

# InfraStructures

**CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES**

Volume 20 • Number 9 • October 2015 • *English Edition*



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Valdas Viešniauskas operates the Kleemann MS 19 Z at UAB Valar Verslo Projektai in Lithuania. "Hydraulic fluid formulated with DYNAVIS® technology is three ways better than our old fluid."

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## A Brief Word...

*Well, don't be too spooked now that Autumn is here, so is InfraStructures to shine a light into the darkness for you.*

*With the dollar playing Flounder it is hitting equipment prices and sales hard. The buffer created in the past few years is all but exhausted.*

*If you read this regularly then none of this should come as a shock. The fundamentals of our economy have dropped drastically. We're a G7 country without a G7 economy and we need to do something about it, but what?*

*Innovation, is the answer. Though reiterated loudly by industry pundits it is clear that it is still a mystery to many.*

*The four leading snow equipment makers are in countries not known for what Canadians consider winter. The reason being is that the research is being done, the investment is being done, the customer expectations are informed and all are working collectively to progress the industry. The examples can be found in every equipment category you can think of, but the pattern is the same.*

*Say "BOO" to convention and take your product or service to a new level. InfraStructures continually brings you news of products and contractors who successfully stand out from the herd.*

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On the cover:

with growing concerns about esthetics around buildings, semi-buried containers are gaining in popularity in both residential and commercial sectors.

The picture shows a front-end loading truck emptying one of these at a restaurant in Laval, Quebec.

## APPLIED INDUSTRIAL TECHNOLOGIES OPENS NEW DISTRIBUTION CENTER IN QUEBEC CITY

Applied Industrial Technologies continues its growth and expansion in Canada with the opening of a new distribution center in Quebec City, Quebec. The 2,000 m<sup>2</sup> facility stocks more than 10,000 maintenance, repair, operations (MRO) products, including bearings, power transmission products, fluid power components,

industrial hose, tools, chemicals, lubricants and more. The distribution center provides immediate delivery of the company's most popular products in support of customers across Quebec and the Maritime Provinces.

The new Applied<sup>®</sup> distribution center in Quebec joins other distribution centers in Downsview, Ontario, and Winnipeg, Manitoba, for improved customer service, reduced lead times, and improved efficiency throughout Canada.

"The Quebec City distribution center includes our advanced warehouse technologies for efficient inventory management and expedited delivery of products to our customers' facilities 24/7," says Mike Allen, vice president - Quebec and Maritimes Division, Applied Canada.

Founded in 1923, Applied Industrial Technologies is a leading industrial distributor that offers more than 5 million parts to serve the needs of MRO and OEM customers in virtually every industry.

In addition, Applied provides engineering, design and systems integration for industrial and fluid power applications, as well as customized mechanical, fabricated rubber and fluid power shop services.

Source: Applied Industrial Technologies

## BRANDT TRACTOR PUBLICLY UNVEILS NEW, STATE-OF-THE-ART FACILITY

After 23 years of service to the Saskatoon and northern Saskatchewan construction and forestry industry from their location on Millar Avenue in Saskatoon's North Industrial area, Brandt Tractor Ltd. is excited to welcome the public to their brand new 60<sup>th</sup> Street home. The all-new facility represents a well-timed vote of confidence by the company in the continuing strength of the Saskatoon and area economy and its industry base.

"Saskatoon has always been a key market for us, so we pulled out all the stops in the creation of this facility," says Brandt president, Shaun Semple. "Its unique, forward-looking design and increased capacity will significantly enhance our ability to do what we do best; to help our customers to be productive and profitable by offering them the best support in the industry."

The larger, LEAN-designed new facility was created to easily accommodate the growing size range within John Deere's product line; from small skid steer loaders to large Production Class construction and mining equipment, as well as giving local businesses access to a greatly expanded service department and on-hand parts and whole goods inventory.

"Our provincial economy is tremendously resilient and we see significant long-term strength in the industry," adds Saskatoon branch manager, Rod Bowes. "With the unveiling of this purpose-built facility - the only one of its kind in this market - we're demonstrating our firm



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commitment to our customers."

The September 11<sup>th</sup> Grand Opening event featured a number of new John Deere Construction and Forestry models never before seen in Saskatchewan, including Deere's much-anticipated 1050K Production Class dozer.

Source: Brandt Tractor Ltd.

#### **NEW MADE-IN-ONTARIO TOOLING TO SUPPORT BRUCE POWER OPERATIONS FOR DECADES TO COME**

Bruce Power's maintenance and inspection activities will be enhanced through a new, state-of-the-art tooling system unveiled recently by a coalition of respected Ontario-based companies that have used innovation to drive the province's nuclear industry forward by meeting the operational needs of the Bruce Power site.

"Ontario's nuclear facilities provide reliable and clean electricity. Innovation within the industry is a key driver of jobs and economic growth throughout the province," said Charles Sousa, Ontario's minister of Finance, who was in attendance at the event. "Improving affordability and competitiveness is also key and that is why our government is committed to the refurbishment of the Bruce Power and Darlington units as part of Ontario's Long Term Energy Plan."

"It's so encouraging to see innovation and collaboration at work sustaining jobs and economic benefits in our community and across the province," said Kathryn McGarry, MPP for Cambridge. "I'm proud of the role our local industry is playing in providing clean, affordable and reliable nuclear energy for Ontario now and in the future."

The BRIMS automated tooling system is the result of a multi-company collaboration involving Bruce Power, ATS Automation, MacDonald, Dettwiler and Associates Ltd., BWXT Canada Ltd., Candu Energy Inc. a member of the SNC-Lavalin Group, and GE Hitachi Nuclear Energy Canada.

