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Here we are with Autumn pending, Summer ending and school faltering towards its customary timetable for reopening. Has the rhythm of life resumed its familiar beat?

A confused and delayed start to the construction season has taken a backseat to focus on getting jobs done before the inevitable return of Winter. Most of the social interaction precautions have made little difference to job sites where PPE and technologically induced social distancing – i.e., climate-controlled cabins, radios and mobile phones, etc. – were already well integrated into most operations.

So, what does this mean to the future, particularly the economic future? The weakness of a service economy should be clear. Resources and manufacturing have remained all but unchanged during lockdown and have felt the considerable pressure resting on their shoulders. Most service sector jobs have required financial support from government at all levels and will feel even more pressure when the tally comes due.

By partnering with offshore manufacturers and using a concept where the benefits of domestic input supplement imported affordability, some companies are pioneering Canada’s pragmatic way forward. This isn’t a new idea it is how the Big 3 automakers came here. The difference is the control is domestic not foreign. It is the promise of affordable Canadian products for you the end-user.

Rather than grousing about masks or queueing, we need to focus on what this teaches us about our nation and its vulnerability. After all, you have worn ear defenders, a hard hat and a dust mask for years, but living in penury isn’t an experience we should desire.
DONALDSON COMPANY RECEIVES ANNUAL BLUETECH AWARD

Donaldson Company, Inc. has received the 2019 Bluetech Award from the Bluetech Clean Air Alliance (BCAA), a nonprofit professional organization focusing on the development of clean air technologies and industries in China.

“We are proud to receive the Bluetech Award, which recognizes our technological capabilities and reflects our efforts to deliver on Donaldson’s purpose – Advancing Filtration for a Cleaner World,” said WeeSiong Kang, Donaldson Industrial Air Filtration Product Director, Asia Pacific.

“Improving air quality is an increasingly important priority in China, and I am confident that our portfolio of advanced filtration solutions, combined with our strong brand recognition and knowledgeable sales, service and support teams, put us in an excellent position to meet the evolving needs of our customers in this strategically important market.”

Donaldson received the award based on its innovative solution for dust collection and emissions filtration. According to the BCAA, recipients are determined using the Bluetech Technology Assessment Methodology, which evaluates the technological, environmental, and economic performance of the technologies being considered. The BCAA established the Bluetech Awards “to bring leading international clean air technologies to the front and center of the fight against China’s air pollution.”

Source: Donaldson Company, Inc.

CONTINENTAL TIRES BUNDLES SUSTAINABILITY ACTIVITIES IN NEW DEPARTMENT

For many years now, Continental’s Tire business area has demonstrated an ongoing commitment to the area of sustainability and has now bundled all activities and projects in a newly created department under the leadership of Claus Petschick as part of its “Vision 2030” strategy program.

As head of Sustainability, he is responsible since April 1, 2020 for the strategic direction and worldwide steering of all sustainability projects, and in this role reports directly to Christian Kötz, head of the Tire business area and member of the executive board of Continental AG.

Claus Petschick has worked at Continental for over 30 years, initially holding various positions in R&D and product development for the original equipment (OE) business before assuming the management of the tire plant in Hanover-Stöcken in 2007. Most recently he was responsible for global quality assurance within the tire sector as vice president Quality Management for over 10 years.

Sustainable and responsible management has been an integral part of Continental’s corporate strategy and development. The focus of the sustainability strategy is on the 4 strategic topics of climate change mitigation, clean mobility, circular economies, and sustainable supply chains. In order to make the tires of the future even more energy-efficient and environmentally friendly in terms of production, use and recyclability, Continental is systematically investing in the research and development of new technologies, alternative materials, and environmentally compatible production processes.

This includes, for example, the extension
of product service life through retreading. Back in 2013, Continental already built the globally unique ContiLifeCycle plant in Hanover, Germany, for this purpose. Here, specially designed machine fleets with integrated retreading systems set new standards in the field of tire recycling.

A further central concern for Continental is to cease importing natural rubber exclusively from the tropics, but to produce it as close as possible to the tire plants in order to prevent the ongoing deforestation and reduce the CO2 emissions generated through long transport routes. In the future, the multiple award-winning, long-term Taraxagum project from Continental and the Fraunhofer Institute for Molecular Biology and Applied Ecology (IME) will supply natural rubber from dandelion plants, which can be used for producing motorcycle, car and commercial vehicle tires. The Urban Taraxagum bicycle tire is Continental’s first series-produced tire manufactured using natural rubber from the dandelion plant.

Continental is committed to sustainability in the natural rubber supply chain and is striving to provide the greatest possible transparency and to establishing a traceable and sustainable supply chain via an electronic system. Continental is also a founding member of the Global Platform for Sustainable Natural Rubber (GPSNR), an association of the major players in the natural rubber sector from business and civil society, who are working jointly to improve global sustainability in the natural rubber sector.

Source: Continental Tire the Americas

KOMATSU JOINS SEVERAL OF ITS MINING PRODUCT LINES THROUGH REBRAND

Signifying the ongoing evolution and rapid transformation of its growing mining product offerings, Komatsu recently announced plans to rebrand its underground hard rock equipment, surface wheel loaders and new line of blasthole drills to reflect the company’s united focus on growth in these areas.

The company will retain its iconic P&H and Joy brands for the products longest associated with those names: P&H for its electric rope shovels, hybrid shovels, draglines and 320XPC blasthole drill; Joy for longwall systems, and room and pillar equipment.

“Rebranding as Komatsu all surface wheel loaders, new blasthole drills and all underground hard rock equipment, expands the Komatsu brand in mining, while retaining the legacies of its other respected brands,” said Jeffrey Dawes, president and CEO of Komatsu Mining.

The first rebranded product, the Komatsu ZT44 track drill, made its debut at CONEXPO-CON/AGG 2020 in Las Vegas last March.

“Building on the growth of our mining portfolio, we’re excited to unite more products under the Komatsu brand, while respecting the history and value of the P&H and Joy brands,” added Mr. Dawes. “As we approach Komatsu’s 100th anniversary, it’s a great moment to expand the brand in mining and celebrate the growth of these product lines.”

Source: Komatsu
GENCOR TO ACQUIRE BLAW-KNOX PAVER BUSINESS FROM VOLVO CE

Gencor Industries, Inc. has announced that it has signed an agreement to acquire the Blaw-Knox paver business and associated assets from Volvo CE. The Blaw-Knox business, name, and associated assets will transfer to Gencor, including the manufacturing production line currently located at Shippensburg, Pennsylvania.

The deal, which is expected to be finalized in Gencor’s first quarter of fiscal 2021, will allow Gencor to manufacture and develop Volvo CE’s current North American paver product line under the Blaw-Knox brand. Gencor is expected to continue marketing and servicing the Blaw-Knox paver line through selected Volvo CE dealers. Terms of the transaction have not been disclosed.

The Blaw-Knox brand dates back over a century, when in 1917 Blaw Collapsible Steel Centering Company merged with the Knox Pressed and Welded Steel Company. The firm made its first road paving equipment in 1929 and the brand has since gone on to build an enviable reputation in the paving segment in North America.

“Gencor is a strong partner to take on the Blaw-Knox paver range, as it has extensive expertise in the asphalt industry and a good reputation for quality and customer success,” commented Melker Jernberg, president of Volvo CE. “We see this agreement as being a win-win for us and Gencor. It maintains a valuable product offer to Volvo CE customers, as well as securing dealer distribution and servicing of Blaw-Knox branded paver products in North America.”

“With our already strong position in the asphalt industry, this acquisition will afford Gencor access to the venerable brand of Blaw-Knox, and provide an entry into the hot mix paver segment. We are committed to the long-term growth and development of the Blaw-Knox brand,” commented Marc G. Elliott, president of Gencor.

Source: Gencor Industries, Inc.

