

InfraStructures

An aerial photograph of a wind turbine under construction. A large yellow lattice boom crane is positioned on the ground, lifting a section of the turbine's nacelle or hub. The crane's cables are taut, and the yellow structure contrasts sharply with the green grass and the white of the turbine. The turbine's nacelle is partially visible at the top right, and its blades extend towards the top left. The ground around the turbine is a mix of green grass and brown dirt, with some construction equipment and materials visible in the lower left corner.

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A Brief Word...

Well, here we are transitioning from Summer to Autumn, carefree days to school grades, and long soaks to warm coats.

Technology is always transitioning, and InfraStructures is always there to help you make leap.

Not just technology changes frequently, so do techniques, specifications, OHS regulations and much more. If you don't keep abreast of the trends then you risk being left bewildered.

So as the leaves begin to turn, you can turn our pages for news and events like ICUEE which will be here in a blink of an eye.

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On the cover: A drone view of a Liebherr LG 1750 crane used by Trand, Inc. for the exchange of the main shaft of a wind turbine in the Lubbock, Texas area.

TADANO COMPLETES ACQUISITION OF DEMAG MOBILE CRANES BUSINESS

Tadano Ltd. has completed its acquisition of the Demag Mobile Cranes business. The transaction brings together 2 of the top names in the lifting equipment industry – each well known for safety, quality, innovation, and performance. The Tadano and Demag brands now leverage a long combined history of manufacturing and lifting experience.

The Tadano Group's long-term goal is to become the global leader in the lifting equipment industry, and the Demag Mobile Cranes acquisition is one vital step toward achieving that goal.

"We will continue to work tirelessly to be your premier crane choice and satisfy your lifting needs by providing you with safe, high-quality, efficient, and innovative equipment and technology," said Koichi Tadano, president and CEO of Tadano Ltd.

Demag has long produced some of the world's finest mobile cranes. Every dedicated Demag stakeholder – customers, distributors, suppliers, etc. – infuses the company with great value. The transition into the Tadano Group will be seamless, and customers can expect that they will be able to carry out business as usual – right from the very start.

"This change serves as an opportunity to combine our strength to better serve your lifting business," added Mr. Koichi. "We will leverage synergies between Tadano Ltd., Tadano Faun GmbH (TFG), and Demag throughout the value chain, including crane design, procurement, production, and sales support, to further benefit you."

Source: Tadano Ltd.

BLADEFENCE RECEIVES FINANCING FOR SCALING UP IN NORTH AMERICA

Bladefence, an independent wind turbine blade specialist and high-level mobile elevated work platform operator, recently announced that it has entered into a €6 million (\$8.8 million) debt financing agreement for the expansion of its North American operations with The Nordic Environment Finance Corporation (NEFCO), an international financial institution established by the Nordic countries, and with the Nordea Bank (Nordea), the largest financial services group in the Nordic region and one of the largest banks in Europe.

"In 2016 we started our pilot operations in Canada and have since seen significant growth in the Canadian market," stated Ville Karkkolainen, CEO of Bladefence North America. "As many of our existing customers operate throughout North America, this expansion is a natural evolution of our previous work. The North American wind energy market is entering a more matured state and we see strong demand for our services in the future."

Midventum, served as a financial advisor to Bladefence with Finnvera providing collateral framework in conjunction with this transaction.

Source: Bladefence North America

SUPERIOR AND CMS CEP COR CREATE PARTNERSHIP FOR CRUSHER PARTS

Superior Industries Inc., a U.S. based manufacturer and global supplier of bulk material processing and handling systems, says it has entered into a strategic partner-

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ship with Europe's largest manufacturer of aftermarket crusher parts. For 40+ years, CMS Cepcor® has manufactured premium crusher spares for more than three dozen active and classic brands throughout Europe. The parts manufacturer recently expanded its global footprint when it launched CMS Cepcor Americas.

From its U.S. headquarters in Pekin, Illinois, CMS Cepcor Americas will stock, sell and service aftermarket parts throughout North and South America. In addition to the greater market, they will work closely with Superior to supply crushing equipment spares to Superior's growing group of crushing dealers and customers.

"We have assembled a talented team of industry veterans who understand what it means to serve customers with high quality products backed by timely support," says Doug Parsons, president of CMS Cepcor Americas. "Personally, my relationship with Superior goes back two decades and our trust and confidence in each other runs deep. We're excited to fill a gap in the market where customers are not being supported to the level they require."

Source: Superior Industries, Inc.

NAVISTAR'S SEVERE SERVICE TEAM ENHANCES DEALER RESOURCES

Providing an added margin of expertise for complex vocational truck sales, Navistar's Severe Service team recently launched an Application Engineering Hotline that provides International® dealers with direct, rapid access to the product experts who designed the vehicles.

"Because of the highly customized and often complex configurations our severe service customers require, our dealers' support for those customers can be enhanced through direct access to Navistar application engineers," said Mark Stasell, vice president, Vocational Truck, Navistar. "The Application Engineering Hotline supports dealers' strong relationships with customers by giving them the ability to get direct, expert advice when they need it."

Rolled out to dealers through visits from the Severe Service team, as well as the dealer network's online portal, the hotline can be reached through a simple phone call from any International dealer. Phone calls are immediately directed to an application engineer who listens to the dealer's request and offers support moving forward.

During an initial pilot phase, the hotline quickly amassed well over 100 calls from dealers. Typical phone calls ranged from general questions on severe service truck configurations to advanced, application-specific questions from customers. Some dealers also reached out simply seeking an update on their orders or special quotations. No matter how big or small the issue, each phone call was received and answered quickly and accurately in order

to provide dealers with full support.

"There are many times in a given day when a dealer sales person needs an update or has a specific customer question that they need to get answered rapidly," said Melissa Gauger, chief product specialist, Severe Service, Navistar. "How quickly and accurately it gets answered could have a big impact on that customer's decision to purchase an International® truck. By having our application engineers available to help

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through this easily accessed, simple-to-use hotline, we're putting our dealers' sales teams in the best possible position to win."

Since the launch of the hotline, dealer feedback and customer results have been continuously measured to determine the speed and success of responses. So far, the results have been extremely encouraging, with steady increases in the number of dealers using the hotline and the number of calls received each day.

Maudlin International Truck and Trailer, based in Orlando, Florida, was one of the first International dealers exposed to the hotline, and has since utilized it for sales growth.

"The Application Engineering Hotline is a game changer for dealer sales productivity," said Steve Jenkins, sales director, Maudlin International Truck and Trailer. "All truck sales are perishable, so getting the right answers back to the customer as

fast as possible helps us win more deals and grow our share."

In fact, this new tool has been so successful that the Severe Service team is looking at expanding the hotline to support Navistar's other products

"Since launching the hotline, we have received such positive feedback that other product teams across the company want to use the same process for their segments," continued Mr. Gauger. "It's great to see that type of receptivity to the hotline, and we're looking forward to continuing to provide this support for our Severe Service products, while helping different product teams across Navistar launch their own."

Source: Navistar International Corporation

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OLDCASTLE APG ACQUIRES ABBOTSFORD CONCRETE PRODUCTS

North America's leading manufacturer of hardscape building products, Oldcastle APG, recently announced the acquisition of Abbotsford Concrete Products, enhancing APG's customer experience by expanding product offerings and manufacturing capabilities in its western Canadian region.

Founded in 1989 by Clifford Leach, Abbotsford has established itself as a leader in the hardscapes industry in Western Canada under the direction of sons Chris and Bob Leach. The company has strong dealer relationships, exceptional product quality, innovative engineering, and a proven operational focus.

In addition to gaining a market-leading hardscapes brand, Oldcastle APG adds 2 top tier production facilities to its geographic footprint in connection with the acquisition. Increased manufacturing capacity strengthens its ability to service Western Canada with a full line of pavers, slabs, and retaining walls.

