

# InfraStructures

CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

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## A Brief Word...

*Here we are mid-summer, just when you don't want to be thinking about the world, especially the slow, cold approach of winter. Sadly events, both near and far are not conspiring to let us relax with a cold drink in the sunshine.*

*The talk of trade wars and tariffs is just getting some traction. Scrap prices are sinking and ore prices are set to follow them. Even Canada's stand-by, OIL is going to take a hit.*

*According to an as yet unverified story, China is looking at non- U.S. dollar-traded Iranian oil as a replacement supply. This, coupled with the EU's disagreement with the U.S. on Iran and other things, sets a rather dire backdrop to the economic forecast.*

*Canada being far too entwined with the U.S. economically, particularly since the mid-1970s, means it doesn't look good. Scrap firms are already clearing out stock and in many cases shipping equipment to U.S. facilities.*

*With May waffling on Brexit and Trudeau failing to commit to CANZUK, Canada is in for a bumpy ride. Fuel prices are unlikely to fall and equipment and parts set to increase. The equipment industry will be one of the first to take it in the neck.*

*Forewarned is fore armed as the expression goes, and InfraStructures is the go to for what is happening in the industry within Canada and abroad. In our pages will be trends, technologies and ideas to help you prepare for the future.*

*Which way to the beach?*



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On the cover: Multihog tractors, plus a range of attachments, are proving to be a great asset for Aéroports de Montréal (ADM), where they deal with snow and ice clearance from the ramp and apron in winter and are used to keep the flowers watered in the summer months.

## TRACKUNIT AND UNITED RENTALS PARTNER FOR DATA-DRIVEN TELEMATICS AND JOBSITE CONNECTIVITY

Trackunit, Inc. has announced a partnership with United Rentals, Inc. to provide premium telematics solutions for the United Rentals fleet. The 2 companies share a commitment to connecting the construction ecosystem through data-driven technology.

"Every investment we make in technol-

ogy comes down to 2 criteria: delivering superior value for our customers today, and helping them build a successful future," said Michael Bierschbach, director of fleet intelligence and technology for United Rentals. "Trackunit has developed a best-of-breed telematics solution with a global reputation for business intelligence. We're working together to help United Rentals customers realize greater jobsite productivity, safety, cost management and

informed decision-making."

Trackunit will use its OEM relationships and aftermarket expertise to install Trackunit Manager technology on light and heavy equipment in the United Rentals fleet. Trackunit Manager features keyless access control for user authentication, preventing unauthorized use of equipment. The software operates on their Iris platform and utilizes Trackunit Go and Trackunit On as mobile applications.

"Our partnership with United Rentals is focused on creating long-term value through a connected jobsite ecosystem," said Tom Valbak Aardestrup, global vice president of business development for Trackunit. "There is a growing demand in construction for efficiency at every level. Machine connectivity and actionable data are the tools that will take the industry into the future."

Source: United Rentals, Inc.  
Trackunit, Inc.

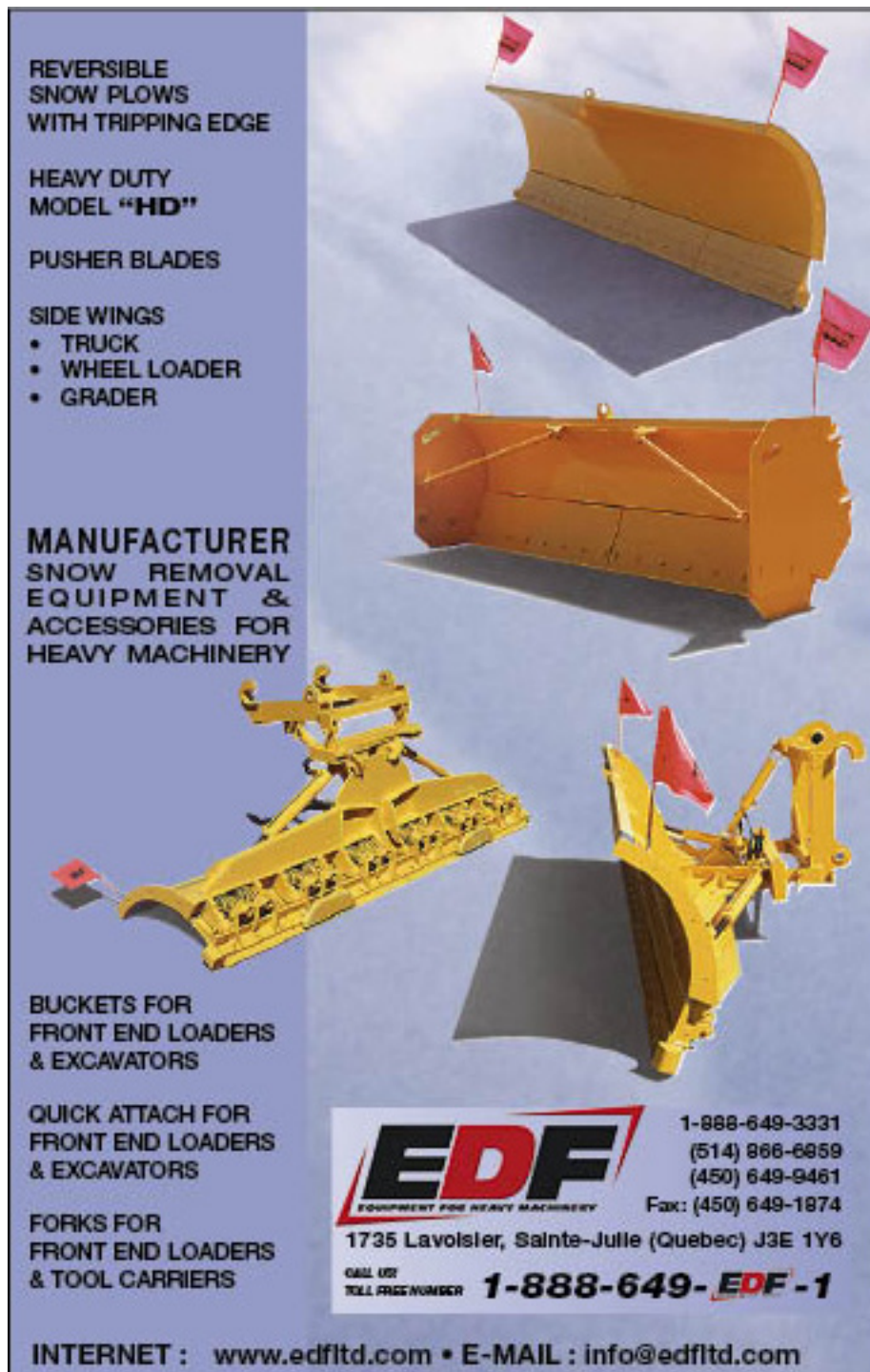
## NEW TRAINING OPPORTUNITIES TO HELP MUNICIPALITIES OPTIMIZE INFRASTRUCTURE INVESTMENT DECISIONS

The Government of Canada and the Federation of Canadian Municipalities (FCM) are proud to announce new training opportunities to help local governments across the country optimize asset management practices for the best possible infrastructure investment decisions.

Local governments of all sizes face the same challenge: how to manage existing and new infrastructure while dealing with competing priorities and limited budgets over time. The Municipal Asset Management Program (MAMP) was created to support municipalities with the funding, skills and tools to enable more robust and data-driven asset management programs.

To do this, FCM is working with partner organizations from across the country to deliver asset management training. Selected partners are Canadian nonprofit, non-governmental organizations with a mandate to serve the municipal sector and are ideally positioned to help municipalities develop and enhance their skills and knowledge.

Over the past year, 23 partner organiza-



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tions delivered 89 training activities to nearly 3,300 participants from communities of all sizes in what was MAMP's first of 3 calls for capacity-building partners.

Today, FCM is awarding \$5.2 million in grants to 17 partner organizations to deliver the next phase of training between July 2018 and December 2019. The focus in this second round of funding is to expand the understanding of asset management and build technical capacity. Local leaders and key municipal staff will have access to ongoing training that is collaborative and encourages knowledge sharing across communities. The training will build competency through workshops, online sessions, presentations and other activities.

For example, the Fédération québécoise des municipalités (FQM) will offer training and technical assistance activities to municipal staff and elected officials in small and medium-sized Quebec municipalities to help them improve their asset management systems. FQM will also conduct outreach to enable knowledge sharing more broadly across the province. The Nova Scotia Federation of Municipalities (NSFM) is offering workshops that provide tools and processes for integrating climate resilience into municipal asset management planning. Asset Management Saskatchewan (AM-SK) is offering webinars and a 3-day, in-person workshop on asset management planning and decision-making, that allows participants to develop a draft asset management plan using their own organizational data.