AUTOCAR RELEASES ADVANCED SAFETY FEATURES FOR IMMEDIATE PRODUCTION

Autocar has always been on the cutting edge of technology and innovation and this includes its dedication to providing the safest route vehicle available on the market. Autocar is committed to producing a tool that not only protects the drivers, but also enables them to do the rough work this industry requires with safety, comfort, and efficiency.

With this in mind, the company recently announced that the Autocar ACX severe-duty cabover vehicles will be even safer with the addition of 6 new advanced safety features:

- Electronic stability control system (ESC) that actively intervenes when the vehicle is understeering or oversteering in order to maintain vehicle stability;
- Rollover stability control system (RSC) that actively intervenes when the vehicle is at risk of a driver-induced, rollover event;
- Advanced emergency braking system (AEBS) that detects impending collision and actively engages emergency brakes;
- Forward collision warning (FCW) that visibly and audibly warns the driver of
The Total Piling Solution: HMC’s comprehensive range of piling and foundation equipment includes excavator mounted sidegrip® vibratory driver/extractors, piling hammers and piling drills. Hercules Machinery offers not just piling equipment but a most efficient, fast, flexible, accurate and safe solution.
impending collision;
- Stationary lane departure warning (SLDW) that includes a steady light on the A-pillar with an audible warning;
- Blind spot detection (BSD) that includes a flashing light on the A-pillar to warn the driver of a vehicle in his blind spot.

These new advanced safety features are being added to a truck that already has best in class visibility, best ingress and egress for refuse, and features that all contribute to make a route vehicle that is second-to-none when it comes to protecting your drivers, your customers, your community, and your company.

Source: Autocar, LLC

ALL TOWER CRANE ADDS 3 TO FLEET

ALL Tower Crane, a division of the ALL Family of Companies, has added 3 new tower cranes, each strategically chosen to align with emerging customer demand. Included in the purchase is a Liebherr 125 K fast-erecting tower crane with industry-leading jib length, hook height, and capacity. Also included are a Manitowoc Potain MR 418 luffing jib tower crane and a Manitowoc Potain Igo T 85 A, a self-erecting tower crane.

The Liebherr 125 K offers an additional 4.8 m of jib and 6.0 m of hook height over what was previously the company’s largest self-erector. The unit also features Liebherr’s Load Plus function that allows the crane to increase load capacity by up to 20% by reducing line speed.

The Potain MR 418 is a versatile, high-speed luffing jib tower crane that is in high demand in the high-rise construction industry, particularly those involving concrete. One of the fastest electric cranes available, the 418 can operate in either 1-part or 2-part reeving; either increasing the crane’s capacity or increasing its hoisting speed. The MR 418 delivers a hoist line speed of up to 253 m/min, saving time and money over the course of a project.

The Potain Igo T 85 A is a new unit that builds upon ALL’s fleet of Potain self-erectors, which are extremely popular in the residential, mixed-use, and panelized construction sectors. It is ideal for smaller construction sites or when setting up in tight workspaces.

ALL Tower Crane, headquartered in Ohio, provides tower cranes and engineering support to ALL’s network of branches across North America. These 3 new acquisitions, like all cranes in the tower fleet, will see action throughout the regions served by the ALL Family of Companies.

Source: The ALL Family of Companies

A 10th 1000 EC-H 40 HIGH-TOP CRANE FOR THE GRAND PARIS EXPRESS PROJECT

Since May 2018, there have been 10 1000 EC-H 40 High-Top tower cranes delivered on the construction sites of the Grand Paris Express. The 1000 EC-H 40 is the largest Liebherr tower crane model operating in France.

“The deployment of these cranes is interesting. Whereas the tower crane market in France generally demands lifting capacities of between 12 and 16 t, machines with lifting capacities of over 25 t are needed for the Grand Paris Express project. These large cranes are being used to place precast tunnel lining segments at great speed,” says Christophe Zimmermann, Managing Director of Liebherr Grues à Tour France.

The Grand Paris Express project includes the construction of 4 new railway lines as well as the extension of line 14 to the north and south. As 90% of these lines run underground, most of the tunnels are being excavated with tunnel boring machines (TBM). A total of around 20 TBMs are being used along the route.

These machines work at a depth of 15 to 55 m, and a speed of 10 to 15 m/day. The TBMs perform several functions, namely drilling, removing excavated material, and laying the reinforced concrete rings which will form the arched ceiling of the railway tunnel. These elements generally weigh between 7 and 8 t and are assembled to form a ring, which normally consists of 7 parts. The lining segments are delivered on site by truck. They are then unloaded and stored with the help of a 1000 EC-H, which is equipped with a 4-t segment grab, and then lowered into the tunnel structure in batches of 2 or 3. Once there, the precast concrete elements are set down onto material handling wagons and transported to the tunnel boring machine, which then assembles them.

Source: Liebherr-Werk Biberach GmbH
IMPROVEMENTS AT MOOSE JAW MUNICIPAL AIRPORT

The federal government and the Government of Saskatchewan recognize the different ways that the COVID-19 pandemic has affected communities across the province. Both governments are making strategic investments in infrastructure to meet the specific needs of Saskatchewan communities to help strengthen local economies.

Recently, Maryam Monsef, Minister for Women and Gender Equality and Rural Economic Development; Lori Carr, Saskatchewan Minister of Government Relations; and Fraser Tolmie, Mayor of the City of Moose Jaw, announced funding for important improvements to the Moose Jaw Municipal Airport which will benefit the local economy and increase safety.

The rehabilitation and expansion of the existing runway and taxiway will help accommodate larger planes, including business class, turbo props, and light jets. The construction of a new apron space will increase the parking area and allow for heavier aircrafts to be parked. A new hangar access road will reduce the use of taxiways by vehicle traffic.

Improvements also include the installation of additional runway, taxiway and approach lights.

“The Moose Jaw Municipal Airport Authority team is very excited to see this runway expansion and rehabilitation of the airside facilities project begin to come to fruition. When construction is finished, these upgrades will improve safety and benefit current airport users in the health and agricultural sectors, along with potential new business that rely on general aviation. This will improve access to critical health care services and help support economic development in our community, thanks to improved transportation infrastructure. We are grateful for both the confidence demonstrated, and the financial support provided,” said Greg Simpson, Chair of the Moose Jaw Municipal Airport Authority.

Source: Infrastructure Canada

MCNEILUS MIXER MANUFACTURING GROWS INTO STATE-OF-THE-ART FACILITY AT LONDON MACHINERY

McNeilus Truck and Manufacturing, Inc., an Oshkosh Corporation company recently announced that it would transition the manufacturing of their concrete mixers to 2 locations: London Machinery’s facility in London, Ontario, and parent Oshkosh Corporation’s facility in Oshkosh, Wisconsin.

“Adding McNeilus® mixers into these other world-class mixer manufacturing facilities provides upgraded economies-of-scale and tailored flexibility for our mixer business. While this provides the growth capacity needed, the simplified platform allows our ability to expand the resources for the customers we serve in North American & global markets. We will continue to invest in superior customer experiences, customer support and product innovations.” said Bob Monchamp, vice president and general manager of Concrete Mixers for McNeilus and London.

London Machinery has been manufacturing concrete mixers for over 115 years. The company joined Oshkosh Corporation in 2005. Their facility, completed in 2009, is purpose-built to produce mixers, and they are known for quality products and meeting customer delivery requirements. The custom space encompasses just over 13,500 m² – making it the largest mixer dedicated manufacturing facility in the industry. They have an established supply chain with current and new McNeilus partners that can support the increased capacity at the highest quality. Over the past 3 years the facility produced several hundred McNeilus mixers for the U.S. market.

The Minnesota campus has been home to McNeilus mixer production for the past 50 years. The campus has increased in size over those years including adding the production of refuse collection vehicles 29 years ago. The transition of mixer manufacturing expands capacity for both McNeilus concrete mixers and refuse collection vehicles driving quality, delivery and growth.