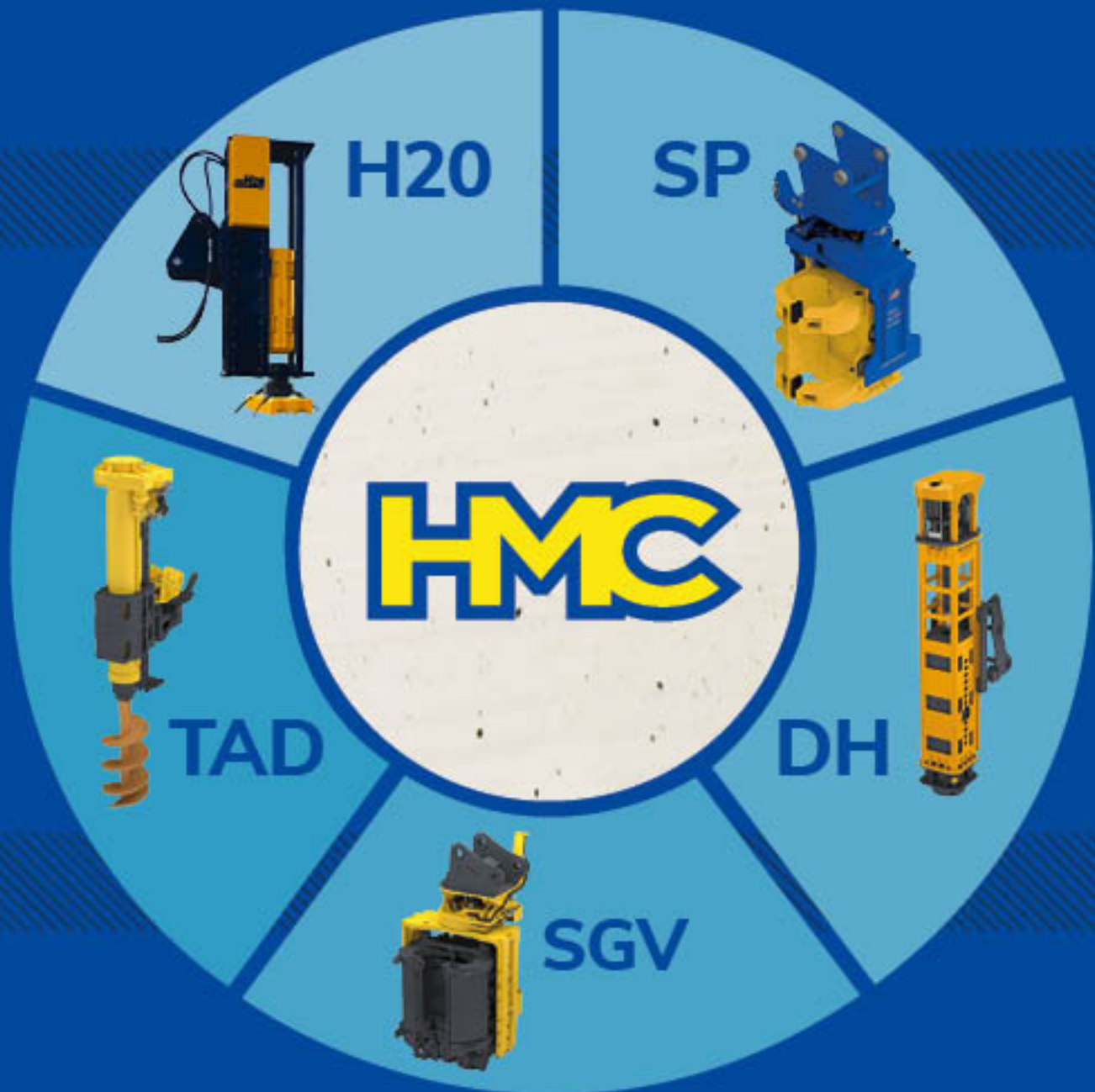
"With a shared dedication to hardscape professionals, Abbotsford is a well-established, quality manufacturer that aligns well with our hardscapes portfolio," said Oldcastle APG president Tim Ortman. "Having Abbotsford join Oldcastle APG will allow us to better serve our customers with broader access to our products and services."

Source: Oldcastle APG

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LAFARGEHOLCIM COMMITS TO FURTHER IMPROVING CARBON-EFFICIENCY OF ITS CEMENTS IN CANADA

LafargeHolcim launches CO₂MENT project in Canada, increasing its efforts to further improve the carbon-efficiency of its cements. The company's objective is to build the world's first full-cycle solution to capture and reuse CO₂ from a cement plant while also reducing greenhouse gas emissions. Lafarge Canada, Inventys and Total team up for this project.

Project CO₂MENT will deploy Inventys' CO₂ Capture System and a selection of LafargeHolcim's carbon utilization technologies at its Richmond, British Columbia, cement plant over the next 4 years. Depending on the pilot's success, the plan is to scale up the project and explore how the facility can be replicated across other LafargeHolcim plants. The project

has 3 phases and is expected to be fully operational by the end of 2020.

The partners will work on purifying the cement flue gas in preparation for CO₂ capture during the first phase. The separation of CO₂ from flue gas using a customized-for-cement version of Inventys' carbon capture technology at pilot scale will be the focus of the second phase. As part of the final phase, the captured CO₂ will be prepared for reuse and support the economical assessment and demonstration of CO₂ conversion technologies onsite, such as CO₂ injected concrete and fly ash.

LafargeHolcim is also further investing into ways to reduce the clinker-to-cement ratio and consume less energy per tonne of cement by using lower carbon fuels and improving the efficiency of its processes. LafargeHolcim recently launched a new and improved lower carbon fuel (LCF) sys-

tem to reduce greenhouse gas emissions associated with the production of cement at its Richmond plant. It will also contribute to reducing landfill waste; specifically, non-recyclable plastics that are creating a backlog for municipalities across Canada.

"LafargeHolcim is committed to reducing CO₂ emissions and we are excited to join forces with Inventys and Total through Project CO₂MENT. We hope to discover ways to capture emissions from our production processes and reuse them in our products, advancing a circular economy even further than today. The recent launch of the new LCF system at our Richmond plant aims to make the facility the most carbon efficient cement plant in Canada. Our investment alongside funding support from the British Columbia Ministry of Environment and Climate Change Strategy has made the system economically viable and demonstrates a long-term commitment to the environment as well as the British Columbia cement market," said René Thibault, Region Head North America.

The \$28 million system is expected to replace up to 50% of fossil fuel use with lower carbon fuels and could result in a 20% reduction of combustion emissions. It also allows Lafarge Canada to divert approximately 100,000 t of waste per year from local landfills, the equivalent of about 8,300 loaded garbage trucks. Canada will be pushing to reduce its carbon footprint even further through expanded lower carbon fuels, growth in supplementary cementitious materials and energy efficiency initiatives.

LafargeHolcim cement is already among the most carbon efficient in the world. The company has reduced its net carbon emissions per tonne of cement by 25% since 1990, making LafargeHolcim the leader of international cement companies, with the highest reduction compared to the 1990 baseline.

Source: LafargeHolcim

Toro Adds to TRX Walk-Behind Trencher Lineup With Two New Models

Toro has enhanced its TRX walk-behind trencher line with 2 new models that are designed for exceptional performance, serviceability, ease of use and operator comfort.

The new TRX-250 and TRX-300 feature Intelli-Trench™ technology, an innovation that optimizes the machine's hydraulic flow for the digging conditions. This system automatically diverts the hydraulic flow from the traction motors, providing more power for the trencher head. As a result, the traction handle can be held in one place without requiring constant adjustment, reducing operator fatigue and optimizing performance. In addition, the Intelli-Trench feature decreases track wear and maintains engine RPM for efficient engine cooling.

The new TRX models also have a new hydraulic design that requires significantly fewer components than previous models. This new design simplifies maintenance, potentially reducing service needs.

Other features include differentiated traction controls that are easy to learn and use. Operators will find the familiar TRX trencher valve handle and boom lift lever, as well as independent traction control for the left track and the right track. The boom lift function has also been enhanced with a new hydraulic valve that allows the boom to move up and down smoothly.

The TRX-250 is equipped with a powerful 24.5 hp Toro® engine and offers a maximum forward speed of 3.9 km/h, while the new TRX-300 has a 26.5 hp Kohler® EFI engine and has a maximum forward speed of 3.7 km/h. A heavy-duty air cleaner is standard on both engines. Both models are 209.6 cm long, 85.9 cm wide and 116.8 cm tall, with a ground clearance of 10.9 cm and a fuel capacity of 18.2 l.