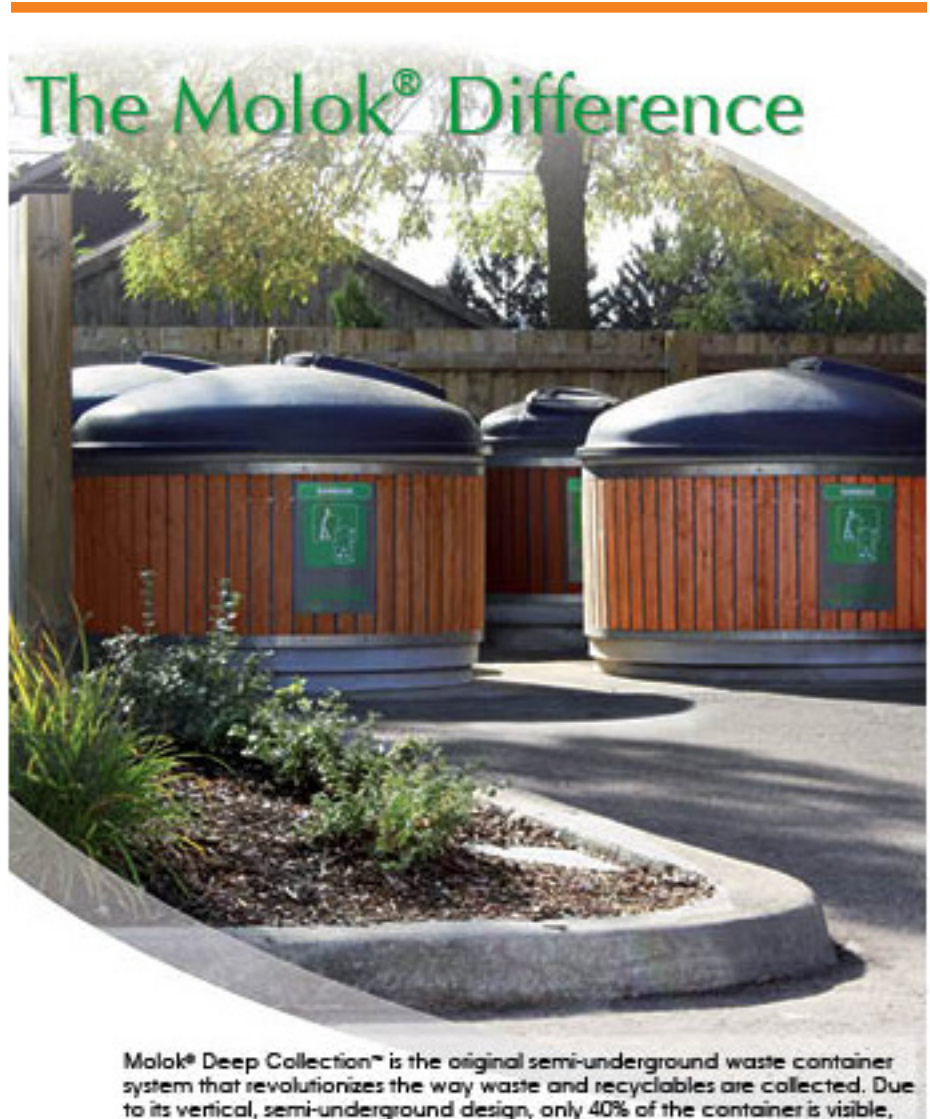
"We are proud to be part of this important initiative for Bruce Power, a valued ATS customer," said Anthony Caputo, CEO, ATS Automation. "ATS automation solutions are at the core of mission critical processes across a wide variety of industries. We have applied our knowledge in this case to provide a very cost-effective way of inspecting and maintaining nuclear reactors."

Bruce Power provides 30% of Ontario's electricity at 30% below the average price and its operations inject more than \$4 billion into Ontario's economy every year.

"This is an example of the nuclear industry's incredible innovation and Bruce Power is proud to be at the forefront of this world-class technology to ensure we continue to deliver clean, affordable, reliable electricity to Ontario families and business," said Duncan Hawthorne, president

and CEO Bruce Power. "This new tooling builds on lessons learned from years of operation allowing for more effective execution of our inspection and maintenance activities that we carry-out on a planned basis through maintenance outages."

"The city of Cambridge congratulates all the companies involved in this successful project," said Doug Craig, mayor of Cambridge. "Our community is proud of the role businesses like ATS Automation and



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BWXT Canada play in the global nuclear energy supply chain and it's encouraging to see what is possible when Ontario-based companies collaborate."

Source: ATS Automation Tooling Systems Inc.

#### **AECON JV AWARDED \$146 MILLION POWER CONTRACT**

Aecon Group Inc. recently announced that an Aecon joint venture has been

awarded a \$146 million power contract in Ontario.

The scope of the project involves engineering, procurement, construction and commissioning work. Work has begun and is expected to be complete in the second half of 2017.

"This contract marks the award of yet another major energy project on top of our notable portfolio of work," said Teri McKibbin, president and CEO, Aecon

Group Inc. "The scope of work reinforces both Aecon's ability to deliver comprehensive integrated turnkey services and the diversification of our energy portfolio."