The McNeilus Dodge Center Headquarters will continue to be home to the Mixer Research & Development Center for concrete placement products as our engineering teams continue to lead the industry with their customer-driven innovations.

Source: McNeilus Truck and Manufacturing, Inc.

Westquip Manufactures Custom Water Pumps for Customer!

The Calgary branch of Westquip Diesel Sales, Ltd. headquartered in Alberta, was asked by a customer to manufacture custom water pumps and they met the request in spades! The Westquip pumps feature Hatz 3H50 TIC diesel engines that are known for their lightweight, compactness, reliability and fuel efficiency. The engines develop 56 hp at 2,800 rpm and 136 lb ft at 2,000 rpm and operate on 500-hour service intervals. The pumps also feature Cornell 4STX self-priming pumps that provide a minimum flow rate of 150 GPM (568 l/min) and maximum of 900 GPM (3,400 l/min). The discharge and suction size are both 4” (102 mm).

Westquip is Western Canada’s leading industrial diesel engine and power distributor that has been providing solutions to industry and OEM manufacturers to the region for over 38 years. Besides pumps, Westquip manufacturers and distributes engines, generators, light towers and industrial support equipment. Its headquarters is located in Acheson, Alberta (near Edmonton) and its 2 branches are in Calgary, Alberta and Surrey, British Columbia. In addition to sales and manufacturing, Westquip provides parts, service, warranty repair, overhauls and technical service to its customers.

Source: Westquip Diesel Sales, Ltd.
Runway Renewal in Times of Pandemic

In February 2020, the ARGE Runway 07R/25L Rehabilitation consortium, consisting of the companies PORR Oevermann Verkehrswegebau and G-S Straßenbau, was awarded the contract for the renewal of the southern runway of Frankfurt am Main, the 4th largest airport in Europe. BPO asphalt was used for the planning and optimisation of the demanding logistics and for the construction documentation.

The contract for the rehabilitation of the southern runway (07R/25L) covered an area of 192,000 m² and a quantity of approximately 60,000 t of asphalt to be laid. Every 6 to 7 years, the runways have to be rehauled to meet the safety requirements of the European Aviation Safety Agency (EASA) and the International Civil Aviation Organization (ICAO). The highly-stressed touchdown zones of Runway South were given a new binder and surface course. In the course of this repair measure, the asphalt surface course of the runway shoulders of the 60 m wide runway was also renewed. The demanding project was originally limited to a few days and nights in April and May. The planned construction work was rescheduled because of the COVID-19 pandemic. After air traffic at Frankfurt Airport almost came to a complete standstill, it was agreed with the client that the work would be carried out in 3 weeks of day shifts in April.

Right from the start, the company has relied on digital process support called BPO. This already begins in the planning or construction preparation phase of the project. The software system enabled the holistic planning of the slope rehabilitation.

From the start, the relevant paving parameters were determined and formed the basis for the construction work and could be transmitted in digital form to all parties involved before the start of construction.

In the execution phase, the mixing foreman, paving team and the carriers were linked digitally and in real time via the app. This made it easier to coordinate mixing and paving performance on the job site and subsequently led to a reduction in downtimes.

"With Volz Consulting as a strong partner, even special challenges in logistics can be mapped by software," said Luca Dreger, Senior site manager, PORR Oevermann.

In the first week of the project, 55,000 t of asphalt were milled, loaded and deposited in an interim storage facility within the airport grounds, for later use as recycled material. Eight milling machines and 30 trucks were used for this purpose.

In the second week, 27,500 t of asphalt were placed as binder course. The challenge was to ensure a continuous flow of mix of up to 1,000 t/h at the paving site. Four mixing plants were ordered within a radius of 50 km from the jobsite to ensure this supply.

The safety regulations of the airport represented a special challenge for the team. The client distinguished between 2 differently sensitive areas: the operating area, into which vehicles were allowed to enter during the construction site without extensive safety checks; and the safety area, the so-called apron, into which a vehicle may not enter at any time without a comprehensive safety check.

The necessary safety checks represented a bottleneck which would not have been compatible with the ambitious construction schedule. The client therefore resorted to the following creative concept in coordination with the responsible safety authorities. In order to avoid the permanent safety checks of all trucks, 20 vehicles were thoroughly checked in advance and positioned in the safety area. These 20 trucks were to receive their freight from outside and thus ensure the supply of the construction site in the area of the runway without leaving the safety area. For this purpose, a separate overloading station was planned in order to hand over the safety-relevant freight. For this purpose, separate ramps were built up to the perimeter fence separating the 2 areas. A feeder was positioned on each of the ramps, through which the material was transferred from outside to inside.

From a practical construction point of view, this solution turned out to be optimal. As BPO was initially unable to comfortably map the double mix transfer over the safety fence in its standard version, Volz Consulting GmbH designed the special functions into the system in a very short time, before the work started.

Once again, it has been proven that with Volz Consulting GmbH as a strong partner, special challenges in logistics can be handled in an uncomplicated way.

The asphalt surface course was laid during the week of April 20. In order to meet the highest quality standards for air traffic areas, 4 pavers and the associated feeders were used for seamless paving. Compaction of the asphalt mix was carried out by 22 rollers. Some 25,000 t of surface course material were placed.

Source: Volz Consulting GmbH
PTFE Thrust Bearing Conversion Improves Operations at Hydropower Station

Michell Bearings has completed a Polytetrafluoroethylene (PTFE) conversion of white metal thrust pads at a hydroelectric power plant in Tennessee.

Constructed in the mid-1930s, the Norris Dam was the first major project for the Tennessee Valley Authority (TVA). Its purpose was to bring economic development to the region and control the flooding that had long plagued the Valley.

TVA worked with Michell Bearings after experiencing numerous thrust bearing failures over the life of 1 of the 2 generator units. The failures of the original white metal bearings resulted in excessive downtime and associated loss of revenue.

Michell Bearings was awarded a design contract to investigate the potential problems with the original design, which had been subject to various attempts over the years to improve reliability. The engineers created a 3D model of the thrust bearing support structure and performed a finite element analysis to determine any issues affecting the bearings’ performance.

Michell Bearings’ in-house performance prediction software was used to evaluate the performance of the existing white metal pads.

The bearings’ thrust pads were replaced using a PTFE lined alternative as a result of the study. The PTFE material provides a greater safety factor when compared with the white metal solution. PTFE is more durable and has a well-established and proven track record within the hydro power sector. The study concluded that the material will also increase the life of the bearing and provide greater reliability.

“Although the original contract was awarded as a study, we were pleased to hear that our advice was taken on board and led to the supply of the PTFE thrust pads for the Norris unit,” said Steve Dixon, CEO at Michell Bearings.

Previously engineering director at Michell Bearings, Mr. Dixon took on the role of CEO in May 2020.

“We have been researching the advantages of PTFE for over 20 years and so we were confident that the material would solve TVA’s problem,” he added.

Michell Bearings and TVA are working on an additional two projects at the Cherokee and Douglas hydropower plants. Michell Bearings will be presenting a paper on the findings of this project at the Hydrovision exhibition in June 2021.

Source: Michell Bearings

Stertil-Koni Debuts Heavy Duty Shop Equipment Line

Heavy-duty vehicle lift leader Stertil-Koni recently announced liftoff for its expanded line of Shop Equipment – in this case several key systems engineered specifically for the aviation sector.

Two of the initial products in the expanded Stertil-Koni line of heavy duty Shop Equipment work in conjunction with one another to assist technicians in performing brake and tire repair as well as landing gear maintenance and servicing.

The products are an hydraulic wheel dolly for aircraft wheels and tires with a capacity of 500 kg, and air/hydraulic commercial aircraft jacks for main landing and nose gear with capacities of 64,860 kg and 24,950 kg respectively.