Funding for the partner organizations' grants is provided by MAMP, a 5-year, \$50 million initiative funded by the Government of Canada and delivered by the Federation of Canadian Municipalities.

Source: Federation of Canadian Municipalities

#### TECHNICAL STANDARDS DEVELOPMENT AND APPLICATION DEMONSTRATION BASE OF GRAPHENE-MODIFIED LUBRICANT LAUNCHED AT LIUGONG

Recently, the Technical Standards Development and Application Demonstration Base of Graphene-Modified Lubricant, was launched at Liugong's Global R&D Center in Liuzhou. Co-built by the China Innovation Alliance of the Graphene Industry and Guangxi Liugong Machinery Co., Ltd, it marks the first base in China

that concentrates on the transformation of graphene's scientific research into real world application. The cooperation also includes building a joint laboratory and undertaking independent test tasks from other companies in the future. The initiative will not only push the R&D and innovation of graphene-modified lubricant products at Liugong, but also gives Liugong a chance to participate in the draft of industry standards directly.

Graphene has been called "the king of the new materials" by the scientists since it has the best electric and thermal conductivity with the thinnest thickness and maximum intensity. Additionally, the lubricant industry shows great market potential. At present, the annual output of lubricants in China is more than 5 million t with more than a CN¥200 billion (\$40 billion) market volume, which could be doubled by 2022.

Liugong has achieved substantial break-



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throughs in the development of graphene-modified lubricants, not only in the practice of dispersion stability of graphene and graphene lubricants formulation, but also has established a standard and evaluation system for the determination of graphene additives. The specific lubricants modified by graphene materials have shown significant improvements in the resistance and friction reduction against extreme pressure. This provides a new breakthrough for the solutions to solve the long-term recessive problems such as the wear and noise of key components under tough conditions.

LiuGong intends to complete 3 kinds of graphene-modified lubricants in 2 years and achieve the application in LiuGong's

CE products in 5 years. The intentions also include the launch of correlative products and parts, and subsequently to influence the related industries such as automobile and steel. Relying on the new products and technology developed from the graphene, the industrial output value of LiuGong Lubricants Company will likely to be increased by 20%.

Source: LiuGong Machinery Corporation

#### APWA AND CPWA HOST UNITED STATES-CANADA INFRASTRUCTURE ROUNDTABLE ON CAPITOL HILL

The American Public Works Association (APWA) and the Canadian Public Works Association (CPWA), with the support of

## DEMCON – Europe's Biggest Demolition Show

The demolition show DEMCON, which will be held in Stockholm, Sweden, next September 27-28, is one of the world's largest trade fair specifically for the demolition industry. The evening of the first day of the show will see the Swedish Demolition Prize being awarded to entrepreneurs and manufacturers.

DEMCON is aimed at contractors involved in demolition, concrete cutting, concrete flooring, sanitation, hydrodemolition, recycling crushing and scrap handling – effectively anything and anybody involved in demolition. Although a pan-European show, the majority of visitors and exhibitors come from Sweden and the other Nordic countries.

#### A REAL INDUSTRY PARTY

"DEMCON is like a big family party where many of the exhibitors and visitors have known each other for a long time. It is a lovely feeling that I have not experienced at any other trade fair," says Jan Hermansson, project manager for DEMCON.

At DEMCON, there is a wide selection of the latest developments in demolition, rehabilitation, concrete cutting, recycling, hydrodemolition, grinding and polishing of concrete floors, dust and slurry handling and much more. In addition to the indoor hall exhibition, there is also an outdoor area where visitors can test the machines.

Held this year for the 7<sup>th</sup> time, the show has grown since its beginnings, as when the exhibition began, there were usually 30 or so exhibiting companies; this year, the fair is almost fully booked with 2 of the major brand names for quick couplings, OilQuick and Steelwrist, exhibiting for the first time. A number of other new exhibitors have also been added, as well as brand leaders from the concrete cutting industry.

DEMCON is supported by the Swedish trade associations for concrete cutting and demolition, and is also supported by the international umbrella organization for concrete cutters, IACDS, and EDA, the European Demolition Association.

At this year's DEMCON there will be a number of seminars dealing with a number of relevant demolition industry topics.

The Swedish Demolition Prize is awarded in cooperation with the Swedish Concrete Cutting and Demolition Associations.

Source: SCOP AB



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the U.S. House Public Works & Infrastructure Caucus, recently hosted a bi-national infrastructure focused roundtable on Capitol Hill. Prominent policymakers (members of the U.S. Congress and the Parliament of Canada, agency and administration officials) from both nations participated in the roundtable, sharing in a thought-provoking dialogue about infrastructure.

Participants were asked to discuss innovation, data and connected technology, rural infrastructure, trade and transportation, and green infrastructure, in their respective countries and communities.

APWA president William "Bo" Mills, Jr., PWFL, provided opening remarks, encouraging all to share their experiences, best practices and ideas for solutions regarding infrastructure. APWA/CPWA executive director Scott D. Grayson, CAE, served as moderator and ensured invaluable conversation, offering discussion questions such as "What role do you believe the federal government should play in infrastructure?" and "How would you recommend that we fix aging infrastructure, while building new infrastructure? And are there differences for urban and rural communities?"

"Bringing together lawmakers from both the U.S. and Canada with the sole purpose of discussing infrastructure on either side of the border, allows for participants to come away with a better understanding for how infrastructure plans and policies are developed in each nation's capital. This idea-sharing gives insight to a myriad of ways which we could help not only maintain, but improve upon our way of life in North America," said Mr. Mills.

"Hosting the U.S.-Canada roundtable provided a unique opportunity for Canadian Members of Parliament and U.S. Members of Congress to have an interactive cross-border dialogue about infrastructure issues confronting both countries. The group was incredibly thoughtful and passionate about fixing aging infrastructure balanced with the need for new infrastructure. This is a great first step for this group to learn from one another and find solutions together. APWA and CPWA stand ready to assist in solving both nations' infrastructure challenges now and in the future," said Mr. Grayson.

The American Public Works Association is a nonprofit, international organization of more than 30,000 members involved in the field of public works. APWA serves its members by promoting professional excellence and public awareness through education, advocacy and the exchange of knowledge.

The Canadian Public Works Association (CPWA), or Association Canadienne des Travaux Publics, was founded in 1986 to enhance the services of APWA to the Canadian public works community and to improve the quality of public works products and services to Canadian citizens. CPWA's more than 2,250 members in Canada, plan, build, operate, maintain and sustain the public works and infrastructure that improve our quality of community life.

Source: The American Public Works Association

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# Continental Protects Reliably Against Evaporation While Simultaneously Generating Sustainable Energy from the Sun

Continental has installed the first floating solar cover in Cyprus, thereby reliably protecting all the water collected in a reservoir in the Limassol region against evaporation and unwanted contamination. At the same time, the photovoltaic modules integrated in the special film generate electricity from sustainable solar energy. This is used to power systems that pump the water.

"In doing so, Continental is demonstrating its long-term contribution to environmental and climate protection. There is a huge demand on our planet for off-grid water and power supplies, especially in arid regions. Innovations such as this generate more agricultural products and enable lives to continue cost-effectively," explains Hans-Jürgen Duensing, who is responsible for the ContiTech division on Continental's executive board.

This is the future for water and energy supplies in hot regions with little rainfall.

## SELF-SUFFICIENT ELECTRICITY AND WATER PROVISION

Potable and process water and the supply of electricity are key elements of social and economic development: for agriculture, hygienic conditions, and commercial initiatives and, in the long term, for education and practical training. The innovative solar film enables water to be transported to remote regions via self-sufficient pumping stations and reservoirs. An additional advantage is that areas without any appreciable access to other energy sources can ensure the autonomous supply of solar energy.

"This is the first system to combine an effective means of water protection with climate-protecting energy generation. The floating solar film compensates in a straightforward manner for the water scarcity and lack of power and ensures lower algal growth in the water thanks to the film's decades-long resistance to UV light," says Tobias Haarbuerger, who is

responsible within Continental for driving this innovation, explaining the potentials and benefits of the system.

This installation offers potential right across the world for both, state-owned and privately-owned water supplies in hot countries.

Continental worked in conjunction with the central Cypriot water authority on that project. The water reservoir has an area of 6,500 m<sup>2</sup>, is 4.50 m deep and has been completely covered with the functional film.