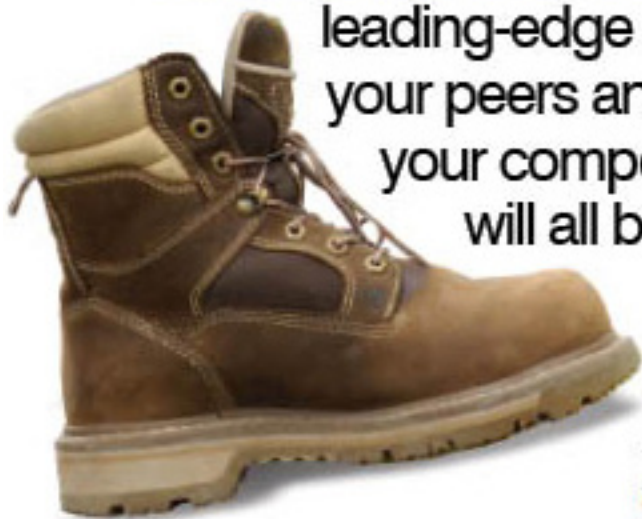
Aecon Group Inc. is a Canadian leader in construction and infrastructure development providing integrated turnkey services to private and public sector clients. Aecon is pleased to be consistently recognized as one of the Best Employers in Canada.

Source: Aecon Group Inc.



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#### **GREX CELEBRATES THE GROUNDBREAKING OF ITS NEW HEADQUARTERS**

Georgetown Rail Equipment Company (GREX) recently celebrated the official groundbreaking of its new headquarters. Completion is scheduled for the end of this year. The 1,400 m<sup>2</sup> building is designed to accommodate the rapidly growing company as they continue to develop new technology for track inspection and material handling. The larger space will house all departments for the headquarters employees under one roof. Throughout the U.S., GREX professionals have grown to over 140 serving the railroad industry.

Tim Harris, vice president Corporate Affairs and Business Management will be leading the building project development.

"We are so excited to get this project underway. The planning and designing of the new building on our campus has been in the works for months, so to see it all begin, is great. We are all looking forward to the continuous growth of the company," Mr. Harris said. "GREX is a unique and innovative group that prides itself on developing products and services that are setting new standards in safety and maintenance technology. This new office space will help us continue to provide our railroads with the best quality customer service."

Since 1993, GREX has been putting technology to use to develop solutions that solve some of the oldest track maintenance challenges in the railroad industry. The privately held company is based in Georgetown, Texas and works in collaboration with customers across the globe to deliver custom solutions designed around their specific needs. GREX pinpoints where ballast is needed and automates its delivery, locates track flaws to keep operations running smoothly, serving railroads and much more. From the pioneering Dump-Train ballast delivery system to the new Aurora Xi™ track inspection system, GREX

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products and services stand out among the rest as more technologically advanced, safer and more efficient.

Source: Georgetown Rail Equipment Company

#### HEXAGON TO ACQUIRE ECOSYS

Hexagon AB recently announced the acquisition of EcoSys Management LLC, a provider of best-in-class enterprise planning and project controls software.

Asset-intensive industries, such as oil and gas and construction, demand predictability and control in order to navigate the complexities of building and operating their facilities. Engineering, procurement and construction companies and owner operators must be able to mitigate the risks associated with budget overruns and schedule delays in order to optimize their return on capital project investments.

EcoSys helps customers address the time and cost challenges of capital project management on a global scale. Headquartered in Broomfield, Colorado, with offices in New York City, New York, Houston, Texas, London, England, and Sydney, Australia, EcoSys has implemented enterprise

planning and cost control solutions for over 250 leading organizations around the world.

The acquisition of EcoSys broadens Intergraph PP&M's enterprise engineering portfolio to include project controls. EcoSys EPC (Enterprise Planning & Controls), its flagship product, is an industry leading software solution for the project controls industry. Its easy-to-use web-based platform helps customers implement best practices for planning and managing project portfolios, controlling project costs, and improving project performance. Additionally, the integration of project scheduling (4D) and cost management (5D) with Intergraph PP&M's 3D design and construction solutions will strengthen Hexagon's capabilities in the BIM (Building Information Modelling) market.

"EcoSys is a strong brand with a skilled and experienced management team and its EcoSys EPC core software solution is a strategic fit," said Ola Rollén, Hexagon president and CEO. "We also see opportunities for international expansion of EcoSys software throughout Hexagon's global footprint."

EcoSys will be fully consolidated when customary regulatory approvals have been obtained and will positively contribute to Hexagon's earnings as of consolidation. EcoSys recorded strong growth in 2014 with a turnover of approximately US\$29 million (\$38 million).

Source: Hexagon AB

#### TECHNIP AWARDED ADDITIONAL SUBSEA CONTRACT FOR THE STONES PROJECT DEVELOPMENT IN THE GULF OF MEXICO

Technip was awarded by Shell Offshore Inc. a contract for the development of subsea infrastructure for the Stones project. Included in the service are 2 subsea production tie-backs to the Floating Production, Storage and Offloading (FPSO) vessel. The Stones field is located in the Walker Ridge area in the U.S. Gulf of Mexico, at a water depth of 2,930 m along the pipeline route.

The contract covers engineering of the required second pipeline end terminations (PLETs), fabrication of the PLETs and piles, installation of the subsea production system (comprised of dual 20 cm insulated flowlines associated with PLETs involving a manifold and associated suction piles), inclusive of associated project management, engineering and stalk fabrication.

Technip will leverage its integrated approach in the subsea business. Its operating center in Houston, Texas, will perform the overall project management. The flowlines will be welded at Technip's spoolbase in Mobile, Alabama. The offshore installation is scheduled to be performed by the Deep Blue, Technip's flagship vessel for deepwater pipeline.

Technip offers engineering capabilities in executing ultra-deepwater installation projects with continued cost effective solutions for its clients.