“We are a well-established company that is exclusively focused on heavy duty lifting systems. What’s more, Stertil-Koni has a recognized track record supporting the Ground Service Equipment industry and these new offerings are in direct response to customer needs. We look forward to more fully supporting the overall aviation sector with our high capacity, efficient, safe and ergonomic offerings,” noted Stertil-Koni president, Dr. Jean DellAmore.

Source: Stertil-Koni
Recovered raw materials have to be transported from the quarry to the factory or port, often over uneven ground and across populated areas. Companies often choose trucks for transportation. As an alternative, system suppliers including BEUMER Group offer open troughed belt conveyors or closed Pipe Conveyors. These solutions are more environmentally friendly and can be considerably more economical. Deciding if the investment is worthwhile depends on several factors. A feasibility study and a cost comparison can help with the decision.

Trucks are often used to transport limestone, coal ores and other raw materials as efficiently as possible to the factory and from there to the port, sometimes over distances spanning several kilometers. Most of the time, the vehicles drive on public roads, which are not always well-paved. And as the route can go through hilly areas and nature reserves, across rivers and instable grounds, the trip often includes detours which costs time and money. If it goes through populated areas, it can be particularly taxing for local residents. The more raw materials are transported, the more trips are necessary. These factors motivate companies to take a closer look at the alternatives. BEUMER Group offers open troughed belt conveyors and closed Pipe Conveyors for these scenarios. But will the investment pay off?

“That depends on the particular application,” says Richard Munson, who has been with BEUMER Group in Kansas City, Missouri, since 2010 where he manages the development and sales of conveying systems for the energy, cement and mining industries and port terminals. “Companies should carry out a profitability evaluation beforehand.”

AN ECONOMIC EVALUATION PAYS OFF

There are different methods to run an economic evaluation, including the net present value method, which is a type of profitability calculation.

“Simply put, it means that all future income is discounted to time zero and compared, including the initial investment,” explains Mr. Munson. “This method uses a calculation interest rate that reflects the best available alternative investment. The user receives a capital value, also called net present value or NPV. If this value is positive, it means that the company will make a profit with the investment.”

Another option is cashflow analysis. It estimates the surplus that remains when deducting expenses from earnings,” explains Richard Munson. “Based on the annual difference of the total operational costs between conveying and trucking, the user calculates if investing in a conveying system will pay off. Different variables are required to exactly evaluate both transport options, for example the transport costs per ton, the material volume that needs to be moved within a set period of time, and also the specific investment cost and tax depreciation plan. A comparison of conveying and trucking in a time diagram results in the break-even point.

COST COMPARISON

Depending on the topography, length and power consumption, costs for conventional conveying systems average between €1,000 and €3,000 ($1,500 and $4,700) per meter. More costs are added for the construction, supply and the mechanical and electrical installation. Complex construction work is also often necessary. This makes the initial investment in a conveying system fairly high.

“The operational costs however are considerably lower than with the use of trucks,” reports Mr. Munson. “The costs for the vehicles also include the labor input, vehicle depreciation, maintenance, repair,
fuel and street maintenance for example. And oftentimes there are additional, more difficult to identify charges.”

To operate a conventional conveying system, the typical costs for transporting material amounts to and €0.20/t ($0.30/t), with trucks the costs are roughly and €3.00/t ($4.70/t). “The biggest variable for the vehicles is the number of trips per hour,” says Richard Munson. In case of short and direct routes, this ranks better than for long routes, where detours are necessary to get to the destination.” Troughed belt conveyors and closed-pipe conveyors lead directly to the destination. They can also be adapted to the specific surroundings. An essential feature of the technology is that it enables horizontal and vertical curves. Angles of inclination of up to 15° are possible, depending on the characteristics of the material to be transported and the topography, with lengths greater than 12 km. Due to their ability to navigate curves, considerably fewer and in some cases no transfer towers are required. This results in substantial cost savings for the customer and the system continuously transports the material even over challenging ascending and descending sections, rivers or street crossings.

Using BEUMER calculation programs, the experts precisely calculate the static and dynamic tractive forces of the belt during the system development phase. This is the prerequisite for the safe dimensioning of the curves.

For trucks, more cost factors must be taken into account that are not as easy to estimate as the number of routes: control measures against dust and rain drainage, for example. These variables are eliminated completely in case of closed-pipe conveyors.

“If circa 1,000,000 t of bulk material are moved per year, then the gross differential value between trucks and a conveyor, using the above mentioned costs of the material that needs to be conveyed, is at €2.8 million ($4.4 million),” says Mr. Munson. “The conveying system pays for itself after only a few years.”

ECOLOGICAL AND ECONOMICAL

The electric drives and low-energy belts have a positive effect on the operational costs of the belt conveying systems. They are also better for the environment compared to the trucks. Therefore, especially in these times of climate change and increasing greenhouse gas emissions they are considered a more sustainable option. The motors used for these systems are usually adjustable which permits the loads to be optimally distributed on the drive units under various operating conditions. If the belt conveying system conveys downhill, the system works in regenerative operation. The generated electric energy is fed to the mains by a regenerative feedback unit. This way the owners can further reduce the operational costs of the entire system.

“Depending on the project, belt conveying systems require up to 90% less primary energy than comparable truck transports,” says Richard Munson, referring to a concrete project implemented for the Chinese cement manufacturer Sichuan Yadong Cement. “Trucks operated with diesel fuel required a specific primary energy of 11.4 kwh/t of transported material at their site. The belt conveying system which was built later on required on the contrary only 1.44 kwh/t. If, as in this case, 7.5 million t of raw material are transported annually, the user can save a total of 74 million kwh/y with the belt conveyor. This corresponds to an energy consumption of more than 20,000 single-family houses. Solely by saving diesel fuel, the operational costs of the company are reduced by more than €5.5 million ($8.6 million) per year.

SO DOES THE INVESTMENT IN A BELT CONVEYING SYSTEM PAY OFF?

“More often than people realise,” explains Mr. Munson. “In the end, the operator needs to consider the total costs per tonne over time when evaluating both transport options.”

The fact is: The operational costs for a belt conveyor are considerably lower than for a truck. The decisive factor is how much material is transported during the project term, then it can pay for itself quickly. Not to mention the BEUMER conveying systems are more environmentally friendly from the beginning.
NORD Geared Motors for Gravel Pits & Quarries

The NorStone AG gravel works in Tau in South West Norway has changed over to robust geared motors from NORD Drivesystems. The result: lower investment costs, increased operating reliability, better process reliability as well as reduced energy consumption due to improved efficiency.

NorStone is Norway’s largest producer of crushed stone and gravel products. As in many gravel pits, quarries and similar operations, the conveyor belts in the Tau gravel works are powered by universal joint shafts and belt drives. Then, HeidelbergCement AG decided to change over to robust geared motors from NORD. Successfully. The direct drives have made a significant contribution to the improvement in reliability of 4.5% within 3 years. The NORD geared motors not only brought increased reliability and a reduction in the time and costs required for maintenance, but also the investment costs for the purchase of new gear units were comparatively lower.

“With the conversion from universal shaft joints and belt drives to direct geared motor drives from NORD Drivesystems, we, first of all, avoid the considerable wear on the belts. As well as this, water and dust cannot enter the drives The decision for the solution with compact and robust geared motor units brought clear advantages and has proved to be a wise choice,” commented Per Thu, production manager at the NorStone works.

Source: NORD Drivesystems

Pulse Vibration Analysis Service Ensures Uptime and Efficiency

Haver & Boecker Niagara recently launched its Pulse Vibration Analysis Service. The new program uses the revolutionary Pulse vibration analysis technology to evaluate vibrating screen performance and provide recommendations to increase uptime and efficiency. The service will help customers achieve production targets, minimize unscheduled downtime and demonstrate sustainable improvements through online asset management in partnership with Haver & Boecker Niagara’s vibrating screen service expertise.