The first stage of the project in March involved applying 80 photovoltaic modules with a power rating of 20 kWp to the film. Around 700 more elements will follow in a second phase. The film used is a 3-ply,

semi-flexible laminate made of PVC that is strong enough to allow people to walk on it and is resistant to UV light. There are also immersion pumps installed on the reservoir that are capable of pumping away any rainwater on the surface.

Continental supplies a product that is easy to install, thanks to the high degree of prefabrication. A digger is all that is needed to excavate the reservoirs. There is no need for costly concreting and large

construction sites. The sheets are up to 1.80 m wide and are easily positioned and joined to each other. Maintenance work is easy to perform since it is possible to walk on the films. Wind and sand have little effect on the flat modules. The system has a lifetime of several decades. Discrete floating solar units offer little or no cover for the water.

Such systems could also be used to cover water reservoirs near airports to prevent flocks of birds that rest on the usually artificial ponds impeding flight operations.

The quality of the stored water is improved, since algal growth is prevented. As a result, algae do not clog screens or filters. In addition, any potential odor nuisance is avoided since fermentation or digestion processes can no longer occur.

The innovation is a joint achievement of engineers and innovation managers from Continental in collaboration with water managers, high-voltage specialists, photovoltaics manufacturers and scientific institutes. Continental was honored with the Inovyn Award in the "Sustainability" category in 2016 for its innovative, energy-generating surface cover for water reservoirs.

Continental develops pioneering technologies and services for 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 transportation. In 2017, Continental generated sales of €44 billion (\$68 billion) and currently employs more than 240,000 people in 61 countries.

Source: ContiTech, Continental

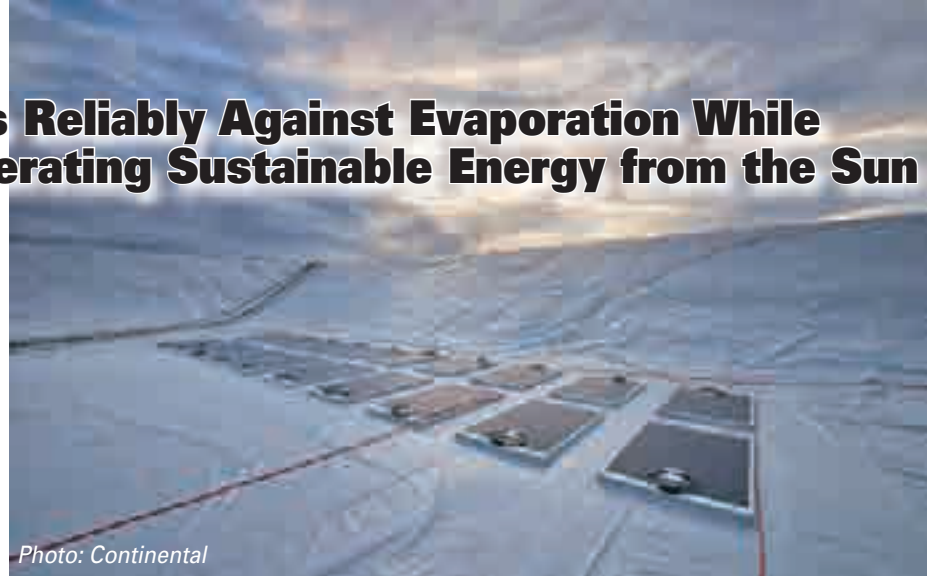


Photo: Continental



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## Stellar Performance at the first German Snowplowing Championships

Exciting manoeuvres, a tough race against the clock and last but not least lots of fun for drivers and spectators alike. This sums up the first German snowplowing championships. The vehicle which impressed everyone was a Unimog U 527 from Mercedes-Benz on the difficult snowplowing course in Stolpe, north-east of Berlin in Germany.

The demands placed on the participants encompassed tricky situations faced by snowplow drivers in their everyday work: slaloms both forwards and in reverse gear and accurately moving obstacles to target locations.

The implement carrier selected by the organizer, the Unimog U 527 with a snowplow from Aebi Schmidt, thrilled the onlookers in Stolpe with its outstanding abilities when it comes to maneuverability and power. It impressed the professional snowplow drivers with its all-wheel drive, sprung portal axles and the high output of



its 6 cylinder engine with 200 kW (272 hp). In particular the participants praised the good overview of the entire working area – the essential prerequisite for precise maneuvering and driving in winter maintenance work. The Unimog U 527 ensures this outstanding vision through the large windscreen in the “open-view cab” and the short front section – thanks to the vehicle's

short hood.

The winners were the Brandenburg team from the Rangsdorf motorways department, followed by the Luckau road maintenance department from Brandenburg and the Kamen motorways department from North-Rhine Westphalia.

Source: Daimler AG

## PACCAR Transmission Now Available with PACCAR MX-11 Engines

Peterbilt Motors Company announces that the PACCAR MX-11 engine is now available with the PACCAR transmission.

The PACCAR 12-speed automated transmission is the lightest heavy duty automated transmission on the market, designed to work seamlessly with PACCAR engines and axles to increase fuel economy and truck performance.

The MX-11 offers exceptional fuel efficiency to increase profitability and uptime while offering a high power to weight ratio. The PACCAR 12-speed automated transmission features low cost of operation with 1.2 million km oil change intervals.

“When combined with the MX-11 engine, the PACCAR automated transmission offers superior drivability, with industry-leading maneuverability at low speeds,” said Wesley Slavin, On-Highway marketing manager, Peterbilt Motors Company. “The transmission is the best in class for both drivability and weight, making it the best choice for heavy-duty fleets and vocational trucks like the Model 567 and 520.”



Peterbilt Motors Company, located in Denton, Texas, has a global reputation for superior quality, industry leading design, innovative engineering and fuel efficient solutions, and is recognized as the “Class” of the industry.

Peterbilt provides a comprehensive array of aftermarket support programs through its 350-plus North American dealer locations that complement its full lineup

of on-highway, vocational and medium duty products, including alternative fuel vehicles.

Source: Peterbilt Motors Company

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## Successful Dealer Summit Kicks Off Summer for Holder Tractors



Commencing on June 12<sup>th</sup>, 2018 Holder Tractors Inc. (HTI) held their bi-annual Dealer Summit and Customer Appreciation/Open House, it was a busy week to say the least.

HTI hosted dealers from across North America for a 2-day event to introduce new products, services and solutions.

The Customer Appreciation/Open House

was held on June 14<sup>th</sup>. Despite the uncooperative weather, loyal Holder customers and new partners came out to show their support.

Among the product updates was the unveiling of the new Holder S-Series tractor. The most powerful model in its class is available with 3 different horsepower options; 100 hp, 115 hp, and 130 hp. The new

X 45i, the first gas-powered multipurpose vehicle from Holder, was also announced.

The Team at Holder Tractors would like to once again thank everyone who attended and look forward to seeing one and all at the next summit.

Source: Holder Tractors Inc.



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# Mack Trucks Now Offers Mack® Granite® with Increased Ground Clearance for Underbody Scrapers

At the 2018 Work Truck Show, held last March in Indianapolis, Indiana, Mack Trucks spotlighted the Mack® Granite® Axle Forward model featuring increased ground clearance for underbody scrapers, making it ideal for snow removal.

Mack now offers the Granite model, Mack's ultimate workhorse, with a 15 cm increase in chassis ride height to provide additional clearance for an underbody scraper. This enables the underbody scraper to have a full range of motion to articulate in excess of 45° in both directions, enhancing the ability to remove snow in the winter and grade roads in the offseason.

"The increased ground clearance allows for easier plow installation without the need to move other chassis components like fuel tanks and exhaust aftertreatment systems, saving the customer both time and money," said Tim Wrinkle, Mack Trucks construction product manager. "The

new configuration also allows for a shorter wheelbase for greater maneuverability and decreased weight, offering customers a cost savings without compromising performance."

The Mack Granite is available with both the Mack MP®7 and Mack MP®8 engine and the mDRIVE™ HD 14-speed automated manual transmission with creeper gears.

The mDRIVE HD with creeper gears weighs approximately 68 kg less than an automatic transmission, providing a lighter-weight option.

Mack Granite models come standard with Mack ClearTech™ One, a single-package Exhaust Aftertreatment System (EATS), which combines the diesel particulate filter (DPF), selective catalytic reduction (SCR)



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**1990 SMI 5250A, two GM diesels, 2000 t/h capacity, very clean, 3300 h** ..... **\$75 000**



## Inductive Sensor for Welding Applications

and diesel exhaust fluid (DEF) into one unit. ClearTech One is 7.7 kg lighter than other systems and frees up much-needed frame rail space to increase flexibility for customers needing water tanks and chutes.