Source: Technip

#### ARCELORMITTAL MONTREAL INVESTS \$27 MILLION AT THE LONGUEUIL BAR MILL

To strengthen its position as a local producer of high-quality steel, ArcelorMittal Montreal has announced a \$27 million investment to update the finishing line at its Longueuil bar mill. The project, to be completed in 2017, will boost the mill's production capacity to 500,000 t/y and make new added-value products available to customers.

The funding will come from ArcelorMit-

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tal's global capital expenditure fund for strategic projects at its best-performing facilities.

The Longueuil bar mill currently converts about 400,000 t/y of steel billets. They are made into special quality and merchant quality bars, rebar and various other semifinished products for customers in North America and Mexico. The bar mill is the world's largest supplier of steel for leaf springs for the major automakers' light and heavy trucks. The new finishing line will secure additional outlets for billets from the two ArcelorMittal Montreal steelworks in Contrecoeur and will increase the bar mill's capacity by 100,000 t/y.

Design engineering is currently under way and work on the finishing line will begin in the second quarter of 2016. The new line should be operational by the end of the second quarter of 2017.

The project constitutes an addition to the \$220 million in capital expenditures at ArcelorMittal Montreal facilities in Quebec and Ontario since 2008. Despite the volatile economy, the company is maintaining its position as a world-class Canadian steel producer.

The investment will consolidate the 200 jobs at the Longueuil plant, a strategic location for ArcelorMittal Montreal which has been in the municipality's industrial park since 1974. In 2013, the bar mill underwent a \$24 million upgrade with the installation of a new reheat furnace. That project improved the mill's performance while reducing its energy consumption and greenhouse gas emissions.

Source: ArcelorMittal Montréal


#### ASTEC ANNOUNCES DATES FOR 2016 ADVANCED CUSTOMER SCHOOLS

ASTEC, Inc., an Astec Industries company, announces the dates for the 2016 Advanced Customer Schools. New for the 2016 schools, ASTEC makes the customer school experience available to even more attendees by offering 2 more weeks of schools for a total of 6 weeks altogether.


ASTEC Advanced Customer Schools teach hands-on maintenance and advanced troubleshooting techniques to fix problems fast. Instructors include ASTEC engineers and service technicians with decades of field experience.


Students will have the opportunity to meet with instructors and fellow students to exchange information. Additional networking opportunities are provided during breakfast and lunch each day, and at special dinner receptions each night.

Source: Astec, Inc.



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## Rotobec at the CWRE

Rotobec will be attending the Canadian Waste & Recycling Expo, that will be held November 4-5, 2015, in Montreal, Quebec.

Rotobec's attachments for scrap include the RPA (Rotobec Power Attachment) in trash, waste and compaction configurations, as well as the Light Duty Grapples, which include the Multi-Purpose Grapple and the Waste Collection Grapple.

Rotobec RPA's are available with either a dangle rotation or an RGP-positioned rotation which feature bolt-on lugging and valve-on-swivel technology. They come

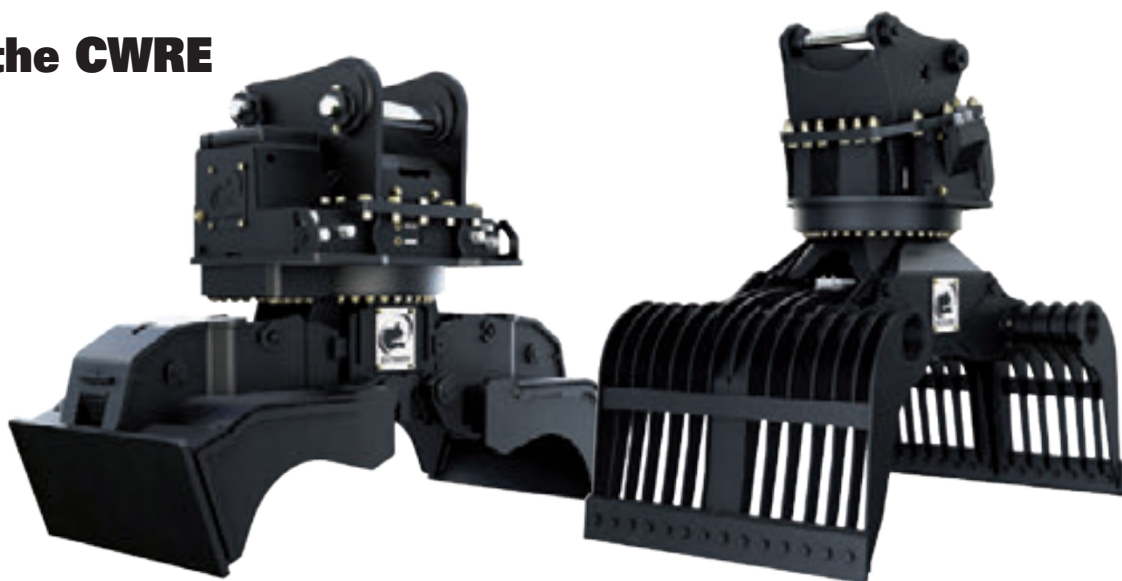
standard with Rotobec's built-in house 5,000 PSI cylinders, while the Light Duty Grapples have both high pressure and low pressure options. The cylinders are manufactured with a bolt-on head design

for simple maintenance.

All grapples are backed by Rotobec's 18 month/3,000 hour warranty.

Source: Rotobec

[www.rotobec.com](http://www.rotobec.com) booth 2215





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# LoadMan Teams with Soft-Pak to Provide Complete Weighing and Fleet Management Solution

Creative Microsystems Inc., a global leader of on-board truck scales and developer of LoadMan® weighing systems and Soft-Pak, a premier software solution provider for the waste and recycling industry, recently announced a technology partnership and integration. The partnership provides mutual customers a comprehensive solution delivering accurate, real-time customer, load and route data to the driver and back-office instantly.