“We aim to partner with maintenance managers, reliability engineers and plant managers to thoroughly analyze their screening processes, helping them meet production goals and overcome challenges,” said Wilm Schulz, Haver & Boecker Niagara’s parts and service manager. “Our Pulse Vibration Analysis Service offers more than just technology. We want to help our customers by serving as an extension of their maintenance teams, bringing the knowledge of an OEM to help support their operation.”

Pulse technology detects irregularities that could translate into diminished performance, decreased efficiency, increased operating costs and imminent breakdown. This gives producers advanced notice so that their operation can plan preventative maintenance programs to avoid premature wear, downtime and additional expense.

The service program includes a complete vibrating screen inspection by a Haver & Boecker Niagara certified service technician. Following the inspection, customers receive a Pulse Diagnostic Report, which provides an analysis of their vibrating screen and detailed recommendations to prevent downtime. All Pulse Diagnostic Reports are stored in an online asset management system, giving customers access to a complete record of their vibrating screens’ service and performance histories. This information allows customers to maximize uptime and productivity, and as a result, increase profitability.

Pulse technology serves as a critical part of PROcheck, Haver & Boecker Niagara’s comprehensive service process dedicated to keeping customers’ operations running at peak performance. PROcheck applies Haver & Boecker Niagara’s expertise in diagnostics, processing equipment, engineered screen media, original parts, rebuilds and upgrades, services, plants and process engineering to inspect customers’ screening processes in order to recommend best practices for processing proficiency. An evaluation can be completed quickly, and, if necessary, even while equipment is operating.

Source: Haver & Boecker Niagara
More Utilization Through Adaptation

There will be a much greater need for flexibility in the future, both for transport service providers working on behalf of other companies and for operators with their own fleets of vehicles, in order to be able to cope with a wide range of different transportation assignments by road.

Flexibility will be needed among transport companies in order to secure more utilization for their trucks, especially in times of economic fluctuations. Solutions that enable trucks to be used for various transportation assignments are an economically effective concept. A heavy truck with an interchangeable body becomes a universal load carrier.

Be it a supported swap body, DIN 30722 container or a 20’ shipping container velsycon’s COMBILIFT can also hold 2 pocket silos, for example, picking them up and setting them down vertically like DIN silos using the CL-2T adapter frame. Interchangeable silos are also an alternative to permanently installed upright silos, in particular when production resources need to be provided within a time limit.

This is facilitated by a tipping and placing angle of over 90°. In contrast to permanently installed equipment, this adapter frame is only carried when required and therefore does not reduce the payload available for other transportation assignments.

The hook arm on the COMBILIFT can be moved hydraulically within its frame. As a result, it offers a unique flat container mount, offering a decisive advantage over standard roll-off tippers, in multistory parking structures.

Source: velsycon GmbH
New Allen RP235 and RP245 Polishing Riding Trowels

Allen Engineering Corporation recently announced the debut of the all-new RP235 and RP245 Polishing Riders.

Designed with the high volume concrete polisher in mind, the RP235 and RP245 riding trowels come ready to achieve high rotor speeds and maintain high torque while polishing, and they also come equipped with retractable dolly jacks that ensure transportation indoors can be done with ease, as well as allowing for quick change of polishing pads. These designs are also built on the company’s popular edging riding trowel frame to allow contractors to get extremely close to the wall while polishing.

Both are powered by a 25 hp Kohler PCH740 propane engine and their 40 lb (18 kg) propane tank allow longer operating hours.

Source: Allen Engineering Corporation

The World’s First Battery-Powered Roller Screed

Curb Roller Manufacturing offers the Batt Screed 6000, the industry’s first battery-powered roller screed. The lightweight, versatile roller screed operates with no cords, hoses or fumes, offering unparalleled mobility, precision and efficiency to contractors of all sizes.

The Batt Screed gets its power from a removable and rechargeable 60-V lithium-ion DeWalt FLEXVOLT battery. Contractors may be familiar with this line of batteries and their versatile use in smaller or heavy-duty cordless tools like hammer drills or cutoff saws. One fully charged battery is estimated to screed off 166-230 m², depending on the slump and pipe length. By eliminating an auxiliary power source, the Batt Screed 6000 is ideal for indoor operation or use in tight spaces.

Source: Curb Roller Manufacturing
The new 262H EPIC Series two-man hole digger from General Equipment Company offers a lightweight, long-lasting design that is well suited for both homeowners and contractors in a wide variety of industrial and construction related digging projects. Like other hole diggers in the EPIC Series, the 262H product design raises the bar for performance, ease of use and safety.

The ergonomic operator handles maximize control, strength and balance, while dampening vibrations and reducing kickback. The Auger-LOK™ system, allows easy removing of stuck augers. It uses a spring-loaded actuator to lock the auger in place so that operators can simply twist the auger out of the hole.

Powered by a Honda GCV160 4-stroke engine, the 262H is capable of digging holes up to 305 mm in diameter. The quiet, smooth-running engine offers a maximum digging torque of 134 lb ft (182 Nm).

Source: General Equipment Company

Gradall Industries has introduced 2 new Discovery Series hydraulic excavator models – D172 and D174 – that are bigger, more muscular and more productive than the previous D152 and D154 models. They benefit from a 36% increase in horsepower as well as greater torque to increase travel speed, hill-climbing capability and overall productivity.

Both models were developed in collaboration with Freightliner. The Discovery D172 has 2-wheel-drive while the D174 is a 4-wheel-drive machine. Both feature a versatile telescoping, full-tilting boom, able to rotate attachments 220°. The low-profile boom design also allows Discovery Series models to work productively under bridges and in tunnels where minieexcavators and tractor loader backhoes cannot operate. Their 300 hp Cummins 6.7 l engines enable them to travel to jobsites at highway speeds.

Source: Gradall Industries, Inc.
Hilti Unveils Wearable Exoskeleton

Hilti North America recently announced a new innovation that is more connected to its customers than any tool of its time, the EXO-O1 wearable exoskeleton. Hilti’s new human augmentation device will help contractors, tradesmen and management alike tackle health and safety as well as labor shortage challenges. Wearable systems like exoskeletons will help reduce strain and fatigue for both experienced and novice users, at a time when the industry is managing a workforce shortage challenge.

To create the EXO-O1, Hilti Group partnered with Ottobock, the global leader in prosthetics, orthotics and exoskeletons that help people increase and retain their physical independence. Hilti is currently in real-world jobsite testing and will be bringing the exoskeleton to the market later this year.

The EXO-01 is Hilti’s first foray into exoskeletons for the construction industry. There will be more human augmentation developments to come from the brand. The exoskeleton development is initially focused on overhead and shoulder height and above applications because this type of motion is so physically intensive and fatiguing.

Source: Hilti North America
Kamp C Is the First to Print a Complete House in One Piece

Provinciaal Centrum Duurzaam Bouwen & Wonen Kamp C (the Provincial Center for Sustainability and Innovation in Construction) based in the Westerlo province in Belgium, printed a house using the largest 3D concrete printer in Europe. The building was printed in one piece with a fixed printer. This is a world first.

You can find the model home on the premises of Kamp C. The 2-story house is 8 m tall and has a floor area of 90 m², the average size of a terraced house in this region.

“What makes this house so unique, is that we printed it with a fixed 3D concrete printer,” says Emiel Ascione, project manager at Kamp C. “Other houses that were printed around the world only have one floor. In many cases, the components were printed in a factory and were assembled on-site. We, however, printed the entire building envelope in one piece on-site.”

The house was printed as part of the European C3PO with financing from ERDF (European Regional Development Fund). With this feat, the project partners hope to raise interest in the building industry about the use of 3D concrete printing as a building technique.