The Granite model is backed by Mack GuardDog® Connect, Mack's proactive diagnostic and repair planning system. GuardDog Connect enables quick diagnosis of issues, proactive scheduling for repairs and confirmation that needed parts are in stock and ready to install, all while the truck is still on the job.

Source: Mack Trucks

Weld spatter burn-through is a constant challenge with inductive sensors in automated welding applications. Balluff is pleased to announce an all-new series of inductive flatpack sensors with the active sensing surface made from Fortron, a high-performance polyphenylene sulfide (PPS) material. These new BES R01 flatpack sensors help to combat the hostile conditions found in welding environments.

"The development of these new welding-oriented inductive sensors is completely market-driven," says Shawn Day, product marketing manager for Balluff. "We at Balluff are constantly listening to the expectations of our customers in the automated welding industry, and they told us that tougher sensors are needed."

Typical plastic sensing face materials suffer from erosion and degradation due to repeated impingement of hot weld spatter. The closer the sensor is placed to the welding electrode, the shorter the sensor's life expectancy. The Fortron PPS sensing face on Balluff's new flatpack sensors effectively resists thermal breakdown in hostile welding environments.

The new housings have the same form factor as the standard flatpack sensors making installation simple. Equipped with additional features designed specifically for welding applications, Balluff's new Fortron PPS flatpack sensors can help plant operators reduce downtime occurring due to premature sensor failure.

Source: Balluff Inc.



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# Ottawa Transportation Company Puts Their Wacker Neuson Machines to Good Use

Based out of the nation's capital, C&C Transportation is a transportation and logistics company that has been serving clients in Ontario and Quebec for the past 20 years, but with much longer history in dairy. The company is a subsidiary of E. Cousins Ltd., which has been serving the dairy industry since 1889.

"About 2 decades ago, we decided to diversify into tow, flatbed, and dry box," says Alain Chenier, president / co-owner, C&C Transportation. "That is when we founded C&C Transportation."

C&C Transportation now has satellite locations in Montreal and Toronto, 55 powered units (trucks), and 110 employees. They deliver everything from dairy products to dry goods to heavy equipment. "We deliver all of the equipment for Wacker Neuson dealer, Sontrac Equipment, based here in Ottawa, as well as the Wacker Neuson warehouse in Mississauga, Ontario," says Mr. Chenier.

The company had a backhoe that they wanted to replace with a newer machine. Obviously, they considered what Sontrac Equipment has to offer, so Alain Chenier asked Sontrac Equipment president Denis Desjardins to help find equipment solutions that meet the company's needs.

In response, Sontrac Equipment sent over a Wacker Neuson WL60 wheel loader and a Wacker Neuson TH412 telehandler for the company to demo.

"From the first day, we loved the machines," says Mr. Chenier. "The loader is a little smaller than the backhoe, and it has great maneuverability; it can easily

maneuver through the yard and parking lot, around trucks and other obstacles."

The WL60 offers the speed, payload and hydraulic flow (up to 150 l/min) to handle a variety of jobsite needs.

"The WL60 provides a versatile wheel loader with the power, performance and maneuverability to tackle most operations of yard and loading operations. Loading, hauling, levelling and clearing snow are simple and easy with the WL60," says Denis Desjardins.

Powered by a 102 hp Tier 4 final engine, the WL60 is the most powerful compact wheel loader in its size class. The machine also boasts class-leading travel speeds up to 40 km/h and a class-leading hinge pin height of 3.66 m that allows for loading and unloading high-sided dump trucks and hoppers.

"The WL60 is the machine of choice when you need to get things done at a construction site," says Wacker Neuson's Mike Edyvean, business development manager – Construction Equipment – Ontario and Manitoba. "Best-in-class operator comfort, high efficiency with attachments and more productivity for load and carry applications thanks to the 40 km/h driveline, and a 102 hp engine makes this machine unique in its class. Plus, there is no need for DPF (diesel particulate filter) regeneration. A tiltable cabin provides

stress-free maintenance, and the machine's powder coating increases the residual value. These features contribute to the loader being a useful companion for all of our customers."

Until recently, C&C Transportation's WL60 primarily performed light material handling, snow removal, and lift and carry work, but it is now being used to move dirt



and rocks as C&C Transportation builds a new warehouse and office on their Ottawa property.

Wacker Neuson telehandlers are high-quality, highly maneuverable compact machines that can be equipped with numerous different attachments to increase the machine's versatility and utilization, as well as to tailor the machine to the task at hand, making the machine more efficient and productive.

C&C Transportation found diverse and unique applications for their Wacker Neuson telehandler.

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"Our mechanics love them – not only for their easy serviceability, but because they are so very useful when it comes to taking a hood off a truck when we do any kind of engine repair," says Mr. Chenier. "We also use them around the property to meet our other lifting needs and for loading and unloading trailers."

The TH412 is also deployed in C&C Transportation's towing and recovery operations, which the company began 20 years ago. "We load the TH412 on a tilt and load tow truck, and then bring it to the scene of the accident," says Alain Chenier. "It works great on recovering parts, by pulling or dragging parts. As well, the telehandler has the strength to lift trailers and refers (refrigerated trucks), and the telescopic booms means we can reach the heights that we need."

"The TH412 is an ideal complement to WL60 as it is a smaller machine which increases maneuverability in confined

spaces without sacrificing on versatility and lift performance and height," says Denis Desjardins.

"The TH412 is a very versatile machine that can be used in many applications," says Mike Edyvean. "With a small turning radius and tremendous lifting capacities, it can be considered the Swiss army knife among telehandlers. The VLS (Vertical Lifting System) operator assistance

system and an excellent view on all 4 tires provides a maximum level of operational safety, even in narrow environments."

"I would recommend Wacker Neuson products and Sontrac Equipment to anyone," says Alain Chenier. "Wacker Neuson provides quality equipment while Sontrac Equipment provides excellent service."

Source: Wacker Neuson



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## Airside Snow Clearing at Montreal Airport

Three Multihogs plus a range of attachments are proving to be a great asset for Aéroports de Montréal (ADM), where they deal with snow and ice clearance from the ramp and apron in winter and are used to keep the flowers watered in summer. One MH90 base unit and 2 MXCLP narrow chassis low profile units were chosen as a replacement for previous brands of equipment, due to their superior power output and the more comfortable conditions that they offer for operators.

When the airport management decided to look into new solutions they consulted Team Eagle Ltd, a world leading supplier of airfield solutions with a wide airport customer base across North America, and Multihog's partner in the region. The MH90 was trialled on a lease-to-purchase basis for 3 months and was kept on. Delivery of the 2 smaller MXCLPs, which are ideal for working in and around tight and low level confines followed shortly afterwards.

The Multihogs carry out both landside

and airside snow clearing in winter and are fitted with a combi snow plow & brush for efficient initial plowing and final sweeping. An Althaus watering arm is also used in conjunction with a towed tank to water the flowering hanging baskets in warmer months.

"The speed at which the Multihogs can travel from A to B is beneficial for operations," said Sylvain Marchand, assistant director of operations at ADM. "From the

drivers' point of view the cab is ergonomic, easy to get in and out of and drivers report that it offers good comfort throughout their shift of up to 12 hours."

Multihog has just signed up a new dealer for Quebec, Les Machineries St-Jovite of Mont-Tremblant. They join a growing network that also includes Amaco Inc., of Mississauga, Ontario, and Team Eagle Ltd.

Source: Multihog



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## Innovative Therban Solution With New Termonomer

ARLANXEO presented its new terpolymer Therban® ST 3107 VP at the German Rubber Conference DKT 2018 held July 2-5, 2018, in Nuremberg, Germany. The fully hydrogenated nitrile rubber (HNBR) has a new, innovative termonomer, which has never been used before with HNBR rubbers.

"With the new Therban ST 3107 VP, we can now offer our customers a unique solution for the most complex types of applications, where good low-temperature flexibility combined with excellent oil resistance is required," says Susanna Lieber, global head of technical marketing in the ARLANXEO business for Therban. "Our new Therban product can reduce the glass transition temperature by up to 10°C in rubber compounds, while maintaining excellent media resistance. With these properties, it is setting new standards."

A patent application has been filed for the new Therban ST 3107 VP, which was developed at ARLANXEO's sites in Dorma-

gen, Germany, and La Wantzenau, France.

The hydrogenated nitrile rubber Therban is an innovative high-performance rubber specially developed by ARLANXEO for the most complex applications. The elastomer offers good resistance to high temperatures and in contact with fuels, oil and gas, as well as excellent mechanical properties. The various Therban products are therefore used in fields such as the automotive industry for the production of timing belts and the oil extraction industry in stator/rotor systems for drilling.