Source: The Toro Company



EMILIANA SERBATOI ADMITTED TO AMERICAN RENTAL ASSOCIATION (ARA)

Emiliana Serbatoi S.r.l., an Italian manufacturer of equipment, devices and

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systems for storage, transport and delivery of petroleum products and liquids, is now an official member of American Rental Association (ARA), the international trade association for owners of equipment & event rental operations and manufacturers and suppliers of rental equipment. In fact the company was recently formally admitted into the institute founded in 1955 in the U.S. that now represents the principal trade association for this industry.

The current ARA membership includes about 11,000 rental operations and more than 1,000 manufacturers and suppliers. The association serves 3 broad categories: construction and industrial, general tool and light construction, and party and special event rental. The members are located in almost 40 countries worldwide. Moreover, the association administers the Global Rental Alliance, a coalition of rental associations located throughout the world.

"We are pleased now to be part of this important association which is certainly the main international circuit of the rental sector," said Giulia Cristofori, sales and marketing director at Emiliana Serbatoi. "We are convinced that our products can get great interest in this commercial field all over the world. With this objective, we hope that joining ARA will allow us to pursue the internationalization target. The company is more and more active in foreign markets, starting from the American one which is, for us, one of the most interesting regions."

Source: Emiliana Serbatoi S.r.l.

VERMEER CORPORATION HONORS CAMSO WITH ITS MAKING A REAL IMPACT SUPPLIER AWARD

Camso is proud to be honored by Vermeer Corporation after receiving its Making a Real Impact supplier award.

This annual award recognizes suppliers who are committed to quality, on-time delivery, customer service and overall performance. Camso and Vermeer have been working together for several years and have developed a great business relationship.

"We are proud and honored to accept Vermeer Corporation's Making a Real Impact supplier award, a recognition of the efforts of our multi-functional team," said Wesley Frye, OEM sales director, Construction, North America at Camso. "This award is the result of dedicated teamwork across

so many elements in our business – from R&D in Magog, Quebec, to manufacturing in Midigama, Sri Lanka, planning and customer service in Charlotte, North Carolina, and delivery and warehousing in Joliet, Illinois. This award demonstrates our global mission at Camso to be a leader in the off-the-road industry."

The program is only intended for Vermeer's top suppliers: Making a Real Impact recipients have been recognized within Vermeer and received a commemorative plaque to display at their facilities.

Source: Camso

A&G THE ROAD CLEANERS BECOMES XBROOM DEALER IN CANADA

Nescon LLC, based in Mesa, Arizona, the manufacturer of the X-Broom mechanical street sweeper, will be joining forces with A&G The Road Cleaners Ltd. in Canada.

A&G is the first dealer in the Canadian market in the fast growing North American dealer network. A&G The Road Cleaners Ltd was founded in 1991 and has its head office in Bolton, Ontario.

"After more than 28 years, A&G customers have come to know us as the largest sweeping contractor in the Toronto area, possibly the province. The X-Broom is the most powerful sweeper out there," said Moshe Tsherna vice president of A&G.

"So, it was natural that we would introduce it. We are excited to offer the X-Broom line of High Dump mechanical sweepers on Freightliner chassis, including a natural gas (CNG) option for our customers' productivity and competitiveness."

A&G is recognized as an authority in the sweeping world for every possible job in road construction, municipal, residential and commercial maintenance, and more.

The X-Broom was designed for heavy-duty high-production sweeping by John Nesbitt. He was dissatisfied by all the sweepers available on the market and decided to build his own unit. It is ideal for sweeping behind milling or chipping operations. The extra large hopper capacity means more time sweeping and less time dumping. The high efficiency hydraulic system and the high-torque engine enable

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the broom to work at idle, minimizing brake riding. The unique lift system can dump faster and higher and leaves the center of the truck open for maintenance. The industrial grade Programmable Logic Controller (PLC) control system fully automates the sweeping process enabling the operator to concentrate on driving and traffic. The broom was designed for easy access to all components for maintenance.

All broom components are powder coated to stand up to harsh environments.

Some other key features include a single 300 hp Cummins engine, a 6-speed Allison automatic transmission, a 2-speed rear axle, air ride suspension and a 5-yard (net) hopper that can be lifted to a height of 3.8 m (12' 6") when dumping.

Source: A&G The Road Cleaners Ltd.

Vestas Orders 9 Wind Blade Transport Systems Developed Jointly with TII

Vestas, the global leader in sustainable energy solutions, has signed a contract for 9 wind blade transport systems from the heavy-duty specialist TII Group. The vehicle system was jointly developed by Vestas and the TII Group and launched at Bauma 2019. The future-proof series solution is tailor-made for the transport of the latest generation of wind blades.

"Together with our partners from TII, we have developed this new transport solution to improve our ability to transport our longest blades over large distances in a flexible and cost-efficient way. This solution is the



result of our constant effort to challenge and rethink our current logistic setup to develop new technologies that help drive the industry forward," said Kim Bredo Rahbek, Head Specialist WTCC Product Critical Functions Engineering at Vestas.

The system consists of a 2-axle jeep dolly with a free-turning device and a 4-axle trailer. The mounting of the wind blade works according to the "Plug and Play" principle. Unlike conventional systems, the TII solution only requires a few tools. With a special lifting device, the wing root is picked up comfortably from the ground. The quick coupling solution consists of a root adapter and a root frame. The free-turning device is preassembled on the latter, and then the frame with root is coupled to the adapter in the twinkling of an eye.

Compared to conventional vehicle types, the new combination has maximum maneuverability and guarantees a high level of safety for the load. The intelligent arrangement of joints in the bearings ensures gentle transport of the sensitive rotor blade. With the help of a simple plug-in connection, a manufacturer-independent friction clamp can be fitted to accommodate the wind blade at the rear end.

The new vehicle combination offers maximum flexibility on bumpy roads or obstacles on the road. The lifting height can be varied up to 2 m at the front and up to 1 m at the rear end of the vehicle.

An economic plus: for return transports, all parts can be shortened to a compact semi-trailer combination with a total length of only 16,5 m and a weight of less than 60 t. This eliminates the need for special permits for return transport.

Vestas Wind Systems A/S, based in Aarhus, Denmark, is the world's largest manufacturer of wind power plants in terms of sales and installed capacity.

Source: TII Group

SOURCEWELL AWARDS HEAVY EQUIPMENT CONTRACT TO VOLVO CE

Volvo CE recently announced a second consecutive Sourcewell contract in their heavy construction equipment category. As one of the top-scoring respondents, Volvo earned the new 4-year contract during a recent competitive solicitation process. Sourcewell awarded Volvo this contract after reviewing RFP responses from 14 manufacturers.

Sourcewell, formerly NJPA, is a leading government agency specializing in cooperative purchasing. Their procurement experts have awarded more than 325 competitively solicited contracts to world-class companies on behalf of their 50,000 public-agency members.

"Moving away from the traditional bid process is a win-win for equipment manufacturers, our dealer networks, and most importantly the tax-paying citizens of our country. Government entities may now make purchasing decisions based on best value. This enables us as a manufacturer/dealer to promote our equipment based on its true merit: quality, technological advancements, safety, residual value and total cost of ownership over its entire lifetime. This gives us the ability to work with our customers based on their specific needs," said Kathy Tedone, government buying contract specialist for Volvo CE.

Through Volvo's Sourcewell contract, government agencies may purchase or lease from its full equipment line-up at its most competitive pricing available. This includes everything from excavators, wheel loaders and articulated haulers to pavers and compactors, as well as specialized equipment such as landfill compactors.

Source: Volvo Construction Equipment North America

THE WORK TRUCK SHOW 2020 MARKS THE 20TH ANNIVERSARY OF NORTH AMERICA'S LARGEST WORK TRUCK EVENT

Innovative technologies, more-efficient vehicles and game-changing upfit solutions have transformed the work truck industry over the past 2 decades. Since 2001, The Work Truck Show has showcased these advancements annually, offering vocational truck fleet operators, manufacturers, dealers and equipment distributors an inside look at the latest trucks, vehicle components and equipment – all in one place.