As the construction industry is facing unprecedented challenges – reducing consumption of materials and energy, CO₂ emissions and the waste stream – the demand for high-quality and affordable housing is on the rise.

At Kamp C, they believe that new technologies, such as 3D concrete printing, can help provide a response. That is why they created this unique location on our site, where construction companies can experiment with 3D printing, together with research and education institutions.

THREE TIMES STURDIER

The printed house is 3 times sturdier than a house built with concrete blocks.

“The material’s compressive strength is 3 times greater than that of the conventional quick build brick,” explained Marijke Aerts, project manager at Kamp C. “This first house is a test. The researchers will now check whether solidity is retained over time.”

Besides the fibers in the concrete, the amount of wire-mesh reinforcement used is extremely limited. As a result of the printing technology used, formwork was redundant, saving an estimated 60% on material, time, and budget. In the future, an entire house could be printed in just under 2 days. If you add it all up, it took just 3 weeks to print the model house at Kamp C.

The model home was designed to showcase the technology and the potential of 3D printing.

“We printed an overhang, it has heavily curved walls, different types of walls... We also incorporated solutions to the traditional thermal bridge, eliminating cold bridges altogether,” said Mr. Ascione. “We developed a low-energy house, with all the mod cons, including floor and ceiling heating, special façade solar panels and a heat pump, and we will also be adding a green roof.”

“When we started to build it, we had no idea which use the building would have. Our aim was to print the floor area, height, and shape of an average contemporary home, in the form of a model home with multipurpose options. This is a principle of circular building. The building can be used as a house, a meeting space, an office, or an exhibition space. People can visit the house from September after making an appointment,” added Piet Wielemans, who is an architect at Kamp C.

The house is part of the European C3PO project, which aims to accelerate the transition to this innovative technology. Partners, from the business community and the scientific community, have joined forces for the project. They are Beneens, ETIB/CONCRETE HOUSE, Groep Van Roey, Thomas More, Trias architecten, Ghent University and Vicré. Saint-Gobain Weber is also contributing to the project.

Source: Provinciaal Centrum Duurzaam Bouwen & Wonen Kamp C
Lamtrac has been manufacturing equipment under its own, and many other well-known brand names in the commercial land clearing market for over 20 years. This has made the company an authority on the development of prime movers designed for the rigorous demands of fulltime operation of front-mounted mulching head attachments.

Witnessing an exponential growth of vegetation management contractors using underfeatured, compact track loaders (CTL) commonly used in construction as prime movers for their businesses, the company from Tracadie-Sheila in New Brunswick added a new model to their line in 2018. The LTR 6140T was released as a CTL style attachment carrier, but featuring safety and production features that dwarfed the other machines in the category.

In continuing the growth and performance of their current product offerings, Lamtrac announced the launch of the new LTR 6170T version of the machine in August 2020. It retains the popular single boom design with side-entry cab, closed loop hydraulic system with dedicated attachment pump (44 GPM @ 6,000 PSI), and easy access to all machine components. In addition, this next generation Lamtrac features a Tier 3 Cummins QSB 4.5L generating 165 hp, high torque gearboxes, and superior-duty cooling capacity capable of withstanding temps of over 50°C ambient temperature in full-duty cycle.

Other new standard features include a rear bumper assembly housing a 6,800 kg winch, air ride seat with fully-adjustable joysticks and armrests, along with a new generation digital color information screen. “The true value added to the Lamtrac LTR 6140T/6170T series lies in their true versatility,” stated Phil Allain, director of sales and marketing at Lamtrac. “Many potential users realize the revenue opportunities coming from the growing commercial land clearing sector, but when you combine that with the ability to use the most common CTL attachments such as buckets, snowblowers, or street sweepers – in a compact package that can easily be transported with a pickup truck – it quickly becomes an easy decision of a strategic investment in their businesses and careers.”

Source: Lamtrac Global, Inc.
Donaldson Company, Inc. is now offering its Filter Minder® wireless monitoring system for air filters on heavy-duty engines. Following 18 months of successful field testing, the company announced, last March at CONEXPO-CON/AGG, that it is now offering installation and support of this innovative connected technology to optimize fleet maintenance practices in off-road equipment and on-road truck fleets.

Filtration efficiency is lost when filters are changed too soon and can result in unplanned downtime and additional cost when filters are changed too late. To address this issue, Filter Minder wireless sensors and receivers send filter performance data to the cloud and predictive analytics are used to inform users when filters are approaching the end of their optimal life. System components can be installed on equipment in minutes, without hardwiring or an additional cellular device.

“The Filter Minder wireless monitoring system has been tested in real-world conditions on a wide range of diesel engine air filters,” said Nate Zambon, director of Filter Minder at Donaldson. “Maintenance managers can now make informed air filtration maintenance decisions about when to conduct maintenance and maximize the life of a filter, instead of changing filters based upon time or distance intervals.”

In a major expansion of Filter Minder’s monitoring capability across equipment platforms, Donaldson is now field-testing its easy-to-install wireless fuel and hydraulic filter restriction monitoring, as well as engine oil condition monitoring. It will be the first time wireless IoT technology is tested across major air and fluid filtration applications on heavy-duty equipment, with the benefit of optimizing fluid and filtration maintenance, driving down total cost of ownership and increasing equipment uptime.

“We invite fleet managers to participate in these important tests of fuel, hydraulic and lubrication monitoring,” said Mr. Zambon. “With these game-changing applications, we are building Filter Minder into a comprehensive suite of off-road and on-road filtration monitoring that integrates into the existing telematics and fleet management infrastructure.”

Data from the Filter Minder wireless monitoring system is accessible to users via the MyGeotab Dashboard.

Source: Donaldson Company
Plan for Overhead Motorway Powerlines for Trucks Revealed in the UK

A plan to install overhead charging cables for electric trucks on the slow lanes of the UK’s motorways has been published recently.

The plan, which is expected to cost around £19.3 billion ($34 billion), is part of Her Majesty’s Government’s aim to achieve zero carbon emissions by 2050. If approved, a pilot project could be rolled out along 60 km of the M180 highway in South Yorkshire.

The site has been earmarked because of its high levels of heavy truck traffic from Immingham port and its proximity to several national distribution logistics companies.

It follows a study published by the Centre for Sustainable Road Freight (available online), calling for radical action to cut freight emissions.

Under the proposal, trucks using electric drivetrains could use the inside lanes of motorways, taking power via pantographs from overhead cables similar to the method used on railways or tramways – a technology that has already been tried in Europe (on the A1 Autobahn, close to Lübeck, in northern Germany) and North America (between the ports of Los Angeles and Long Beach, in California).

The electricity would supply the truck’s electric motor and recharge an onboard electric battery that would harness enough power to take the vehicles to their destinations beyond the electrified roads.

A comprehensive network of “e-highways” could significantly reduce CO2 emissions from road freight, according to the white paper.

The report, titled Decarbonising the UK’s Long-Haul Road Freight at Minimum Economic Cost stated that overhead catenaries and compatible trucks are the most energy-efficient and cost-effective solution to fully decarbonise the UK’s road freight network.

The infrastructure investment can also be partly shared with other investments such as motorway service station charging of cars, the 5G network and the intelligent transport system infrastructure needed to support connected and autonomous vehicles of the future, it suggested.

Investments in the pantograph EVs would pay back the vehicle operators in 18 months (through lower energy costs) and the electrification infrastructure could pay back its investors in 15 years (through electricity sales), making the infrastructure investment a unique opportunity for private finance.

The improved energy efficiency of the freight system will also create sufficient headroom in the economics for substantial government revenues through an electricity excise tax, road user charge or some other form of tax, said the report.