"We're very pleased to partner with Soft-Pak to deliver an integrated solution to our joint customers," said Larry Santi, president of Creative Microsystems Inc. "Having accurate and reliable data is critical to the success of haulers in managing their businesses, and the combination of LoadMan scales with the Soft-Pak on-board computer (OBC) and fleet management software is a powerful solution."

LoadMan on-board truck scales are simple to install on the full range of refuse

trucks and work seamlessly with Soft-Pak's Mobile-Pak OBC. Patented weigh-in-motion technology from LoadMan accurately weighs each load, net vehicle weight along with a date and time stamp. Mobile-Pak receives this information and makes it available to drivers and customer service representatives who use the Soft-Pak software.

Municipalities, university campuses and military bases have ambitious waste reduction initiatives, with many driving to zero waste. These efforts, combined with an increased emphasis on waste diversion, create a more complex environment for haulers. As such, haulers require modern technology, better data and enhanced reporting to effectively manage their business and the needs of their customers.

"We rely on the LoadMan/Soft-Pak system to accurately and reliably weigh loads and provide the necessary data our customers require to measure waste

diversion," said Michael Allgeier, director of information technology at Texas Disposal Systems. "From an IT perspective, LoadMan and Soft-Pak work together seamlessly, the installation is simple and maintenance is low. We're very pleased with this solution that works as it should and when we do need support LoadMan is very responsive."

"We're delighted to partner with LoadMan on-board scales to complement Soft-Pak's on board computer solution," said Brian Porter, president of Soft-Pak. "Customers are requesting more access to data, and the delivery of that data is automated and easily accessible. We are excited about how well our product has been received and the partnership opportunities this allows for."

Source: Creative Microsystems Inc.  
Loadman On-Board Scales

Loadman On-Board Scales booth 1622

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Midland Door Solutions manufactures and installs durable, long-lasting bi-fold doors for large agricultural, aviation and commercial buildings. The company custom designs each door to fit any new or existing building for safe and easy access. Beyond installation, Midland crews offer continual service to ensure customer needs are met for the lifetime of the door.

Midland's bi-fold doors contain heavy-gauge steel tubing and a unique truss system that are jig-welded for exceptional strength and durability. The doors do not obscure the building's opening, and equipment can use the full height and width of the doorway when entering or exiting.



Depending on the size of the door, power sources with outputs that range from 1.5 to 4 hp open the door. Optional integrated safety switches stop the door if anything interferes while it is opening or closing. Midland secures each door section with cold-formed steel hinges that are welded to the door's frame and linked together with 16 mm and 19 mm cold-formed hinge pins.

Midland doors also provide exceptional

protection from the elements. Three types of insulation are available. A cloth-inserted rubber weather strip provides a weather-tight dual-seal on each side of the bottom of every insulated door.

Each bi-fold door is built to individual customer specification at Midland's new 3,700 m<sup>2</sup> facility in West Fargo, North Dakota.

Source: Midland Door Solutions

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# Bio-based Lubricants: An Environmental Solution for Fleets

Industry professionals can ensure they have a positive impact on the environments in which their clientele live and work on a daily basis when they select bio-based hydraulic fluids, greases and other lubricants.

The waste industry and municipal leaders continue to be pacesetters in regards to environmental stewardship, with many organizations having converted some or all of their fleets to clean burning natural gas engine technologies and hybrid-electric vehicles. The net result is a significantly reduced environmental impact from these power units due to a capital equipment investment proven to lower carbon and NO<sub>x</sub> emissions. With fleets operating in both urban and rural settings, the health and wellbeing benefits to citizens in the operating areas of these progressive fleets are notable indeed.

Refuse fleets are known for operating in a number of different areas and terrains, including near waterways and certainly over soil. The potential damage to the environment as a result of an inadvertent lubricant leak, which could potentially im-



pact both water and soil quality, suggests that responsible equipment owners/operators consider additional pro-environmental

steps in regard to their overall maintenance program.

A lubrication strategy to minimize the risks associated with potential environmental exposure is to integrate the use of readily biodegradable, minimally toxic, non-bioaccumulative lubricants into fleet operations. Grueling stop and go driving, intermittent highway driving, and even some off-road driving encountered in rural areas is a daily occurrence that is tough on equipment and componentry and the potential for lubricant leaks is high, which makes the advantages of integrating the use of high performing bio-based lubricants quite compelling.

## POTENTIAL DAMAGE

Hydraulic systems have a particularly high risk of potential physical damage due to the exposed hoses of the system, and the likelihood of a busted hose resulting in a hydraulic oil spill is extremely high. Bearings, U-joints and other grease-lubricated

## Stoltz Redesigns, Strengthens Heavy-Duty Site Spreader

Stoltz Mfg., LLC has redesigned its rugged, versatile 36,287 kg GVWR floater trailer for the 24.5 t pull-type soil stabilization spreader model SS-2518, making it 40% stronger than the previous model.

Featuring a fully welded structural tubular steel frame, the Stoltz floater trailer also has a robust walking beam suspension and 710/50-30.5 floatation tires. Each pneumatically loadable SS-2518 is equipped with a self-contained hydraulic system powered by a tractor's power take off (PTO). It can also be used with vehicles without a PTO using the optional auxiliary engine.

The SS-2518 is a convenient and cost-effective alternative to a truck mounted cement spreader, said Stoltz president Bernard Hershberger. "Our pull-type spreaders give customers with off-road site work the ability to use scraper tractors they already have in their fleet as the prime mover, saving both time and money."