Source: ARLANXEO Holding B.V.



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# Driver Input Results in a Drive-Axle Tire That Helps Fleets Beat Extreme Road Conditions

Michelin North America, Inc., is launching its most aggressive drive-axle tire, specifically made for energy sector and logging fleets operating in extreme conditions.

Available August 1<sup>st</sup>, the MICHELIN® X® Works Grip D tire is designed for on- and off-road use for fleets and owner-operators who are focused on traction to maximize safety, uptime and efficiency. This tire evolves from a client-centric co-creation process with drivers who travel the world's most demanding roads.

"Fleets and dealers in the Grande Prairie, Alberta, area were at the heart of the development process," said Justin Brock, Michelin marketing manager – Construction and Tweel segment. "They were a major collaborator in helping to accelerate the time to market for this new tire, which boasts exceptional traction

to keep users on the road."

This customer-centric process began in 2015 with conversations between Michelin and dealers and fleets local to Grande Prairie. They provided honest, firsthand



feedback during the next 2 years, including input on 2D- and 3D-tire prints.

The MICHELIN X Works Grip D tire offers 3 key benefits: exceptional traction, casing durability and maximum uptime.

Traction is created by staggered shoulder blocks that provide lateral grip to handle slippery conditions and sawtooth lugs with more than 800 serrated edges that maximize grip on ice and snow-packed surfaces. The MICHELIN X Works Grip D tire offers stability in all conditions. Through the combination of an extra-wide tread and an optimized rubber-to-void ratio, traction is maximized without sacrificing mileage.

Casing durability of the MICHELIN X Works Grip D tire is made possible through these significant features:

- stone protection thanks to ejectors around the center block that fight stone retention and drilling;
- shock, impact and road hazard protection through full-width protector ply that protects the working belts at the crown of the tire;
- sidewall protection realized through extra-thick sidewalls, which protect the tire in

## Pro-Tech Unveils New Fusion Edge Sno Pusher

Pro-Tech Manufacturing and Distribution, Inc. recently unveiled the Fusion Edge Sno Pusher, a new containment snowplow featuring a combination of steel and rubber cutting edge designed to give customers a containment plow that provides incredible surface outcome, ease of use, and unparalleled durability.

The Fusion Edge Sno Pusher's main highlights focus around 3 main components: the Fusion Edge, Pro Float Coupler, and Fast Attack Shoes.

The Fusion Edge is an industry-first for containment snowplows, coming in 60 cm sections that consist of abrasion resistant steel embedded directly into a rubber cutting edge. Both steel and rubber compounds were designed specifically for use with a snowplow and are exclusive to Pro-Tech. The Fusion Edge Sno Pusher allows customers to both squeegee wet heavy snow (rubber) and scrape pesky hard-packed snow (steel). Steel is fused into both sides of the edge, meaning that when one side is worn, customers simply flip the edge and continue to plow. Built for

extreme longevity, the Fusion Edge averages between 350-500 hours of heavy use before needing to be replaced. The short sections of the Fusion Edge minimize maintenance time if one needs to be replaced.

The Fusion Edge Sno Pusher also introduces a new type of coupler design to the industry. The Pro-Float Coupler floats vertically, horizontally, and even oscillates. This feature allows the edge to contour to surface irregularities and variations. The Pro-Float Coupler is built using a very robust "minimalistic" design, resulting in no speed or stacking limitations and allowing for easy maintenance if required. Customers are also not married to just one style of machine. The Pro-Float Coupler's bolt-on design gives customers the ability to easy swap out connection types.

The Fast Attack Shoe is designed to help improve plow performance and decrease maintenance. The shoes work in tandem with the Fusion Edge. Cutting edge depth



is now made at the shoes instead of along the entire length of the edge, which is common with most snow pushers. A simple pull and reset of the shoe pin is all that is needed to achieve the optimal attack position. This feature also makes it easy to adjust the plow edge as it wears. The Fast Attack Shoes are also modeled after Pro-Tech's Self-Leveling Shoes, which are designed to help operators maintain a level plowing position. Made with through-hardened, impact and abrasion resistant steel; the Fast Attack Shoes provide customers with consistent wear and longevity.

Source: Pro-Tech Manufacturing and Distribution, Inc.

extreme conditions from chipping and scaling;

- Co-Ex Technology for a cool-running tread rubber that reduces temperatures in the crown area and preserves the casing, increasing the ability for the tire to be retreaded.

To maximize uptime, Michelin optimized the housing design of the tread and the positioning of the shoulder blocks, allowing for a quick and efficient installation and removal of snow-chains.

"Michelin believes in engaging consumers in the process of finding the product solutions for their on- and off-road challenges," continued Mr. Brock. "Fleets that can maximize their uptime have a competitive advantage. Michelin understood that not only are traction and durability prized assets, but that an efficient snow-chain mount and dismount solution is crucial. We collaborated with fleets who work in the most extreme conditions to understand



their needs. We were able to deliver a design and product that allows them to work efficiently both on and off road, no matter the conditions."

The MICHELIN X Works Grip D tire is available in the U.S. and Canada in 11R24.5 size and load range H.

Source: Michelin North America

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

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## Fired Up for the Ice: The Acid Test for Electric Mobility

Mercedes-Benz is launching its electric offensive. At the 2017 International Motor Show (IAA) in Frankfurt, Germany, the company presented a milestone on the road to emission-free driving in the shape of the pre-production versions of the GLC F-CELL – the world's first electric vehicle to combine a fuel-cell and a plug-in battery in the powertrain. 2019 will see the market launch of the EQC – the first fully battery-electric Mercedes-Benz production model from the new product and technology brand EQ. On the road to series production, prototypes have now successfully completed winter testing in Northern Sweden.

Before a new Mercedes-Benz model goes into production, it needs to pass a series of tough and thorough tests: in addition to the winter testing in northern Sweden, there are, of course, summer tests in southern Europe and the U.S. as well as worldwide endurance road tests.

The company has been testing each



new model under extreme conditions near the Arctic Circle for decades – in icy temperatures down to -35°C, on snow-covered roads, and on sheer ice on frozen lakes. To this end, Mercedes-Benz has set up a test center in the small northern Swedish town of Arjeplog in Lapland. In addition to the road testing in the far north, tests take place there on specially set-up

testing tracks. Demanding hill climbs with gradients of up to 20%, testing tracks with varying coefficients of friction, handling courses, and skid pads on the almost sheer ice of the frozen lake pose the stiffest of challenges for the powertrain and control systems.

For a new Mercedes-Benz model, validation of the entire vehicle includes a

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## Concept Sprinter F-CELL Showcases Expansion of eDrive@VANs Strategy

program of over 500 individual tests. In the case of electric vehicles, the standard procedure is supplemented by numerous powertrain-specific tests developed specifically for the new powertrain technologies. New challenges for an electric vehicle include the output of the electric motor during cold starting and with a cold battery, the cold-starting properties of a fuel cell (stack), the vehicle's range under the customer's normal operating conditions, handling of charging cables, pre-entry climate control, and the operating strategy complete with recuperation. Added to this is the specific tuning of the vehicle dynamics and the ESP® system.

To enable testing of different customer requirements and battery-charging profiles, the test center in Arjeplog offers the full range of charging options: from simple domestic mains outlets to wall boxes to quick-charging stations. There is also a good supply of hydrogen, of course.

Source: Daimler AG

More than ever before, Mercedes-Benz Vans is making the selection of the right powertrain concept dependent upon customer benefits. Besides vehicle technology, this also takes into consideration system weight, charging or refuelling time, range and commercial economy. Looking to the future, Mercedes-Benz will enhance the eDrive@VANs strategy with the fuel cell.

The Concept Sprinter F-CELL uses the example of a semi-integrated motorhome to show the full breadth of the characteristic benefits of a fuel cell, from long range to zero-local-emissions mobility. These are characteristics that are also ideally suited to other use cases such as longer courier routes or minibuses in inter-urban operation.

The Concept Sprinter F-CELL combines fuel cell and battery technology in a plug-in hybrid. The intelligent interaction of battery and fuel cell delivers an electric output of around 147 kW and 350 Nm of torque. The 3 tanks in the substructure store a total of 4.5 kg of hydrogen for a range of around 300 km. If a longer range is required, another tank at the rear of the vehicle can be added, lifting the range to as much as 530 km.