Source: Centre for Sustainable Road Freight
Mack® MD Series Trucks Begin to Roll Off Line at RVO in Preparation for Full Production

Mack Trucks recently began initial production of its all-new Mack® MD Series of medium-duty trucks at its Roanoke Valley Operations (RVO) facility in the Roanoke Valley, Virginia. Full production of the Mack MD Series is scheduled to begin this September.

Mack announced in January it had invested US$13 million ($17.3 million) to establish RVO to produce the Class 7 Mack MD7, and the Class 6 Mack MD6. The new trucks will meet the needs of trucking applications requiring dry van/refrigerated, stake/flatbed, dump and tank truck vocations. Available in 4x2 configurations, the MD6 and MD7 models feature a sharp wheel cut for enhanced maneuverability for tough urban settings. The MD Series cab design features a short bumper-to-back-of-cab (BBC) measurement of 261 cm (103’’), an industry best. Mack matched the bold look and styling of the Mack Anthem®, Mack’s highway model, as a basis for the grille and hood design found on the MD Series. The Mack MD Series will be supported by Mack’s extensive dealer network.

Source: Mack Trucks

New Fin Tube System for Shell-And-Tube Heat Exchangers

Kelvion has merged its pioneering, market-leading double tube safety technology with its compact fin system to produce the new ComFinSafety heat exchanger.

This system, developed from different product lines, offers major advantages for applications requiring high safety levels, combined with a compact design and, crucially, where the media properties are significantly different, such as oil cooling by water.

Since 1974 Kelvion has been developing innovative double tube safety heat exchange technology for industries and applications where preventing media mixing in the event of a leak is critical. They include transformer cooling systems, chemical and gas treatment and machine cooling on board ships and in hydro power plants.

The ComFinSafety systems expands Kelvion’s shell & tube heat exchanger portfolio in terms of cost efficiency and compactness. It is available in both standardized and customized coolers in the product lines Shell & Tube Double Safety and Transformer Cooling Systems (transformer oil-water coolers).

The tube system consists of copper outer tubes and inner tubes which can be manufactured from CuNi alloys or stainless steel, with an optional inside coating. Between inner and outer tube there are leakage channels, connected to a leakage detection system which triggers an alarm in the case of leakage. In such a case, one of the tubes would be damaged – the other tube would continue working.

The compact fins are made of aluminum or copper. Fin pitches are available in variable configurations. Tube bundles come in diameters of 100 to 600 mm and lengths of 250 to 3,600 mm. The heat exchangers are designed for a pressure of up to 60 bar (g) and temperatures between -10°C and 200°C. Water, sea water, oil, refrigerants or air can be used as media.

The ComFinSafety heat exchanger can be used in different applications, including power, grid, marine, transportation, heavy industry or HVAC.

Hydropower is a good example of ComFinSafety’s potential. Oil used in bearings of the water turbines and transformers, is heated up during operation and must be cooled. Flowing water can be used as the cooling medium for lube and transformer oil. ComFinSafety ensures efficient heat exchange, with a small footprint, less instrumentation effort and a reliable separation of media allowing no contamination of both neither the cooling water nor the oil in the system.

Source: Kelvion Holding GmbH

The Media Kit is available on InfraStructures’ website at www.infrastructures.com
Roughneck, Cool and Tough!

Constructed for the rugged and demanding environment found in the oil exploration and extraction industry these coolers were chosen by Baker Hughes for their current generation of 3,000 hp Caterpillar powered frac pumping rigs.

Working in environments with high ambient temperatures, high vibration and dust these units need to be reliable 24/7 while working remotely. Usually located on sites in remote areas of the Southwest U.S., Mexico, or even Western Australia, serviceability is critical. Currently these units are working in Argentina according to the latest reports.

This is a production environment like any factory or mining operation you can think of. The price of oil can shift rapidly on world markets as has occurred recently and extracting product on time and on budget is key to success. A success dependent upon reliability of the equipment and when an item falters, the ability to resolve the issue quickly and return the equipment to operation swiftly is pivotal.

Mesabi by L&M Radiator has led with cooling solutions for over 60 years, and was the obvious “Go To” for Baker Hughes and their builder of choice Dragon Products of Beaumont, Texas. According to many Baker Hughes operations crews, Mesabi gives them the highest reliability of any cooler in their fleet.

Backed by an experienced engineering group, using State-of-the-Art software, almost any situation can be evaluated, and a suitable Mesabi design proposed to fit the circumstance. In the words of Roger Bauer, L&M’s field specialist for oil and gas... “When I speak to a customer, I am confident not just because of my experience but because of the tremendous expertise, innovation and quality that stands beside and behind me...”

Forged in the field of battle, Mesabi coolers originated for use in armored fighting vehicles (AFV) in North Africa during the Second World War. No environment is more demanding or more critical on equipment and componentry.

At the centre of this phenomenon is the Mesabi tube and seal design. Supplemented by a variety of tube styles and materials these coolers can handle the harshest of treatment and laxest maintenance practices which conventional cooler structures cannot. The legendary “Vee Core” tubes virtually eliminate fouling by...
The individual tubes and seals can absorb vibrations and stress without compromising the entire cooler structure. The heavy walled tubing makes cleaning trouble free, even with the high pressure washing equipment.

Yet these capabilities do not paint the full picture of the serviceability of the Mesabi coolers. These lay in the ability to repair the cooler in-situ, reducing maintenance and downtime costs. If a replacement tube or seal is not available, simple plugs can be inserted and the equipment put back into service without removing the radiator. This is further enhanced by the innovative design of these large coolers that includes access hatches in the structure for the most convenient cleaning, servicing and accessibility, of any product on the market.

Source: Clearwater Radiator

Kenworth T680 and T880 Add Option for DEF Tank with Integrated Steps

Kenworth has introduced a new, optional DEF tank with integrated steps designed for the Kenworth T680 and Kenworth T880.

With the option, the access steps to the deck plate are mounted directly over the DEF tank without requiring additional frame space. Instead, the placement of the steps can free up as much of 16 inches of valuable frame space, which is ideal for truck operators with constrained frame space layouts.

The resulting shorter wheelbase can further enhance the maneuverability of the T680 and T880, especially in tight urban areas or jobsites.

The option is available with Kenworth’s 79.5 l medium-size aerodynamic DEF tanks for use with the T680 and T880.

The new option is not available with full or partial chassis fairings.

Source: Kenworth Truck Company

OZ Lifting Offers Push Beam Trolley with Patented Width Adjustment and Locking Mechanism

OZ Lifting Products LLC is offering an expanded push beam trolley range with patented width adjustment and locking mechanism, and glow-in-the-dark decals.

The trolley is fitted to an I-beam and is typically paired with a manual or electric hoist. The range was first launched with 450 kg and 900 kg capacity models, but it recently expanded the line to include 1,800 kg and 2,700 kg capacity units. The product, which requires no tools for installation, is suited to applications where quick installation and durability is required.

The range is manufactured at the company’s facility in Winona, Minnesota, and offered worldwide through a distributor network.

The push beam trolley range is used in a myriad of sectors, including the construction industry, which proved the inspiration for the glow-in-the-dark decals on the open and close directions and measurement ruler system that shows the user how wide the trolley has been adjusted to.

Source: OZ Lifting Products

You can watch videos related to some of our featured stories on www.infrastructures.com

Watch for the logo
**Appointments**

**Genesis Attachments** recently announced **Brian Bisson** has joined its sales team as Canadian regional manager.

Covering all of Canada, he will provide attachment, parts and service sales and application support to the demolition, scrap and material handling industries. He will also manage Genesis’ dealer presence and activities across the country.

Residing in Ottawa, Brian Bisson brings to Genesis 17 years of experience working for a heavy equipment dealer in roles including customer sales and product and sales support.

Source: Genesis Attachments, LLC

**Continental Commercial Specialty Tires** recently announced that **Matthew Futrelle** will take over the responsibility of head of sales and marketing for the Americas region. He succeeds Pavel Prouza, who is joining the Hydraulic Brake Systems business unit in the Automotive Technologies group sector as the lead of controlling.