The Work Truck Show will be held March 3-6 in Indianapolis, Indiana. Registration opens in October.

"We're excited to mark the 20th anniversary of The Work Truck Show and reflect on how this event and the work truck industry have advanced over the past 20 years," said Steve Carey, NTEA president & CEO. "The Show plays an important role in helping our industry discover innovative solutions, overcome challenges and achieve goals. The Show's success is the result of the commercial vehicle community's thirst for continuous education and evolution."

NTEA – The Association for the Work Truck Industry started producing member events just a year after it was formed as Truck Equipment & Body Distributors Association (commonly called Distributors Association or D/A for short) in 1964. What started as an event featuring sales workshops and tabletop displays, grew over the next decade into D/A Convention, the industry's annual meeting for truck equipment distributors, body builders and suppliers.

In 1982, the Association debuted SUPERSHOW, a biennial tradeshow that in its first year covered the Superdome field with 6,250 m² of exhibits, including vocational trucks.

As the pace of industry evolution quickened, NTEA surveyed members about their challenges. In the late 1990s, markets were consolidating, distribution channels were shifting, customer demands were changing and there were rapid developments in information technology and equipment innovation. It was time for a new, more frequent tradeshow.

NTEA introduced its largest event yet, T3 – The Commercial Truck, Trailer & Technology Expo, in 2000. The new show broke long-standing industry barriers by bringing together the entire commercial truck marketplace: manufacturers, distributors, dealers and end-users. T3 2000 filled 31,590 m² with commercial trucks and equipment.

A year later, to better reflect the broad scope of the annual event, NTEA debuted the name The Work Truck Show. Over the last 20 years, The Work Truck Show has continued to expand, and NTEA now calls the entire week – Work Truck Week.

The Work Truck Show is nearly 3 times larger today than it was back in 2001,

thanks to continuous demand from new and returning exhibitors. The number of exhibitors has grown to more than 500 in 2019. Show attendance has nearly doubled since 2001, growing to a record 14,256 at The Work Truck Show 2019.

Source: NTEA – The Association for the Work Truck Industry

APEX ASIA EXHIBITION DOUBLES IN SIZE

The 2nd APEX Asia show in Shanghai will be double the size of the first event in 2017, with the indoor space almost completely booked and the new outdoor area now filling up.

More than 55 brands of access equip-

ment, components and access-related suppliers have confirmed their participation, making this year's APEX Asia the largest gathering of access equipment ever on one site in Asia.

The growth reflects the success of the first show – attended by more than 5,000 visitors – and the continued rise of China's access rental market, which is the fastest growing in the world.

The exhibition will take place in Shanghai, China, October 23-26, 2019, and is again co-located with the CeMAT Asia material handling showcase.

Source: KHL Group

Western Canadian Snow & Ice Management Summit Returns to Calgary, Alberta



Friday, September 13th marks the return of the largest Western Canadian Snow and Ice Management Summit for professional snow service companies.

"The demand to offer both industry education and the ability to see first-hand the latest technologies in snow management was evident by the attendance of last year's Summit, which was our first show," said Steve Wheatcroft, executive director. "This year we are expecting over 500 snow & ice management professionals to attend, and we have already doubled the preregistrations compared to last year at this time."

The all-day event includes networking, an outdoor snow equipment tradeshow, with over 30 of the industry's leading equipment company representatives present, and a line-up of national industry speakers. The focus of this year's education is *Innovation in the Industry* with national speakers Mark Adamson, of Douglas Dynamics, Debora Babin Katz, of TruBrush Corporation and Fairway Lawn Care Corp., and Ian Ashby of Arbutus Landscaping. All 3 speakers are active members of the national Snow & Ice Management Association (SIMA) with Mrs Katz serving on SIMA's board of directors, Mr. Adamson a former member of the board, and Mr. Ashby is a SIMA senior advisor.

"We could not offer this show at such a reduced cost to attendees without the financial support of our sponsors Spectrum Equipment, Glover International Truck, Landscape Management Network, and SIMA," added Mr. Wheatcroft. The cost to attend the all-day event is \$79.95 and includes lunch.

Source: Western Canadian Snow & Ice Management Summit

John Deere 470G LC Excavator Now Features Grade Guidance Technology

Power and precision converge with the new grade guidance technology-equipped John Deere 470G LC Excavators. First introduced for the 210G LC and 350G LC Excavators, John Deere developed this solution in cooperation with Topcon Positioning Group. The integrated grade guidance system provides the operator with the bucket's location in relation to a 2D reference or 3D design surface. This information arms operators with the detail they need for precision excavation projects, such as digging trenches for pipes, shaping ditches or slopes or digging structure foundations.

"Accuracy and productivity are critical to our customers, and the new integrated system provides them with just that," said Jonny Spendlove, excavator product marketing manager, John Deere Construction & Forestry. "With this integrated solution, the system's sensors are protected from damage and the display is conveniently

placed in the cab. Additionally, this technology is fully supported by the customer's John Deere dealer, eliminating downtime and expediting earth-moving operations."

Equipped with a display in the operator station, the grade guidance system provides operators with the elevation and position of the bucket cutting edge with respect to a target plane (2D) or design surface (3D). Support through the JDLink™ telematics system provides information on system utilization and

allows rapid diagnosis of problems.
Source: Deere & Company



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407 ETR Paving the Way with High Contrast Pavement Markings

As Autonomous Vehicles begin hitting the road, the push for innovation will continue to ensure new technologies are implemented safely and effectively. 407 ETR, in partnership with 3M Canada, has started this process by testing the use of 3M's pavement marking tapes optimized for Advanced Driver Assistance Systems (ADAS) on 2.5 km of lanes on Highway 407 ETR. This initiative is part of the 407 ETR Living Labs program of innovation, promoting safety and next generation transportation.



The previous generation of lane markings are on the road eastbound from Highway 427 with some being traditional white and the rest being contrast tape markings. The retro-reflective high contrast tape markings are being tested eastbound, east of the Humber River to Weston Road in lane 2 both sides (second lane from left) – half of the distance has the first generation 18 cm-wide contrast tape and the remainder has the next generation 25 cm-wide contrast tape, the first such installation in Canada. Both are wet reflective contrast tape, the 25 cm having been designed specifically to work better with ADAS and autonomous vehicles. The lane markings performed well during the winter and during the rainy spring period experienced this year.

Lane markings have traditionally helped delineate the lane to help drivers stay in their lane. The new lane marking technology being put onto the road by 407 ETR will now help ensure both humans and machines can make the most of the fast, safe and reliable ride 407 ETR offers all drivers.

The installation, by Total Traffic Services Inc., was done literally overnight and had the highway ready for the morning commute.

Source: 407 ETR Concession Company Limited

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Pettibone Introduces New Jobsite Workhorse with Extendo 1246X Telehandler

Pettibone introduces the Extendo 1246X telehandler, a workhorse machine that delivers an impressive 5,443 kg of load capacity. Built on Pettibone's next generation X-Series platform, this unit is ideal for contractors and rental users working in demanding applications ranging from construction to masonry to oil and gas.

The 1246X is powered by a 117-hp Cummins QSF 3.8 Tier 4 final diesel engine. Mounted on a side pod, the engine offers easy service access while allowing exceptional curbside visibility and ground clearance of 48 cm. A 113.5 l fuel tank provides ample volume for a full day's work at 100% load.

Featuring an advanced boom design, the 1246X offers a maximum lift height of 14.17 m and a maximum forward reach of 9.14 m. Formed boom plates provide the boom structure with greater strength while reducing weight. The design also minimizes boom deflection for better control

and accuracy when placing loads.

Boom overlap is nearly double that of previous models to provide smoother operation and reduce contact forces on wear pads, thereby extending service life. A bottom-mounted external extend cylinder further reduces the load on wear pads

by up to 50%. This cylinder location also provides greatly improved service access to internal boom components. Fastenerless wear pads also simplify service, and heavy-duty extension chains help ensure stable boom functions.