Source: Daimler AG



## 2019 Dodge Durango Pursuit Debuts in New Orleans

Dodge took its new Durango Pursuit to the Big Easy, introducing the new 2019 model at the 2018 National Sheriffs' Association Show, June 15-19 in New Orleans, Louisiana.

"Dodge already leads the police pursuit sedan business with the proven Charger Pursuit, and we believe the 2019 Dodge Durango Pursuit SUV will expand our appeal to an even broader audience and take our game to the next level in terms of performance," said Steve Beahm, head of Passenger Car Brands – Dodge//SRT, Chrysler, and FIAT, FCA - North America. "The Durango gives law enforcement agencies even more of what they want: a more spacious interior room, a higher ride height, HEMI® V-8 performance and efficiency."

The 2019 Dodge Durango Pursuit offers the standard 3.6 I V6 engine or the available 5.7 I V8. All Durango Pursuit models are equipped with an 8-speed automatic transmission and all-wheel drive (AWD).

The legendary HEMI V-8 is the same powertrain combination most commonly



deployed in the Dodge Charger Pursuit. The Durango Pursuit also offers a 2-speed transfer case for true low-range off-road capability and incorporates larger, heavy-duty anti-lock brakes that deliver a 60-0 mph (96.5-0 km/h) stopping distance of 40.84 m.

Additional highlights for 2019 include a performance-tuned suspension, load-leveling NIVOMAT shocks, 350 mm front and 330 mm rear pursuit-rated brake pack-

age, front- and rear-stabilizer bars and 18" tires on aluminum wheels. Other highlights include ParkView rear backup camera with ParkSense, spot lamp wiring prep package, red/white auxiliary dome lamp, 220 A alternator, heavy-duty oil cooler and water pump.

The 2019 Dodge Durango Pursuit will be available for orders later this summer.

Source: FCA - North America



# RUTHMANN Is Expanding to North America

RUTHMANN, the manufacturer of aerial working platforms from Gescher in Münsterland, Germany, has recently established its own subsidiary RUTHMANN North America L.P. to further expand its global growth strategy to also include North America.

With this new venture, RUTHMANN will continue to develop its presence in the North American market along with its 2 long-standing sales and service partners, Time Manufacturing and ReachMaster, Inc.

Uwe Strotmann, general director of sales at RUTHMANN GmbH & Co. KG, has been appointed president of the new company with Rolf Kulawik, managing director at RUTHMANN GmbH & Co. KG, as executive vice president, both based in Germany.

Tom Goyer will take up a new position as vice president of sales & market development in North America and daily manager of the new company. Mr. Goyer is based in Tampa, Florida, and will conduct his nationwide activities from there. He brings

with him an extensive experience in the truck-mounted powered access industry and will be responsible for the strategic development of the Ruthmann truck mounted products in North America.

"With this step we want to provide more support and focus to our sales and service partners by being closer to the customers," explains Rolf Kulawik. "Tom knows the North American market for truck mounted aerial working platforms like the back of his hand and is therefore the ideal candidate for this new important position."

Time Manufacturing, based in Waco, Texas, has been RUTHMANN's long-time partner for larger truck-mounted aerial work platforms, and together the 2 companies have developed the U.S. market for the well-known RUTHMANN STEIGER® products. A key element

has been the process of adapting the German made lifts to conform with ANSI



## Modul E-Drive Makes Manual Cranking a Thing of the Past

A trailer's landing gear, or support leg, is a critical structural element in any trailer's design, having a significant impact on daily efficiency and overall fleet availability. Subjected throughout the day to a combination of vertical and horizontal loads, particularly during the loading of uncoupled trailers, and frequently working in harsh environments, the best designs take these stringent demands in their stride and deliver convenience, workplace safety and efficient coupling/decoupling of the trailer.

JOST landing gears are extremely versatile and have proven themselves time and again in daily use. Virtually any customer specification can be satisfied thanks to the flexible and modular design of the Modul series. The range includes landing gears both for standard applications (Modul B) and for special applications (Modul C). All landing gears in the Modul series have a patented drive whose internal design provides optimum protection, eliminates the need for maintenance and offers many other advantages during operation.

The modular design allows a variety of versions with different mounting and bolting heights, crank and connection shaft lengths, and foot types. All Modul landing gears are protected against environmental influences and falling rocks by a high-quality powder coating.

But there are times when access to the landing gear is restricted or when the trailer needs to be coupled and decoupled frequently.

To address these requirements, JOST has developed the Modul E-Drive electric landing gear. Easy to operate at the touch of a button, the Modul E-Drive shuts down automatically in the event of ground contact or when the landing gear is fully retracted. If needed, manual cranking of the landing gear is still possible, using the crank handle.

The electrical landing gear operates effortlessly at outside temperatures as low as -20°C. It incorporates the highly-reliable Modul components and is available in the same mounting heights, feet and bolting heights as Modul B. Thanks to the long-



term lubrication applied in the factory and the wear-resistant design, life-cycle costs are very low.

Source: JOST UK Ltd.

Standards. The SKYBIRD 215I is a result of these efforts and sets a new benchmark in North America for this category.

ReachMaster Inc., based in Houston, Texas, has for the past 8 years successfully been and will remain the exclusive importer and distributor in North America of the Ruthmann Bluelift line of compact track-based lifts from Italy.

Last year ReachMaster expanded its portfolio of specialty lifts to also include the Ruthmann Eagle T108A, the first truck-mounted 33 m lift in the U.S. that can be driven without commercial driver's license.

"The joint development between our companies of the Eagle mid-range truck mounted line has shown there is a niche market for this type of product," says Ebbe Christensen, president of ReachMaster, Inc. "We welcome Tom onboard as another great example of RUTHMANN's commitment to the market. I have known Tom for years, and I know he will be a great asset for us in developing this segment of the

truck-mounted market together."

Uwe Strotmann adds that new models are already in the pipe line to expand the Eagle line, which will continue to be both shown on upcoming trade shows as well as promoted on ongoing roadshows.

"The RUTHMANN products fit perfectly in the North American market place. Together with our partners we look forward

to offering the best of everything in one, coordinated package: High performance, top quality, and superb service & customer support. This is what the North American market has been waiting for and I am very excited to be a part of it," concludes Tom Goyer.

Source: RUTHMANN GmbH & Co. KG



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# Garbage Truck Recycled With Electric Power

A refuse collection vehicle at the end of its normal working life has been repowered with an electric motor and is due to shortly begin "real world" trials in Greenwich, UK. It is hoped that "repowering" will greatly extend the working life of high value commercial and local authority vehicles, and cut air and noise pollution in residential areas.

The Greenwich trials will test the viability of the technology and make the economic case for repowering heavy commercial vehicles. The prototype will be tested alongside the existing refuse fleet, managed by the Royal Borough of Greenwich.

Refuse trucks operate in largely residential areas, with their diesel engines in constant use 14 hours per day, gulping 60 - 200 l/100 km, having emissions that include nitrogen oxide (NOx), carbon monoxide (CO), hydrocarbons (THC and NMHC) and particulate matter (PM),

which is essentially soot. By replacing the diesel engine with an electric motor, the eRCV produces zero-emissions in operation. It also greatly reduces noise pollution – a significant issue for urban residents.

It is estimated that the repowering




modification will double the vehicle's operational life, extending it to 14 years, and generate a lifetime cost saving of up to £300,000 (\$520,000) compared to a Euro 5 or older diesel-powered model.

The trial marks the culmination of a year long technical development by a consortium comprised of Magtec, a UK technology firm specializing in the electrification of vehicles, the Royal Borough of Greenwich and its urban innovation agency, DG Cities. The project was part funded by Innovate UK, the Government's research and development lead.


The eRCV is a 26 t battery-powered, zero-emission refuse vehicle designed to do a 14 hour "double shift" duty-cycle without needing to recharge – this is an industry leading performance.

The eRCV project anticipates both growing demand for refuse vehicles and new air quality legislation that will affect 60,000 vehicles in London.


From April 8, 2019, Central London will become an Ultra Low Emission Zone (ULEZ). Vehicles entering the area will need to meet tighter emission standards of 80 mg/km or pay a daily charge. In addition, from October 26, 2020, vehicles over


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3.5 t will need to meet the ULEZ standard across Greater London. Vehicles operated by local authorities will not be exempt.

Due to regeneration and increased recycling by residents and businesses, local authorities are also experiencing growing demand on refuse services, with the Society for Motor Manufacturers citing a national increase in registrations of new Refuse Collection Vehicles of 20% from 2016-2017.

The UK Department for Energy and Climate Change predicts average fuel prices to increase by more than 22% from 2012-2030, prompting a case study of one company which estimated they could produce savings of up to 100,000 l/day of fuel if they were to repower their fleet of 800 vehicles. These fuel savings would result in significant financial savings for waste management authorities.