Another important advantage of the redesigned SS-2518 spreader is that it can go where trucks often cannot, added Mr. Hershberger. "Large floatation tires on the



spreader and powerful tractors work well in soft conditions."

Typical cement spreader applications include cold in-place recycling, full depth reclamation and soil stabilization projects used in road building, public works, airport projects, construction sites and remote construction locations. Spreaders can disperse all dry binding agents such as Portland cement, quicklime, fly ash and bentonite.

Like the 24.5 t truck-mounted spreader, the SS-2518 version is computer controlled with the Stoltz Controller, which continuously monitors vehicle ground speed and

automatically adjusts the spreader's output to maintain a constant spread rate, up to an industry-leading 21.7 kgf/m<sup>2</sup> at 3.2 km/h. The pull-type Stoltz Site Spreader is also available in a 13.6 t model SS-1516.

Headquartered in Morgantown, Pennsylvania, Stoltz has been producing lime spreaders for agricultural markets since 1945 and soil stabilization binding agent application equipment since 1995. Sold under the Site Spreader® brand name, cement spreaders are available in both truck mounted and pull-type configurations.

Source: Stoltz Mfg., LLC

applications also have the potential of releasing lubricant into the environment.

The monetary ramifications of an unintentional lubricant spill may include expensive cleanup and remediation costs due to environmental damage, not to mention the negative impact a spill could have on an organization's brand and reputation. A conversion to readily biodegradable, minimally toxic and non-bioaccumulative lubricants is easily done, with no changes to established PM programs, and absolutely no decrease in lubricant performance when used in accordance with manufacturer recommendations. A conversion to bio-based lubricants is a viable alternative available to fleet owners to mitigate the negative impacts resulting from an inadvertent release of conventional petroleum and synthetic lubricants to the environment.

Once the value of converting to biodegradable lubricants that perform in service and also eliminate or minimize



the negative monetary and environmental effects of an unintended release is realized, the process of choosing a viable option can be intimidating due to a lack of insight into the proper selection for these types of lubricants.

By partnering with a reputable bio-based lubricants supplier that has a proven track record of supplying high performing products, industry professionals can be sure

they are choosing lubricants that protect their costly capital equipment investments, while at the same time expanding their already significant environmental accomplishments. It is time to make the easy transition to bio-based lubricants and eliminate the risks completely.

Source: BioBlend Renewable Resources, Crevier Lubricants Inc.

 booth 1721

## McLaren Industries Expands Popular Nu-Air Solid Cushion Tires to Include Backhoes

Backhoe owners and operators can finally experience the unparalleled durability, comfort and traction of McLaren's Nu-Air solid cushion tires – now for both front and rear backhoe tires.

Two Nu-Air versions are available for backhoes. The Dirt Terrain (DT) tire excels in off-road applications where aggressive traction and high stability are important. Their deep tread lugs ensure a solid grip on sand, rocks or deep mud. The All Terrain (AT) tire is a good option for mixed-purpose vehicles. The zigzag tread pattern provides a smoother ride with less wear on asphalt, concrete and other hard surfaces, yet still delivers good traction when going off road.

McLaren already manufactured backhoe front tires, and their latest offerings cover the larger rear tires. Backhoes can now be completely fitted with the Nu-Air series tires, which utilize 3 layers of unique rubber compounds and multiple shock-absorbing relief holes to create a smooth ride and unrivaled durability. Flat-proof

technology eliminates the need for tire protection, while the extra weight of the tires lowers the backhoe's center of gravity and provides crucial stability on harsh terrain.

With more than a decade of research and development, this innovative product integrates the strength of a solid tire with the smooth, cushioned ride of a pneumatic tire. Featuring a lower cost per hour, the solid cushion Nu-Air tire series has become widely known as the economically smart alternative to foam-filled or conventional pneumatic tires.

"McLaren's solid cushion tires have become hugely popular among owners and operators of skid steer loaders, telehandlers, wheel loaders and forklifts, so it was only natural to add backhoe tires in the mix," said George Zafirov, marketing manager for McLaren Industries.



"It makes practical sense, too, given the typical rugged, unforgiving work environment backhoes experience on a regular basis. For instance, they don't use an axle-mounted suspension and are vulnerable to vibrations from the ground. But because our solid cushion tires lower the center of gravity and reduce equipment bouncing, backhoe safety and performance are significantly improved. Plus, with zero chance to get a flat, Nu-Air Tires are the preferred choice for safely increasing productivity."

Source: McLaren Industries, Inc.

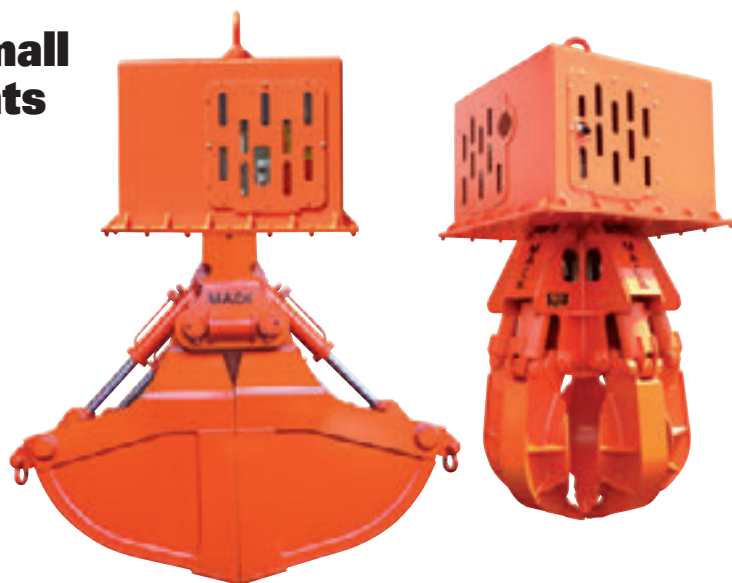
## Mack Manufacturing Thinks Small with New RC Crane Attachments

Mack Manufacturing Inc. was in the forefront when diesel-powered crane buckets and grapples with remote controls first appeared in the material handling industry. With the latest addition to its line-up of attachments, Mack set its sights on "small": a series of self-contained remotely operated attachments ranging from as little as 0.28 m<sup>3</sup> up to a 15.3 m<sup>3</sup> capacity.