Pettibone's hydraulics deliver excep-



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1993 SMI 7250A, GM / GM 410 hp, very clean **\$105,000**



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

tional controllability and overall operating feel, while enhancing efficiency and cycle speeds. Cylinder cushioning dampens the end of strokes – both extending and retracting – to avoid the wear-and-tear of hard, jarring stops, while also helping prevent the potential spilling of a load. The telehandler also uses a single lift cylinder that improves operator sight lines, and has twin non-tensioned hydraulic lines for tilt and auxiliary plumbing.

Drivetrain and axles have been optimized to provide greater tractive effort with minimal tradeoff on top end speed. A pintle hitch mount adds versatility for towing. Built for use on rough terrain, the unit offers full-time 4-wheel-drive with limited-slip front axle differential. Tight steer angle capability provides an efficient turning radius. The Dana VDT12000 Powershift transmission offers 3 speeds, forward and reverse.

The Extendo operator cab maintains

Pettibone's ergonomic seat, pedal, joystick and steering wheel positions, while optimizing line of sight in all directions. A new analog/LCD gauge cluster comes standard. An optional 7" digital display with integrated back-up camera is also available. The cab also offers enhanced climate control, flat bolt-in glass, split door design, openable rear window, USB accessory plug, lockable storage under the seat, and water-resistant components for easy interior washdown.

All-steel fuel and hydraulic tanks are built to resist damage, and the lockable fuel-fill is in a clean, accessible location. Other features include split-system electrical circuit panels, a 12 V accessory plug in the engine bay, and heavy-duty bright LED lighting. Additional options include axle-mounted outriggers, solid or foam-filled tires, a sling hook for additional load security, and a wide variety of attachments.

Source: Pettibone/Traverse Lift, LLC

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CreepDrive™ Offering Expands!

Poclain Hydraulics is bringing even more value to its customers by strengthening its full systems offering. The company is leveraging its efforts through a strategic restructuring of its organization in order to focus on system solutions. The CreepDrive™ offering, with a new dedicated motor and pumps, all from the High Performance range of products, is a perfect example of the new strategic focus. The expanded CreepDrive™ offering will address the needs of a wider range of applications. It was introduced at INTERMAT Paris in 2018.

The CreepDrive™ system, a true hybrid mechanical-hydraulic transmission, allows vehicles to work at very low constant speeds regardless of the engine speed, providing auxiliary systems with the



power they need to perform work effectively. When the system is disengaged, the vehicle is able to drive at normal on-road speeds with no mechanical transmission efficiency losses.

The complete CreepDrive™ lineup contains 2 different sizes of motors, a range of pumps and a plug & play control kit including the CAN bus communication. The new motor called CDM20 provides up to 2,4 l of displacement with 2 speeds (possibility to switch from full to half displacement). Considering the gear reduction ratio in the rear drive axle differential, the CDM20 can provide an overall torque ranging from 50,000 to 100,000 Nm (36,000 to 72,000 ft lb). Other new features include a reinforced shift cylinder as well as an extremely robust design. This new motor rounds out the existing motor range by offering twice the speed and 3 times as much torque. Despite this significant performance improvement, the motor length has only increased by 50 mm and remains lighter than comparable products to meet



the needs and requirements of outfitters. Integration into a wider range of vehicle applications, including medium commercial vehicles where constant speed and accurate positioning are essential, is now easier. CreepDrive™ removes the added stress on braking and clutching experienced with trucks working at low speeds as well as the additional maintenance required to keep those systems working

properly. Replacing friction braking with hydrostatic braking acting as an integral decelerator reduces the need to feather the brakes. Also, radial technology eliminates the need for an additional reduction stage and offers some of the highest efficiencies on the market. This reduces fuel consumption and noise.

Source: Poclain Hydraulics

SpaceKap Transferable Service Vehicle Solutions are Perfect for the Telecom Industry



Over the last 40 years, a growing number of businesses have been switching to SpaceKap units as service vehicles, due to their low cost, exceptional functionality and unique interior design. These fiberglass units are used by IT specialists, telecom technicians, fiber optic splicing teams and many more, because they can facilitate the integration of specialized equipment onboard.

The SpaceKap concept is not just

another truck cap, it is the best alternative to a service van with a fully transferable workshop. The units are long-lasting and universally transferable to fit all pickup truck makes and models (6 1/2 and 8-foot beds). The solid construction of the units will outlast any pickup truck lifetimes by 15 to 20 years and enable owners to transfer to another truck in about 90 minutes – even with to 900 kg of equipment inside!

When compared to a service van, the

PRINOTH Introduces the PANTHER T7R

The PANTHER T7R is set to redefine the standards for tracked dumper productivity and cost effectiveness. Its design and engineering was guided from the ground up by the company's customers.

PRINOTH's innovative R&D gives the PANTHER T7R a payload capacity on par with the industry, and an overall speed that literally leaves the competition in its tracks.

The PANTHER T7R's fuel autonomy is considerably better and will easily allow contractors to work through a whole day, even a long one, without needing to refuel. Additionally, the vehicle is also under 2.5 m wide, which complies with standard transportation regulations and thus saves companies money and makes transporting the vehicle from one site to another much easier.

Driver comfort and ease-of-control directly impact maneuverability and safety, so like the entire model range, the T7R also includes a combined pedal and steering wheel thus adding a level of intuitive



operation that adds security to everyone in, and out of the vehicle.

PRINOTH understands that its machines are made for people – owners, operators, and those who keep their crawler carriers running over any terrain and in all conditions. This is why the PANTHER T7R includes maintenance-friendly easy-access features such as human height filters and oil gauges.

Another great reason the T7R is going to be in high demand for years to come

is that PRINOTH will continue to lead innovation and excellence in the design and manufacture of tracked vehicles. For the past 3 years, PRINOTH has been participating in an EU-funded project with a consortium of European forestry institutes together with PONSSE, a leading manufacturer of forestry equipment, to develop a low-impact forwarder. PRINOTH was chosen to supply the undercarriage to the ground-breaking OnTrack Forwarder.

Source: PRINOTH Ltd.

SpaceKap concept offers a quick return on investment due to its shelving system – that is transferred to each new truck, helping owners save thousands of dollars in upfitting expenses for future vehicles. The resale value of a used pickup truck is also much higher than that of a service van. On a 10-year period, using a SpaceKap could generate thousands of dollars versus using a traditional service van.

EFFICIENCY AND SAFE STORAGE

By adding the units onto the back of any pickup truck, you create an agile service vehicle that can be driven anywhere. Coupled with the right vehicle, a technician will be able to go off-road and access rugged areas using the 4x4 capabilities of a pickup. The shell and interior shelving are shock-resistant, water and dust-proof, as well as corrosion-free. With customizable interior packages that include a wide range of accessories (aluminum shelves, ladder

racks, compartments, sliding trays, DEL lighting, winch, etc.) all models can meet the organizational requirements of any service team.

Aside from increasing efficiency, the SpaceKap units can also reduce the risk of back injuries, theft and equipment deterioration, by keeping all tools and gear safely stowed inside. With a streamlined body, 40/60 back doors and side access, all models are easy to use. By installing an optional single or dual slide system, you will simply reach for equipment and parts.

SpaceKap is focused on delivering high quality, versatile and sustainable products to meet the secure transportation needs of modern service teams. Since the launch of the brand in 1992, more than 200,000 SpaceKap units have been sold across North America. SpaceKap is the largest manufacturer of commercial fiberglass pickup truck covers in Canada.

Source: SpaceKap

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CC 3800 Crawler Cranes Remove Rotor Blades from Wind Turbine Using Tandem Lifts

On behalf of Enercon, Belgian crane service provider Aertssen Group NV removed the rotor blades from an Enercon E-126 wind turbine at a height of approximately 136 m for maintenance. However, what may sound like a routine job was actually a tricky challenge, and it was only the team's extensive experience and a pair of CC 3800 lattice boom crawler cranes that enabled them to successfully carry out the corresponding lifts.

"Before anything else, we had to decide which crane to use for the job," reports Peter Bertels, Aertssen project manager. After all, there were 2 options available: either a large crane that would be able to take care of the lifts by itself or 2, more compact, cranes that would tackle the lift in tandem. Ultimately, the team decided on using its own CC 3800 cranes, as they were more cost-effective, would be powerful enough when used together, and had the required reliability and precision characteristics for



the lifts. However, it was first necessary to make sure that the ground bearing capacities at the work site in Estinnes would be sufficient for the 2 crawler cranes, as they had originally been calculated back when the wind turbine had first been erected, for the use of a single crane only. Once the green light was given though, nothing else stood in the way of using the 2 units.