Magtec replaced the diesel engine and associated components of a Mercedes Econic vehicle with an electric drivetrain,



*Pictured above: Councillor Danny Thorpe, Leader of the Royal Borough of Greenwich, and Councillor Denise Scott-McDonald, Cabinet Member for Air Quality, Public Realm and Transport.*

designed and manufactured in the UK. The company also replaced the engine-driven hydraulic system, which drives the refuse compaction and bin lift systems, with an electric-powered system that is more efficient and quieter.

With its varied and complex urban setting, Greenwich is the ideal place to test the vehicle. The project supports Greenwich Council's commitment to improving air quality as is demonstrated

by the authority's release of the Greener Greenwich Strategy and Air Quality Action Plan in 2016.

"This is a UK first, and demonstrates Magtec's commitment to innovation. Repowering a heavy goods vehicle with our electronic drivetrain not only extends its life, it also removes both noise and urban pollution," said Simon Buckley, Magtec Program director.

Source: Magtec

## waste & recycling expo CANADA

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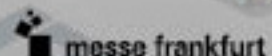
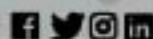
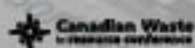
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# Hindsighting your fleet – Considerations based on FMVSS 111

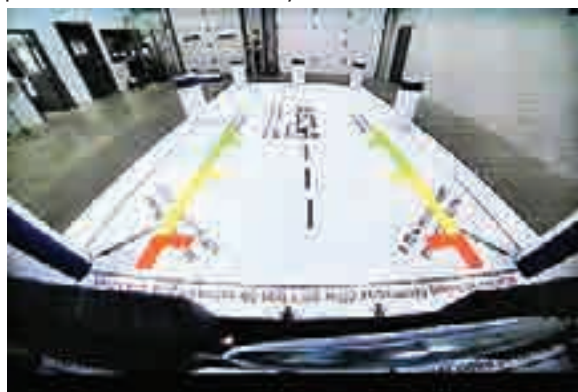
Steve Spata  
Technical Assistance Director, NTEA  
Special Collaboration

of vision system technology. Understanding key highlights of what performance demands are (and are not) included in these new requirements can help you incorporate vision systems in your fleet.

The new rear vision system requirements apply to vehicles with a gross vehicle weight rating (GVWR) of 4,535 kg or less, including trucks, buses, school buses and multipurpose passenger vehicles. The change to include rear vision systems in FMVSS 111 comes from the Cameron Gulbransen Kids Transportation Safety Act of 2007, in which National Highway Traffic Safety Administration (NHTSA) was directed to undertake a rulemaking process to expand the required field of view for drivers in order to reduce back-over accidents.

FMVSS requirements are typically performance-based and technology-neutral. However, camera/monitor system technology offered a practical and achievable path for NHTSA to enact performance requirements of this new portion of FMVSS 111 under the Congressional mandate. There are 7 performance requirements for rear vision systems, 2 of which are heavily influenced by camera positioning at the vehicle's rear: field of view and image size. This is important to note as cameras may need to be replaced and/or relocated from their original factory position for completed vehicles being altered (i.e., pickup box removal). Field of view was the first of 7 performance demands to be required under phase-in; the other 6 (including image size) took effect May 1<sup>st</sup>, 2018. Vehicles completed from chassis-cabs, cutaways

or other incomplete vehicles with a GVWR of 4,535 kg or less were not subject to phase-in requirements, but they need to meet the full set of performance requirements for incomplete vehicles produced on or after May 1<sup>st</sup>, 2018. Conformance to



By now, you may be familiar (perhaps inundated) with information on rear vision systems for your vehicles. Applications and features of these systems have been expanding into more and more commercial vehicle applications. The technology can provide drivers and/or operational management with audiovisual data of what takes place in and around the vehicle. While vision systems are not new, under U.S. Federal Motor Vehicle Safety Standard (FMVSS) 111: Rear Visibility, new requirements have phased in, making them standard safety items on lighter vehicles. This has been the traditional standard for mirrors but now includes rear vision systems.

Safety benefits of these systems are immediate, giving the driver a view of the area directly behind the vehicle that mirrors cannot provide. Context is important as perspective on what is considered required can be different depending on use

the equivalent regulation in Canada is not required until 2019, and no phase-in period is included.

Some fleets are currently taking advantage of the performance requirements for field of view on heavier vehicles that do not require rear vision systems under FMVSS regulations. Whether required or not, new vehicles, or existing units being retrofitted, the standard offers a straightforward test for viewing the 3 m x 6 m space directly behind a vehicle and a series of 7 specifically sized cylindrical objects with either a horizontal band or vertical stripe applied.

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As part of the test, the rear camera monitor view must provide the following:

- Full width of the vertical stripes on the 2 cylinders closest to the vehicle rear at some vertical location along their height;
- Entirety of the other 5 cylinders;
- Any reverse guideline overlays appearing in the monitor must not cover any required cylinder views.

Some common questions NTEA's technical services department receives on rear vision system requirements include:

- Do older vehicles with a GVWR of 4,535 kg or less have to be retrofitted with an aftermarket system after May 1<sup>st</sup>, 2018?
  - No, there are no retrofit requirements for vehicles prior to the effective dates in the standard. FMVSS requirements apply to new motor vehicles according to dates specified in the standards as they roll out, so they do not obligate retrofitting of vehicles prior to those dates.
- Can the system be set up so the rear camera image stays on all the time in the monitor?
  - No, not with rear vision systems on vehicles subject to the new requirements.

One of the other performance requirements – linger time – states that “the rearview image meeting the requirements of S6.2.1 and S6.2.2 shall not be displayed after the backing event has ended”.

“Backing event” is defined in the standard, and the image for vehicles subject to the standard must be deactivated in the monitor, accordingly. In the rulemaking process, NHTSA cites the purpose for linger time: “...in order to ensure that the required rearview image is available to the driver at the appropriate time without becoming a distraction at an inappropriate time.”

#### HELPFUL RESOURCES

As OEMs provide information related to rear vision systems, camera relocation for altered vehicles and box removal, in particular, you can access respective body builder information at [ntea.com/oemdirectory](http://ntea.com/oemdirectory).

Ongoing resources related to FMVSS 111 field of view conformity (including NTEA's FMVSS 111 Field of View Conformity Manual and Kit) are available at [ntea.com/fmvss111rearvisibility](http://ntea.com/fmvss111rearvisibility).

## Optronics Expands Light Bar Family

Optronics International recently announced the introduction of 5 new LED Light Bars, increasing the product line to 8. The new lamps include a pair of



76 mm cubes, a 228 mm bar, a 762 mm bar with supplemental turn functions and a 1320 mm bar with a whopping 20,000-lumen beam. With the exception of the 762 mm multifunction lamp, all other LED Light Bars in the family feature a combination spot/flood beam pattern.

Source: Optronics International

## Hankook's SmartWork Tires Announced as Original Equipment for Scania Trucks

Hankook Tire has expanded its Original Equipment agreement with European fleet truck company Scania. The premium Korean tire manufacturer will supply tires for use in construction zones for all Scania trucks with an additional 5 tire models, including their new XT generation.

Hankook will provide Scania with new tire models: SmartWork AM06, SmartWork AM09 and SmartWork AM15+ for steering axels and SmartWork DM06 and SmartWork DM09 treads for the drive axle.

Scania, a subsidiary of the Volkswagen Group, is a commercial vehicle manufacturer and Hankook's latest OE truck partnership and is currently concentrated primarily in Europe and consists of a total of 26 dimensions between 22.5" and 24". In addition to truck tires, Hankook will also provide the e-cube MAX – a tire truck range built for long-haul traffic as well as their SmartFlex all-season tire for medium-haul drives, which has been specially adapted for European conditions, boasting both ecological and economic advantages. This



marks Hankook's second partnership with the Volkswagen Group in the heavy commercial vehicle segment. Hankook has also supplied various tire models to MAN Truck & Bus since 2015.

“We are looking forward to expanding our cooperation with Scania,” said Hyun Bum Cho, president & CEO, Hankook Tire. “We have to rely on maximum durability when designing tires for construction

site traffic; our SmartWork line was able to completely convince the Scania engineers.”

Source: Hankook Tire

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## Appointments

**Atlas Copco Power Technique** is pleased to announce that **Mikael Andersson** has been appointed general manager of its North American Customer Center. Mr. Andersson will lead the company in growing each of its core product categories – air, power and flow – within the contractor, dealer and rental segments across the U.S. and Canada.