According to Mack's vice president of Sales & Marketing, Matt Davidson, the new small-sized grapples and buckets were developed to solve big problems for customers in forestry, recycling, aggregate and shipping industries. "We have been producing large units like this to handle bulk loading for several years," he explains. "But we found many customers

need similar attachments sized smaller for more mobility, faster deployment and greater precision in moving material."

The new Mack attachments can handle a wide array of materials, including logs, rocks, scrap metals, waste and bulk material. The first unit Mack delivered was a 0.28 m<sup>3</sup> 5-tine grapple, built for a paper mill to clear jammed logs from its debarking process. "Jams can be a costly problem,



whether you are processing logs like this, or pulling oversized, wedged-in material from a grinder or a shredder. In this case, a stuck log could stop production for 6 hours or more. The jam could happen 20 m above the crane location, out of the crane operator's sight, and the mill would have to send a crew into the equipment to free up the jam."

The paper mill ordered the self-contained grapple from Mack so an operator can use the remote control to pick out a stuck log. The crane, working down below the debarker line, simply lifts and positions the grapple with directions for the remote operator. "It is much safer than the old method," Mr. Davidson continues. "The remote operator can maneuver the grapple precisely to clear the jam in far less time. It can save a day's production."

Because they are fully self-contained, the new Mack attachments can swing into action quickly. Simply attach the grapple or clamshell bucket to the crane's hook, start the engine, and it is ready to start moving product. Any rope crane, hydraulic crane or even an overhead crane can put the attachment into service as needed to keep conveyors and processing equipment moving, or to perform other light-duty tasks efficiently.

The smallest of the Mack attachments are powered by 14 HP air-cooled Hatz diesel engines. The largest models use 85 HP air-cooled Deutz diesels. The attachments are maneuvered by hand-held radio controls similar to those used with Mack's production-sized self-contained models.

Source: Mack Manufacturing Inc.

## McNeilus Launches Rear Loader Organics Option

McNeilus Truck & Manufacturing, Inc., an Oshkosh Corporation company, introduced an Organics Package available for all McNeilus rear loaders, during Waste Expo 2015, last June, in Las Vegas.

"As more communities, restaurants, food manufacturers and institutions are separating food waste, many of our customers are expressing interest in organics recycling," said Duane Speikers, McNeilus product manager. "Working with them to better manage their waste streams, we developed an organics option that fits any McNeilus rear loader, including trucks already in service."

This package features a standard 150 l leachate tank that captures and contains the liquids common to food and organic waste, as well as a drain port, for easier disposal. This leachate tank is also available in 190 l, 227 l and 340 l options.

Other exclusive features of the Organics Package include sweep panel seals, with brush skirting, to help hold in liquid as organic material is compacted. Load edge extensions increase the height of the hopper opening and further protect against leaking, along with an extended tailgate seal that runs along the full length of the tailgate.

The Organics Package is available as an option for any McNeilus rear loader and can also be retrofitted to existing fleets. An additional option is Excalibre™ slide and sweep cylinders that offer top protection against hydraulic contamination that can be caused by organic material.

Source: McNeilus Truck & Manufacturing, Inc.,  
London Machinery Inc.



booth 2001

# Hyundai Heavy Industries and Scania Announce Partnership

The partnership involves Scania supplying engines from its complete range of 9 l, 13 l and 16 l models. A particular focus will be on meeting what is currently the most stringent emission standard, Tier 4 final. Equipment that meets Tier 2 and Tier 3 emission standards will also be introduced.

The first piece of Scania-powered Hyundai construction equipment to be launched is the HX520 excavator. It is powered by a 13 l Scania Tier 4 final engine capable of producing 444 hp.

"We are very pleased to announce this partnership with Hyundai Heavy Industries," says Per Nielsen, key account manager at Scania Engines. "We have worked very closely with Hyundai during the development phase. We have adapted our engines to suit Hyundai's equipment, with a major focus on fuel economy, efficiency and total cost of operation."

Three further excavator models powered by Scania engines will be launched: the HX480, powered by a 13 l engine, and

the HX700 and HX900, both powered by a 16 l V8 engine. Two wheel loader models will also be launched: the HL970 and the HL980, which are powered by a 9 l and a 13 l engine, respectively.

Hyundai Heavy Industries chose Scania engines for their reliability and durability and expects to benefit from improved performance and quality, resulting in increased sales of its excavators and wheel loaders. The company also anticipates improved fuel efficiency (2%~10%)



depending on the mode of operation.  
Source: Scania

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# NGEN CNG Systems and Services Chosen by Pride Disposal for New Roll-Offs

McNeilus Truck & Manufacturing, Inc., an Oshkosh Corporation company, announced that Pride Disposal of Portland, Oregon, has selected the NGEN Compressed Natural Gas (CNG) system by McNeilus for its newest fleet of roll-off trucks.

"We're excited to have NGEN CNG Systems and Services by McNeilus selected by Pride Disposal for these roll-off vehicles," said Brad Nelson, Oshkosh Corporation senior vice president and president of the Commercial Business Segment. "We have an excellent back-of-cab configuration that's ideal for this application, one of many CNG installation options available for severe duty fleets of all types."