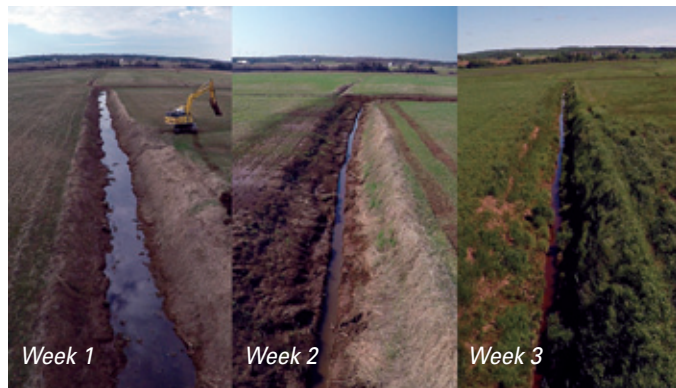
A total of 52 truck runs across a distance

of approximately 130 km were needed in order to get the 2 cranes from the Aertssen Kranen branch in Stabroek to the work site. Once there, a 5-person team set up the cranes within a week.

The 72 t rotor blades not only had to be taken from a height of 136 m and safely lowered to the ground, but they also had to remain perfectly balanced while being lowered. To achieve this, the operator of

Call The Ditch Doctor!

The Ditch Doctor™ excavator attachment is now able to tackle both wet and dry material. The Nova Scotia-based attachment company has adapted its original design to incorporate a scroll case that allows the Ditch Doctor to expand its capabilities.



When compared to the traditional method, The Ditch Doctor™ brings significant environmental, cost and time savings benefits. It is an excellent option for creating the final contour of the inner channel. The new ditch can handle large volumes of water and is equally efficient at gradually draining away surface water.

"The old one worked in wetter conditions, which had limits," said Adam Fisher, the creator of The Ditch Doctor™. "The new one will work in semi-wet to dry conditions. It opens up a whole new industry, which would be municipal roadways and municipal

drainage."

The Ditch Doctor attaches to a 13 – 20 t hydraulic excavator and uses a rotary wheel to grind silt or plant material that is settled in the ditch. As the attachment grinds, it also ejects the material onto either side of the ditch. In turn, the attachment immediately creates a viable ditch.

The Ditch Doctor attachment is also capable of creating a 2-stage ditch and works in up to 1 m of water. Mr. Fisher compared the scroll case to a battery on a drill that is interchangeable with other products.

"It can be replaced to do different jobs. It's a multipurpose attachment now. We have some plans on implementing some other scroll cases to do some different jobs as well."

The first new version of the attachment was sold to a contractor in Ontario to tackle wetland management and municipal



the crane that was closer to the tower first guided a sling, which was hanging from a spreader beam with 4-part reeving, around the tip of the rotor blade. The operator of the other crane then repeated this exact same procedure. When “lassoing” the rotor blades with the slings, the 2 operators



depended on the instructions of Enercon employees who were also on-site for the job.

“The reason is that even though we’d installed cameras on the spreader beams,

our crane operators were operating remotely, and were therefore unable to determine whether the slings were at the right height. It was kind of like lassoing a tiny animal,” explains Mr. Bertels.

One week later after the required maintenance was complete, the rotor blades were reinstalled on the wind turbine.

Aertssen Group NV, which is headquartered in the Belgian municipality of Stabroek, was founded in 1964 as a small business by Marcel Aertssen. Today, the company’s fleet has more than 1,000 vehicles, including trucks, bulldozers, lowbed trailers, dump trucks, and cranes with lifting capacities of 25 to 750 t. In



addition, Aertssen Kranen has all the transport vehicles, SPMTs, semis, and lifting equipment required in order to perform lifting work. Its state-of-the-art equipment and highly qualified team have enabled the company to have successful national and international operations in the areas of construction & infrastructure, crane services, and transportation & logistics.

Source: Terex Corporation

roadways.

Adam Fisher operates his own dredging business in Glenholme, Nova Scotia. About 17 years ago he began designing the Ditch Doctor attachment to help with ditch remediation. Throughout the early 2000s the Ditch Doctor was field-tested through jobs at Mr. Fisher’s business.



Adam Fisher eventually decided to manufacture the attachment and sold the first unit last year. As the attachment shoots the obstructing material onto the ditch embankment, the spoil is self-levelling, eliminating the need to truck the material away to another location. The method also avoids destroying vegetation on the ditch slope, which helps prevent erosion. Ditch-side vegetation generally grows back within 2 to 3 weeks. The attachment requires similar hydraulic power as a flail forestry mower.

Source: The Ditch Doctor

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A fleet of 40 new Unimog U 218 vehicles is in operation keeping the electricity supply in Italy in working order. Delivered last year to Enel, one of Italy's biggest electricity suppliers, the special vehicles with their elevated work platform have proven their worth right from day one. Their task is to make possible urgent repairs and essential maintenance work, even in the toughest of terrain. This involves a rapid response in emergencies such as those where power lines need repairing after snowdrifts or landslides.

The Mercedes-Benz Unimog, with its impressive off-road handling, is destined for highly demanding tasks. Its portal axles ensure high ground clearance and great axle articulation whilst the differential locks allow extreme terrain to be tackled with ease. Furthermore, the Unimog U 218 is particularly agile thanks to its turning circle of 12.6 m, which is similar to that of a passenger car. Short overhangs combined



with favorable approach and departure angles increase maneuverability. Accordingly, the Enel network can rest assured that repair sites can be reached both rapidly and reliably.

On-site as well as en route, the Unimog relieves the strain on the driver thanks, among other things, to its modern cab which provides an unhindered view of the road and terrain through the panoramic windshield.

The Unimog U 218 is part of the professional implement carrier model series and is equipped with a 177 hp 4-cylinder diesel engine. Mounted to the chassis, the Oil & Steel Scorpion 15 E work platform is controlled using the powerful yet sensitive hydraulics of the Unimog. The telescopic arm can extend to a maximum working height of 15.9 m and has a lateral reach of 10.3 m. The basket can support a load of up to 200 kg.

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In addition to the 40 new Unimog U 218 models, a further 8 Mercedes-Benz Atego 1024 4x4 vehicles equipped with a mounted crane were also delivered. The all-wheel-drive trucks deliver 238 hp and have strengthened axles and shock absorbers.

Before accepting this delivery, Enel already relied on vehicles from Mercedes-



Benz. Its fleet includes 70 Unimog U 20 and 2 Unimog U 500 vehicles, not to mention 220 trucks from the Atego model series and 150 Sprinter vans.

Source: Daimler

Vermeer D23x30DR S3 Navigator® HDD

The new Vermeer D23x30DR S3 Navigator® horizontal directional drill (HDD) integrates dual rod technology into a compact machine design to efficiently maneuver through rock in congested cities, busy neighborhoods or tight jobsites. Featuring a class-leading narrow footprint and a weight of 7,484 kg, it is the lightest rock drill on the market and is well suited for fiber, electrical, gas and water installation in hard rock, as well as other challenging ground conditions.



The Vermeer Firestick® drill rod dual system onboard the D23x30DR S3 gives operators a 7% downhole steerability. The unit's threaded outer rod has a rotational torque of 3,000 ft lb_f (4,067.5 Nm), while its hex inner rod delivers up to 800 ft lb_f (1,084.6 Nm). The D23x30DR S3 is powered by a Deutz TCD3.6L4 diesel engine and a thrust/pullback of 24,000 lb_f (106.8 kN).

Source: Vermeer Corporation



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Trench Cutter Technology Reaches 228 m

On June 17, 2019, BAUER Maschinen GmbH together with joint-venture partner Nuna Logistics Limited, part of the Nuna Group of companies – the largest Inuit-owned heavy civil construction, earthworks and mine construction contractor in Canada, successfully completed the first 228 m cutter bulk sample on FalCon project



in Saskatchewan. This depth has never been reached by a trench cutter in any commercial application worldwide before and proves that Bauer cutter technology cannot only be used in specialist founda-

tion engineering, but is also suitable for the exploration and mining industry.