Mikael Andersson brings a wealth of industry and institutional knowledge to his new role. A Swedish national, but having been based in the U.S. for 12 years, he most recently, was vice president Business Control for Atlas Copco's Compressor Technique Customer Center, a role he has held since 2009. During this time, he oversaw many strategic growth initiatives including acquisitions, logistics enhancements and business development.

Mr. Andersson joined Atlas Copco in 2002 as a production controller for Atlas Copco Rock Drills AB. He holds a Bachelor of Science in Business and Economics from Orebro University in Sweden, and a Bachelor of Science in Transport Management from Gothenburg University in Sweden.

Source: Atlas Copco

**Takeuchi-US** has appointed **Todd Granger** as director of dealer sales, effective immediately. Based out of the company's headquarters in Pendergrass, Georgia, Mr. Granger will be responsible for all sales activity through the company's North American dealer sales channel.



Todd Granger brings over 10 years of rental and construction industry experience to this position, including prior employment with Takeuchi as a regional business manager.

Most recently, Mr. Granger served as the vice president at APT, an Atlas Copco company, where he oversaw sales, marketing and customer service functions. He has a Business Administration degree from the University of North Georgia.

The move comes after former director of dealer sales, Kim Robinson, was appointed to a newly created position at Takeuchi as director of dealer development.

Source: Takeuchi

## BHP to Trial Zero-Emission Voltra eCruiser

BHP have announced their commitment to trialling the eCruiser at their Olympic Dam mine site in South Australia. This is a major milestone in the Voltra project, with the 100% electric-drive LandCruiser 79 Series to be put through its paces in full underground fleet operation over a 12 month trial period.



At Olympic Dam, where copper, uranium, gold and silver is extracted, the vehicle's performance, maintenance requirements, charging time and corrosion resistance will be monitored and analyzed. We are confident that BHP's team will prove the benefits of zero harmful emissions underground, as well as increased fleet availability and a saving on maintenance and operational costs.

The vehicle that BHP will be trialling is the second fully operational eCruiser. The conversion kit supplied by Zero Emission Vehicles Limited (ZEV) was fitted by Autoline Sales to a brand new 79 Series in January 2018. It took just 3 weeks to transform the fuel-guzzling



*From l. to r.: Simon Monteith (ZEV), Travis Seeley (Autoline), Craig Barltrop (BHP)*

V8 into an efficient EV, complete with fully-sealed lithium-ion batteries, a custom gearbox and electric motor – all while retaining 4-wheel-drive capabilities. In the following months, small tweaks and refinements were made to the auxiliary items and onboard software. The vehicle was fitted out with all mine spec equipment, including radios, a custom tray, lights, occupant protection, fail-safe brakes, and other safety measures. Voltra also produced user manuals and operational guidelines to ensure that any light vehicle operator is able to easily identify the aspects that differ from a diesel vehicle, and safeguard against faults.

Back in November 2017, BHP outlined their intention to trial electric vehicles at Olympic Dam, with the end goal of reducing worker exposure to diesel particulate matter by 50%. The Voltra eCruiser represents the first important step towards this lofty ambition.

Source: Autoline Sales, Voltra, Zero Emission Vehicles Limited

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# Nissan TITAN XD Flexes Its Beach Bod as TITAN Surfcamp

Sand under tires, sun setting on the Atlantic Ocean, Nissan recently dropped the towel on their take on the ultimate beach vehicle – TITAN Surfcamp.

TITAN Surfcamp began as a stock TITAN XD Diesel Midnight Edition Crew Cab – straight off the factory floor in Canton, Mississippi.

The transformation into TITAN Surfcamp began with the addition of a factory-authorized ICON suspension lift kit, available through Nissan dealers. Perfect for clawing through loose sand, TITAN Surfcamp then added ICON Alpha wheels wrapped in Nitto Ridge Grappler tires. Body armor to protect it from the elements comes via a Fab Four Vengeance Series front bumper.

Matched to the exterior paint of a 1967 Nissan Patrol, the exterior wrap offers a retro color scheme reminiscent of 1960s and 1970s surf culture. A Hot Wheels® 1971 Datsun Bluebird Wagon nicknamed “JNC Surf Patrol” – a vintage beach cruiser deep-rooted in Nissan heritage – also inspired the wrap.



The interior of TITAN Surfcamp is ready for sandy passengers with wetsuit-inspired seat covers and heavy-duty rubber floor mats.

Utilizing the TITAN Utili-track® Bed Channel System, Surfcamp creates storage for fishing tackle, wetsuits and other supplies with the Decked bed drawer storage system. Additional storage is available on top with a Leitner Design cargo rack and Rhino-Rack USA cab roof rack.

TITAN Surfcamp also features a surfboard and stand-up paddleboard rack. Fishing rods can be stored along the roof rack while en route to the beach and once lines are cast, integrated rod holders in the bumper are there to help.

To wash off the salt and sand, a Road Shower rack-mounted solar shower and teak wood deck is incorporated. A Rhino-Rack Batwing awning provides much needed shade and a Yeti cooler will keep your catch and favorite beverage cold. As the sun sets, lighting from KC, Rigid and Baja Designs illuminate the path ahead, and when the stars come out, a hard-sided roof-mount Freespirit Recreation Elite Series Automatic Tent offers the perfect spot to rest.

The TITAN Surfcamp project vehicle is the latest in the TITAN Adventure series of lifestyle-themed project builds from Nissan. Beginning with the TITAN Project Basecamp for the overland camping lifestyle, followed by the skiing-themed Armada Snow Patrol, the BBQ-themed Smokin’ TITAN and the family adventure-themed Armada Mountain Patrol, these lifestyle project trucks have started a meaningful conversation with customers connecting their passions with their trucks.

Source: Nissan North America

## Major OEMs Bring Innovation to NTEA’s 2018 Truck Product Conference

NTEA’s Truck Product Conference will feature the latest updates from leading chassis manufacturers. Scheduled September 25-26, 2018, this annual event will be held at a new venue – Suburban Collection Showplace in Novi, Michigan.

The conference is a unique opportunity where attendees have a chance to preview new model year work trucks and engage OEM engineers on critical upfitter modifications. Professionals in the commercial vehicle industry can learn about important product changes and discuss integration topics. Having the ability to talk directly with chassis manufacturers is an invaluable experience that translates into practical support for a variety of conversion needs.

“Truck Product Conference allows our industry stakeholders to connect with OEMs on chassis updates that influence their approach toward building multi-stage commercial vehicles,” said Steve Carey, NTEA executive director. “It’s become a

highly-valued forum for gaining awareness of what’s coming and working through potential challenges.”

This year’s event features a dynamic, 2-day program, with concurrent OEM presentations.

Participating chassis manufacturers:

- Ford Commercial Vehicles;
- Freightliner Custom Chassis Corporation;
- Freightliner Trucks;
- General Motors Fleet;
- Hino Trucks;
- International Truck;
- Isuzu Commercial Truck of America Inc.;
- Mercedes-Benz USA;
- Mitsubishi Fuso Truck of America Inc.;
- Peterbilt Motors Company;
- Ram Commercial;
- Toyota Motor North America Inc.;
- Western Star Trucks.

Register for Truck Product Conference by August 31, 2018 to receive advance pricing.

Source: NTEA – The Association for the Work Truck Industry

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## Agenda

### 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

### 67<sup>th</sup> IAA Commercial Vehicles

September 20 - 27, 2018  
Hannover, Germany

### DEMCON - Scandinavian demolition show

September 27 - 28, 2018  
Stockholm, Sweden

### The 11<sup>th</sup> 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

### World of Concrete 2019

January 22 - 25, 2019  
Las Vegas, NV USA

### The Work Truck Show

March 5 - 8, 2019  
Indianapolis, IN USA

### National Heavy Equipment Show

March 28 - 29, 2019  
Toronto, ON Canada

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April 8 - 14, 2019  
Munich, Germany

### Canada North Resource Expo

May 24 - 25, 2019  
Prince George, BC Canada

### Atlantic Truck Show

June 7 - 8, 2019  
Moncton, NB Canada

### MATEXPO 2019

September 11 - 15, 2019  
Courtray, Belgium

### ICUEE - International Construction and Utility Equipment Exposition

October 1 - 3, 2019  
Louisville, KY USA

### inter airport Europe 2019

October 8 - 11, 2019  
Munich, Germany

### bautech

February 18 - 21, 2020  
Berlin, Germany

### CONEXPO-CON/AGG 2020

March 10 - 14, 2020  
Las Vegas, NV USA

### steinexpo

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

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