance, sales, marketing and operations functions."

Jeff Koga brings extensive experience with severe-duty vehicle production, lean manufacturing processes, and global product support to McNeilus. Most recently, he led the cross-segment value stream design for Oshkosh Corporation's multi-year systems transformation program. Previously, with Oshkosh Defense, Mr. Koga established 22 operations globally, expanded international presence, and transformed product support. His professional portfolio demonstrates a successful track record of business performance and customer focus.

Source: McNeilus Truck and Manufacturing, Inc.

Navistar International Corporation recently announced that **Friedrich W. Baumann** has joined the company as senior vice president, Strategy and Planning. Mr. Baumann, comes to Navistar following a 24-year career at Daimler Trucks, where he most recently served as senior vice president at Daimler Trucks North America LLC (DTNA), heading their Aftermarket business unit.



Friedrich Baumann, who joined the company April 2, leads Navistar's strategic planning, product planning and analytics teams. He also oversees Navistar's strategic alliance with Volkswagen Truck and Bus. He reports to Troy A. Clarke, chairman, president and CEO at Navistar and serves on the company's senior leadership team.

Source: Navistar International Corporation

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Commitment to Industry, from McNeilus at Waste Expo 2018



McNeilus Truck and Manufacturing, Inc., an Oshkosh Corporation company, showcased its best in refuse vehicle innovations, along with featuring factory-direct parts and service options, at Waste Expo 2018, held from April 24-26 in Las Vegas, Nevada. As part of its customer-first focus and commitment to the industry, McNeilus has also made significant donations to the National Waste & Recycling Association (NWRA) Women's Council scholarship program and the Environmental Research & Education Foundation (EREF) charity auction, both of which were highlighted throughout the convention.

As part of the EREF live auction, McNeilus has donated its Atlantic Series Front Loader® and a pair of tickets to NASCAR's NRA Night Race at Bristol Motor Speedway to the silent auction. These auctions generated funds to assist the EREF's scientific research and educational initiatives for sustainable waste management practices. In support of the NWRA Women's Council, McNeilus partnered to donate US\$100,000 (\$130,000) to the organization's scholarship program.

A Meridian™ Front Loader, Atlantic Series Front Loader® and Zero Radius™ Side Loader, as well as an interactive display for the McNeilus CODE™ controls system, featuring a new touchscreen display and integrated with collision-avoidance radar-sensing technology from PRECO Electronics, were showcased in McNeilus booth. Ten additional McNeilus vehicles were featured in partner booths and display spaces throughout the tradeshow.

In its Street Smart Parts and Service display, McNeilus promoted its factory-direct capability and its mobile technician network to get customers the parts and services they need when they need them. The display area also featured interactive e-commerce kiosks highlighting the online Street Smart Parts portal, where customers could place orders, access to parts catalogs, operators' manuals, technical bulletins and more, 24/7.

Source: McNeilus Truck and Manufacturing, Inc.

From Beer to Natural Resources

More than 50% of the waste in Germany contains residues from construction activities and demolition works. Every year, about 210 million t of such mineral waste, including excavation residues, are generated in Germany.



How is this waste handled? Using the example of the demolition works of the former Paulaner Brewery on Nockherberg in Munich, IFAT showed the recycling of building materials.

The sustainable exploitation of resources is the core issue of IFAT, the World's Leading Trade Fair for Water, Sewage, Waste and Raw Materials Management, that was held in Munich from May 14-18, 2018.

Source: Messe München



Largest Trade Show in the World Becomes Even Larger

One year before the opening of the world's leading trade show bauma on April 8, 2019, Messe München provides an outlook on the latest developments: the



site in the east of Munich will be expanded to 614,000 m². The organizer anticipates that more exhibitors will attend than at bauma 2016.

"Two new halls and a site structure that is even clearer – we have further optimized the parameters for our next bauma," says Klaus Dittrich, chairman and CEO of Messe München.

The next edition of the world's leading trade fair for construction machinery, building material machines, mining machines, construction vehicles and construction equipment will take place from April 8-14, 2019. Currently, the worldwide demand for exhibition space is extremely high.

A new hall and fairgrounds map facilitates the orientation on the gigantic site. Thanks to the clear division into the individual exhibition sectors, visitors can be managed in a more targeted way. With the new halls, bauma will provide space for more exhibitors than in 2016, when 3,425 exhibitors took part.

And there is another change that is envisaged: during the trade fair, the traffic-calmed part of Paul-Henri-Spaak-Straße will be turned into the pedestrian zone "bauma Boulevard", along which visitors and exhibitors can enjoy an international culinary offering.

Source: Messe München





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Agenda

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

TOC Europe
June 12 - 14, 2018
Ahoy Rotterdam, The Netherlands

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

Extraction 2018
August 26 - 29, 2018
Ottawa, ON Canada

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

IRF / R2T Global Expo & Conference
November 7 - 8, 2018
Las Vegas, NV USA

Congrès INFRA 2018
November 18 - 21, 2018
Quebec City, QC Canada

The Big 5 Dubai
November 26 - 29, 2018
Dubai, UAE

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

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February 18 - 21, 2020
Berlin, Germany

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August 26 - 29, 2020
Homburg/Nieder-Ofleiden, Germany





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From left to right: Denis Larue, David Olivier, Louis Larue.

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