The FalCon Project of Rio Tinto Exploration Canada Inc. and Star Diamond Corporation is located 65 km from Prince Albert. The area, known as Fort à la Corne, hosts one of the most extensive kimberlite fields in the world. Due to the low grade of the kimberlites, Rio Tinto decided to use Bauer trench cutter technology to provide large-volume, high quality kimberlite samples for the final evaluation of the project in regards to diamond content and recovered diamond quality.

A BAUER BC 50 cutter on a BAUER MC 128 duty-cycle crane is used for bulk sampling to a maximum depth of 250 m. In addition to the cutter and the base carrier, BAUER Maschinen GmbH supplied a BE 550 desanding plant and other accessories from its BAUER MAT Slurry Handling Systems branch. The equipment was delivered to the site on time and tested in September 2018. After a long winter




break, operation started end of May 2019. The kimberlite is washed and bagged into bulk bags for further evaluation in multiple steps by the experts of Rio Tinto. The Star kimberlite on the FalCon project is covered

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CZM Introduces EK160USM to Fleet

by approximately 120 m of overburden which poses a significant additional challenge to the project.

Bauer together with its partner, Nuna Logistics Limited, has now achieved a milestone and successfully completed the first cutter bulk sample to a depth of 228 m.

"Groundbreaking, in more ways than one, this is a significant milestone in using proven technology for a very different application. For us it means that we will be able to make important exploration decisions on what has been, one of the most challenging diamond evaluation projects in the industry. We look forward to continuing working with Bauer to embed this technology and other new innovations in our program," said Gary Hodgkinson, project director at FalCon.

Under the present contract Bauer will execute several more bulk samples in 2019 on the FalCon project with the option to be extended into 2020.

Source: BAUER Maschinen GmbH

CZM Foundation Equipment recently introduced an Ultra Short Mast option to their popular EK160.

This is the only machine of its class in the market that allows contractors to drill under 6 m overhead obstructions, up to a depth of 16.7 m and a diameter of 3 m. This makes it the ideal machine for drilling under transmission lines. With a torque of 226,900 Nm (167,350 ft-lb), it can drill through very hard soil layers and rock.

The EK160USM is mounted on a Caterpillar 330F L, with extendable crawlers for 360° stability. With an operation weight of 46,950 kg and a transport weight of 37,650 kg it is a very transport-friendly piece of equipment. The machine is equipped with a self-erecting counterweight for easy set up and break down.

Training and service support are provided by CZM and equipment is available for rental, direct sale, or rental/purchase options.

Source: CZM Foundation Equipment



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Cropac Equipment Adds Several New Terex® Tower Cranes

Cropac Equipment with locations throughout Atlantic and Eastern Canada continues to see a growing demand for tower cranes in its territory and recently invested in several new Terex® tower cranes.

Cropac business development manager, James Graham, said their company added a significant number of tower cranes to its inventory in the last 12 months, and expects to add many more in the future.

"Our latest order of Terex tower cranes helps ensure that we always have the right crane for our customers when they need it. We do everything we can to be the best partner to their businesses," said Mr. Graham.

The new Terex SK 415-20 hammerhead tower cranes that Cropac is adding have a maximum capacity of 20 t and a jib tip capacity of 2.5 t. The SK 415-20 has a maximum hoisting speed of 110 m/min and higher drum capacity of 520 m.

Cropac's new flat top towers range from

6 t to 20 t in capacity, and feature an ergonomic cab to help crane operators work efficiently. Also, the CTL 260-18 luffing jib tower crane is well suited for working in urban environments, and capable of lifting up to 18 t.

Founded in 1977, Cropac is a leader in crane sales and support in North America and worldwide. Headquartered in Oakville, Ontario, the company's knowledgeable and experienced staff, and devotion to

customer service are what make this family business an international leader in the crane industry.

Source: Terex Corporation



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JCB Apprentices Win at SkillsUSA Championships

Anthony Smith and Victor De La Cruz won first place in the mechatronics division at the recent SkillsUSA national championships. The 2 apprentices were tested in practical skills in pneumatic technology, electrical systems, mechanical systems and general automation techniques. They now have the opportunity to compete in the WorldSkills championships to be held in Shanghai in the fall of 2021.

"The entire JCB team is extremely proud of Anthony and Victor. This achievement is a true representation of their hard work and dedication," said Tonya Poole, vice president of Human Resources at JCB North America. "Since joining the JCB Manufacturing Skills Apprenticeship Program, Anthony and Victor have rotated through several JCB departments gathering hands-on skills, along with receiving classroom education at Savannah Technical College. Their gold medal illustrates how successfully both programs, coupled with their efforts, prepared them

to compete with the best of the best in the national championship."

Messrs. Smith and De La Cruz chose to compete in the mechatronics division because both students are majoring in industrial maintenance systems technology at Savannah Technical Institute and have long-term goals of pursuing a bachelor's degree in mechanical engineering. Anthony Smith is apprenticing in JCB's production control division and Victor De La Cruz is currently apprenticing in the government and defense engineering division at JCB.

SkillsUSA is a national membership association serving high school, college and middle school students who are preparing for careers in trade, technical and skilled service occupations. More than 340,000



students and advisors join SkillsUSA each year, organized into more than 19,000 local chapters and 52 state and territorial associations. More than 600 business, industry and labor organizations actively support SkillsUSA at the national level; many more work directly with state associations and local chapters.

Source: JCB North America

JCB EcoMax Industrial Diesel Engines EPA Tier 4 final Compliant



EcoMax engines from 74 to 173 hp comply with EPA Tier 4 final standards with simplified exhaust aftertreatment system: without diesel oxidation catalyst (DOC) and without particulate filters (DPF) – so without the inconveniences and downtimes caused by regeneration.



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Silverado 1500 Duramax Delivers 7.2 l/100 km Highway

The 2020 Chevrolet Silverado 1500 equipped with the 3.0L Duramax turbodiesel engine delivers an estimated 7.2 l/100 km highway and 10.2 l/100 km city in 2-wheel-drive models. Estimated fuel efficiency for 4-wheel drive models is 8.0 l/100 km highway and 10.4 l/100 km city.

With an SAE-certified 277 hp and 460 ft lb of torque, the Silverado 3.0L Duramax with 4-wheel drive is also capable of towing up to 4,218 kg and a max payload of 848 kg.

This is the first diesel offered in Chevrolet's light-duty trucks since 1997, and the brand's first-ever I6 configuration for full-size, light-duty trucks. As such,



engineers had a clean sheet to leverage the efficiency and balance of an inline-six-cylinder architecture.

The I6 engine provides an inherently balanced configuration. It features an aluminum block with iron cylinder liners, a forged steel crankshaft and connecting rods, and 4 valves per cylinder.

The 3.0L Duramax is exclusively paired

with a Hydra-Matic 10L80 10-speed automatic transmission, featuring smaller gear steps and an overall larger ratio spread to enable peak efficiency.

The first customer deliveries of the 2020 Silverado 1500 with the available 3.0L Duramax turbodiesel are expected to begin in the fall.

Source: Chevrolet

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VMAC Releases UNDERHOOD™ 70 Air Compressor For 2019 RAM Diesel Trucks

VMAC has released its popular UNDERHOOD™ 70 Air Compressor for 2019 RAM trucks with Cummins diesel engine. This rotary screw air compressor is designed specifically to be installed in the engine compartment of the RAM truck. The UNDERHOOD™ 70 Air Compressor can produce up to 70 CFM of continuous air flow at 100 psi (1,982 l/min @ 6.9 bar). It can achieve a maximum pressure of 175 psi (12 bar).

"As our customers upgrade their service trucks to the latest model years, VMAC is committed to ensuring we have UNDERHOOD™ Air Compressors available to meet their needs," says Barry Fitzgerald, VMAC's engineering manager. "This latest release of UNDERHOOD™ 70 for RAM joins our comprehensive 2019 line of UNDERHOOD™ air compressors for trucks and vans, which includes applications for Ford, GM, Chevrolet, and Mercedes-Benz with models ranging from 40 CFM to up to 140 CFM (1,130 to 3,960 l/min)."