In his new role, Mr. Futrelle will oversee all material handling, earthmoving and agriculture tire business in North America, Central America and South America.

With a background on both the dealer side and the manufacturing side of the commercial tire business, Matthew Futrelle joined Continental in 2009 as part of the Commercial Vehicle Tires division where he became key account manager for truck in the northern U.S. region. He then joined Commercial Specialty Tires in 2016 as the U.S. market manager and since 2018, has served as the market manager for both the U.S. and Canada.

Source: Continental

**Dimitris Psillakis** has been appointed to president and CEO of **Mercedes-Benz Canada**, effective September 1, 2020. Mr. Psillakis succeeds Brian D. Fulton, who after 26 successful years with Mercedes-Benz announced in February he would be departing the company to pursue other opportunities.

In his new role, Mr. Psillakis will assume overall responsibility for Mercedes-Benz passenger cars, Mercedes-AMG and Mercedes-Benz vans. His proven leadership acumen and strong track record for success in several key international markets will serve to bolster Mercedes-Benz Canada’s position amidst a period of great change in the industry.

Source: Mercedes-Benz Canada

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Magna Tyres Group is pleased to announce the appointment of **Ryan Cusick** as sales manager of its U.S. office. With Ryan on board, Magna Tyres can focus even more on the brand presence, the distribution network and relationship with current and new customers.

Mr. Cusick has over 6 years of experience in the tire industry and worked for several major tire brands. With in total 18 years of sales experience, Magna Tyres is convinced that Ryan is the right person for this position.

Since Magna Tyres launched its office in the US, the demand for Magna tires is rising rapidly. Due to the forecasted market potential and huge demand for the Magna brand, the US team will grow even more.

“We have shown what we are capable of as the largest 2nd tier tire manufacturer, resulting in a continuous growing customer base and a number of valuable partnerships. This year we will continue to roll out our successful strategy and strengthen the Magna footprint across the North American continent” according to Magna Tyres Group.

Source: Magna Tyres Group

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New PETTIBONE 1944X, 74 hp Cummins QSF3.8, 9,000 lb capacity, 70” horizontal boom transfer. Super Equipment Inc.
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**2001 JOHNSTON 610 vacuum sweeper**, mounted on Freightliner FC70 cab over chassis. Stock: H39469 Price: P.O.R.

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Four Unimogs for Mauritius Express

The island nation of Mauritius is currently implementing an important big project – the construction of the 37 km Mauritius Express light rail public transport system. When completed, it will run between the Port Louis and Plaines Wilhems districts.

Onboard for the project are 4 Mercedes-Benz Unimog vehicles which will be used for maintenance and repairs as well as rescue and assistance on the rails. For this purpose, the U 423 vehicles were equipped with rail technology from the Zagro company based in Bad Rappenau, southern Germany. Zagro is a “Unimog ExpertPartner” – a status which is issued to bodybuilders who fulfil especially high criteria in terms of service, quality and technology.

Two of the Unimogs are equipped with an elevating work platform and will be used for maintenance and repair work on the overhead lines, while the others will be used as rescue and assistance vehicles in the event of accidents or technical malfunctions.

Mauritius had been without a railway system following the closure of the Mauritius Government Railway in the 1960s. The creation of the Mauritius Express was started in response to a huge increase in car usage and road congestion. The first section of track was brought into regular operation in January 2020 and the second section, known as the “Mauritius Metro Express” line, is currently under construction.

Source: Daimler Trucks & Buses

IntercompWIM™ Delta Software Simplifies Inventory Tracking

Intercomp is proud to make IntercompWIM™ Delta software available to the global industrial scale market. The software is a stand-alone interface for customers to take advantage of the efficiency and cost-savings of weigh-in-motion (WIM) technology while more accurately tracking bulk material inventory, in real time.

IntercompWIM™ Delta automates weight collection to compare and calculate gross/net weights for vehicles hauling incoming and outgoing goods.

IntercompWIM™ Delta compares records with matching vehicle IDs to calculate net, tare and gross weights. The system utilizes those values to determine the weight of incoming and outgoing materials. This data can then be forwarded to a 3rd-party inventory software for real-time tracking or exported to a spreadsheet. Vehicle usage and overweight alerts are also saved and can be recalled or exported for later use.

IntercompWIM™ Delta’s ability to control scales monitoring up to 2 lanes of traffic – for example, a dedicated inbound and outbound lane – simplifies how WIM scale technology is utilized for daily operations of nearly any type of business. When paired with Intercomp WIM scales, the software completes a stand-alone system for small or large facilities. The software is available for purchase through any scale dealer that sells Intercomp’s line of weigh-in-motion strip sensors, LS-WIM™, and portable LS630-WIM™ using a PC.

Source: Intercomp

The Media Kit is available on InfraStructures’ website at www.infrastructures.com
Agenda

Because of measures taken in many countries to counteract the coronavirus pandemic, it is essential to check whether an event you are interested in will take place and... on what date.

MINExpo
Postponed until September 2021
Las Vegas, NV USA

bauma CHINA
November 24-27, 2020
Shanghai, China

Landscape Ontario CONGRESS
January 12-14, 2021
Toronto, ON Canada

World of Concrete
January 18-22, 2021
Las Vegas, NV USA

The ARA Show
February 22-24, 2021
New Orleans, LA USA

inter airport south east asia
February 24-26, 2021
Singapore

Intermat INDIA
March 4-6, 2021
Mumbai, India

World of Asphalt
March 9-11, 2021
Atlanta, GA USA

Work Truck Show
March 9-12, 2021
Indianapolis, IN USA

Atlantic Heavy Equipment Show
March 31 - April 1st, 2021
Moncton, NB Canada

steinexpo
April 14-17, 2021
Homberg/Nieder-Ofleiden, Germany

INTERMAT Paris
April 19-24, 2021
Paris, France

InnoTrans
April 27-30, 2021
Berlin, Germany

The BIG Event Canadian Mining Expo
June 1-3, 2021
Timmins, ON Canada

AORS Municipal Public Works Trade Show
June 2-3, 2021
Barrie, ON Canada

International Rental Exhibition (IRE) / APEX access show
June 15-17, 2021
Maastricht, the Netherlands

Hillhead
June 22-24, 2021
Buxton, Derbyshire, UK

The Utility Expo
September 28-30, 2021
Louisville, KY USA

inter airport europe
November 16-19, 2021
Munich, Germany

IFAT
May 30 – June 3, 2022
Munich, Germany

Svenska Maskinmässan
June 2-4, 2022
Stockholm, Sweden
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Hatz, Le seul motoriste à offrir un moteur monocylindre électronique! Le nouveau moteur électronique monocylindre E1 de Hatz permet de faciliter la surveillance et la maintenance du moteur. De ce fait, cette capacité de mieux gérer le moteur permet d’augmenter son temps d’opération de façon proactive. Le moteur E1 est équipé d’un système d’injection électronique, permettant de minimiser la consommation d’essence par l’entremise d’une analyse constante du régime, de la charge ainsi que de la pression d’huile du moteur. Aussi, le moteur E1 de Hatz permet de gouverner électroniquement le régime du moteur, ce qui permet une vitesse entièrement variable. Grâce au régime variable, les fabricants peuvent désormais utiliser un seul modèle de moteur monocylindre, dans une vaste gamme d’applications. De plus, les moteurs Hatz refroidis au glycol de la série H50 (50Hp-75Hp) sont les plus compacts et les plus légers sur le marché, garantissant un rapport puissance/poids des plus compétitifs, pour vos applications où l’espace est restreint. Si vous recherchez une gamme complète de petits moteurs diesel qui a tout pour plaire, tournez-vous vers Hatz; le seul motoriste qui offre une gamme entièrement numérique.