The UNDERHOOD™ 70 air compressor is

favorable in the industry for being lightweight and compact. It frees up to 0.7 m³ on the truck deck, and saves up to 118 kg, compared to a gas drive reciprocating air compressor with 113.5 l air receiver tank. These space and weight savings allow customers to carry more tools and equipment or take advantage of better fuel economy.

UNDERHOOD™ air compressors also perform well in extreme climates, including arctic and desert environments. With the air compressor installed in the engine compartment of the truck, it is protected from the elements, ensuring it starts in



freezing temperatures every time.

The UNDERHOOD™ 70 is designed for RAM 6.7 l Cummins Diesel trucks. The application for 6.4 l HEMI V8 gas engine is slated to be released soon.

Source: VMAC

2019 Mazda CX-5 Signature Adds Skyactiv-D Engine Option

Mazda Canada recently announced pricing for the 2019 CX-5 Signature Skyactiv-D, available in one trim only for \$45,950.

The CX-5 Signature Skyactiv-D signals Mazda's intentions to aim this vehicle towards the current crop of premium diesel SUVs that are on sale today.

"Mazda takes every challenge head on, and bringing this diesel engine to Canadian diesel lovers has certainly been a journey; one that's now culminated in the form of the CX-5 Skyactiv-D, said David Klan, president and CEO, Mazda Canada. "Our journey towards Mazda Premium means offering our customers the premium choices they expect, and the 2019 CX-5 offers cutting edge powertrain options, including a fuel-efficient gasoline engine with cylinder deactivation, a powerful turbo gasoline engine, and now the smooth and refined power delivery of a quiet and clean diesel engine."

A sequential twin turbocharger realizes smooth and linear response from low to



high engine speeds. The Skyactiv-D 2.2 engine delivers 168 hp at 4,000 rpm and 290 lb ft of torque at 2,000 rpm.

The 2019 CX-5 Signature comes with leather seats and genuine wood trim. It includes a complimentary scheduled

maintenance for 2 years or 32,000 km.

Source: Mazda Canada Inc.

Terex to Demo Products & Technology with Practical Benefits for Users and Owners

Terex Utilities will feature industry-leading technologies and equipment during the International Construction & Utility Equipment Expo (ICUEE) in Louisville, Kentucky, next month.

"ICUEE presents a unique opportunity for Terex to engage with customers through live equipment demonstrations," said Joe Caywood, director of marketing. "Likewise, it gives industry stakeholders a chance to identify the product solutions that are important for their success."

Terex Utilities will present concept equipment designs in order to collect customer feedback.

New products include a family of articulated and telescopic transmission aerial devices. The Transmission TL Series includes 3 models, offering a wider range of chassis options for working heights up to 34 m. The company will demonstrate the Transmission TL Series, as well as other digger derricks and aerial devices that deliver economical cost of ownership and high productivity.

In addition, Terex Utilities is celebrating the 75th Anniversary of its digger derrick product line, representing the company's heritage of innovation. On display will be Tel-E-Lect digger derrick Model T15, mounted

on a 1956 Dodge Power Wagon. Established in 1945, Tel-E-lect digger derricks helped to mechanize the jobsite making it easier, safer, and more productive to build powerlines.

"We have a legacy of being the first to deliver solutions that changed the industry – going all the way back to the first mechanical digger derrick," said Mr. Caywood. "We have continued to innovate and improve the products for 75 years to



support the important job of keeping our electrical infrastructure up and running." All of the company's product demonstrations at ICUEE 2019 feature similar industry leading technologies.

Source: Terex Corporation

Appointments

Derek Scholten, president of **Colvoy Equipment** is pleased to announce the arrival of a new member to his team.

André Boutin brings with him a wealth of experience and knowledge acquired over a career of several years in the industry, mainly with Trackless Vehicles Ltd. and Joe Johnson Equipment Inc.

Mr. Boutin will be responsible for sales support for southern Ontario.

The Colvoy family and its manufacturing partners are proud to expand in order to better serve its current and future customers.

Source: Colvoy Equipment



sales with both independent and National Rental companies.

The Eastern U.S. Region will be managed by **Jamie Winkler**. In addition to his leadership responsibilities in dealer sales for the Eastern U.S., Mr. Winkler will take on key account management and association work throughout North America.

Source: Bomag Americas, Inc.

Manitex International, Inc. recently announced the appointment of **Steve Filipov** as CEO and director of Manitex International, and **David Langevin** as executive chairman. The changes are effective September 1, 2019.

Mr. Filipov comes to Manitex with an exceptional track record and well-documented results within the industrial equipment industry as a senior management executive at Terex Corporation.

He began his career at Terex in 1993, and since then has held numerous senior management and executive roles, most recently as president of Terex Cranes, from 2016 until the sale of Demag Mobile Cranes at the end of July, 2019.

Mr. Langevin will remain with the company as executive chairman, and as such, will continue to be involved on a full-time basis with the business, specifically in the company's strategic planning efforts, corporate finance, and key relationships with the company's strategic and investment partners.

Source: Manitex International, Inc.

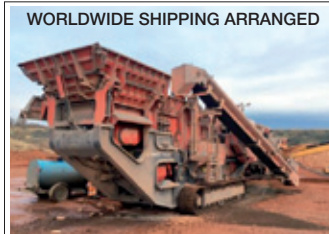


BOMAG Americas, Inc. is pleased to announce and welcome **Matt Nelson** as director of Dealer Sales, West Region and Canada. In his new position, he will be responsible for the overall sales leadership, support and development of BOMAG's distribution and field sales team in the Western U.S. and the all of Canada.

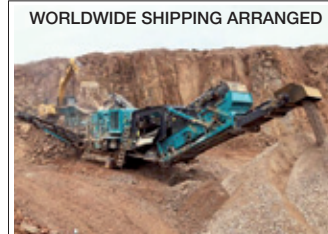
Matt Nelson brings 20+ years of capital and road construction equipment sales, distributor and sales management experience to BOMAG. Most recently he worked with Epiroc, developing and leading a sales organization focused on the product support business for dealers in the mining market segment. During his career in the construction equipment segment he was responsible for sales and dealer development, representing the Atlas Copco Road Construction product lines. Prior to that, he worked in the rental equipment industry for Wacker Corporation successfully growing



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Agenda

MATEXPO 2019

September 11 - 15, 2019
Courtray, Belgium

APOM Technical day

September 12, 2019
Saint-Raymond-de-Portneuf, QC Canada

ICUEE - International Construction and Utility Equipment Exposition

October 1 - 3, 2019
Louisville, KY USA

CONEXPO Latin America 2019

October 2 - 5, 2019
Santiago, Chile

inter airport Europe 2019

October 8 - 11, 2019
Munich, Germany



waste&recycling expo Canada

October 9 - 10, 2019
Toronto, ON Canada

APEX Asia co-located with CeMAT ASIA

October 23 - 26, 2019
Shanghai, China

64th Canadian Technical Asphalt Association conference

November 24 - 27, 2019
Montreal, QC Canada

INFRA 2019

December 2 - 4, 2019
Montreal, QC Canada



Landscape Ontario's Congress

January 7 - 9, 2020
Toronto, ON Canada

The ARA Show

February 9 - 12, 2020
Orlando, FL USA

bautech 2020

February 18 - 21, 2020
Berlin, Germany

The Work Truck Show

March 3 - 6, 2020
Indianapolis, IN USA

CONEXPO-CON/AGG 2020

March 10 - 14, 2020
Las Vegas, NV USA

SMOPYC

April 1 - 4, 2020
Zaragoza, Spain

Hannover Messe

April 20 - 24, 2020
Hannover, Germany

Expo Grands Travaux

May 1 - 2, 2020
Saint-Hyacinthe, QC Canada

CIM 2020 Convention

May 3 - 6, 2020
Vancouver, BC Canada

5th International Rental Exhibition (IRE) / APEX access show

June 9 - 11, 2020
Maastricht, the Netherlands

steinexpo

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



MINExpo 2020

September 28 - 30, 2020
Las Vegas, NV USA

bauma CHINA

November 24 - 27, 2020
Shanghai, China

inter airport south east asia

February 24 - 26, 2021
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