"We're a company that is always looking to the future, and we decided to start running some of our trucks on CNG primarily because of fuel cost and the savings CNG delivers," said Pride Disposal fleet manager, Bill Woody. "We chose the McNeilus NGEN CNG system because of

its simplicity, reliability, and close-at-hand parts and service network. Plus, McNeilus technicians are close by when we need recertification of the system's components."

McNeilus is an industry leader with more than 5,000 NGEN CNG vehicles on the road from coast to coast. McNeilus NGEN systems are now available on a wider range of vehicle types including construction, delivery, over-the-road, and other severe-duty fleets. NGEN CNG Systems and Services are available on new vehicles and retrofits through the company's national network of regional installation centers.

McNeilus NGEN CNG-powered trucks are built with both the operator and service team in mind. The company's exclusive fuel management module reduces the number of fittings and increases reliability, while the fuel storage pods feature



lightweight DOT Type 4 tanks. McNeilus systems meet all NFPA-52 standards and are installed by the company's team of factory-trained technicians. McNeilus carries a comprehensive inventory of replacement parts on hand at its regional installation centers.

Pride Disposal was one of the first haulers in its region to fully automate solid waste collection. The company owns and maintains a fleet of 40 trucks, and began shifting to CNG in 2010.

Source: McNeilus Companies, Inc.,  
London Machinery Inc.

 booth 2001

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## No Time to Waste in Minnesota

Winona, a city in Minnesota, is located in a picturesque landscape along the Mississippi River. It is the stained glass capital of the U.S. and, during the 1860s, southern Minnesota was the greatest wheat producing region in the country.

Gerald "Jerry" Matejka established Matejka Recycling in the town 40 years ago and is still running the company today, specializing in scrap metal recycling, construction, demolition and municipal solid waste (MSW) recycling.

The company is a transfer and repackaging facility with a dozen employees. With the help of machines, the company sorts, loads and ships 450 t of scrap each week to foundries, shredders and mills for final processing. More than 75% of the company's

business comes from contractors within a 70 km radius of Winona.

"When I saw the Volvo skid steer with side entry, single arm loader design and scrap guard package, I fell in love with it," says Jerry Matejka. "It was becoming more



difficult for me to use our existing loaders, due to the cumbersome front entry that had me crawling over the attachments to reach the cab."

The Volvo MC70C is the only skid steer in its fleet with a dedicated scrap guard kit.

## Total of 77 applications for SSAB's Swedish Steel Prize 2015

An impressive 77 applications from around the world have been received for the Swedish Steel Prize, which SSAB will award for the 17th consecutive year.

The Swedish Steel Prize was established by SSAB in 1999 to recognize and reward creative, innovative products or solutions that utilize high-strength steel. For SSAB it is a way to inspire and disseminate knowledge about high-strength steel and how it can be used to develop stronger, lighter and more sustainable products.

No less than 77 companies have submitted applications for the competition. This is a higher figure than for many years. Both the quality and the scope of applications were of a very good standard. The increased number of applications shows that the prize plays an important role for customers around the world and in the industry.

Jan Kuoppa, who is responsible for nomination and jury work is very pleased

with the number of entries this year.

"The applications this year cover a broad spectrum of segments ranging from the heavy vehicle and transport industry to agriculture and materials handling. Of course it's very positive that so many people want to enter the competition."

There is also a wide geographical spread, with a total of 28 countries represented. Most of the applications come from Europe (32), followed by the Americas (22), APAC (20) and Africa (3).

Nomination and jury work is now taking place and the four entries nominated for the Swedish Steel Prize 2015 will be announced in early October. SSAB will reveal the winner at the award-giving ceremony in Stockholm on

November 19.

Read more about the Swedish Steel Prize at [www.steelprize.com](http://www.steelprize.com)

Source: SSAB  booth 1728



The radial lift loader's robust protection package includes FOPS and front screen guard, a 168 cm grapple and solid cushion tires. The machine is controlled using joysticks for increased comfort and performance. These intuitive controls remove the need to use both feet and hands to operate the machine and attachments. The spacious Volvo cab also features climate control for the hot summer months and cold winters.

With an operating capacity of more than 700 kg, the machine has the muscle to easily handle the variety of recyclables that pass through the yard using its Volvo scrap bucket. This includes both ferrous metal (carbon steel, stainless steel and cast iron) and nonferrous metal (aluminum, copper and tin). The Volvo skid steer is a material mover, sorting scrap iron and pushing debris into piles.

Mr. Matejka is always discovering more materials, particularly scrap iron from local farms surrounding Winona that can be reused and composted, adding to its recycling and sustainability efforts and

also reducing the amount of waste generated. In 2012, it was estimated that Americans rerouted 78.5 million t of material from landfills, including food and green waste, paper, metals, and electronics.

Volvo CE originally donated the Volvo MC70C skid steer loader to the 2014 WasteExpo in Atlanta, Georgia, to benefit the Environmental Research and Education Fund (EREF) auction. It was Jerry's wife, Carole, who encouraged him to bid for the machine. "I knew it would keep him happy, doing what he loves," she said.

WasteExpo is the recycling industry's largest conference and trade show and, entering its 21<sup>st</sup> year, the EREF auction has raised more than \$14 million to fund scientific research and educational initiatives for waste management practices. Volvo CE also continues to dedicate its

values to environmental care and sustainability.

Source: Volvo Construction Equipment



# Beka-Lube Introduces Precise, Single-Point Auto-Lubricator

Beka-Lube Products Inc., the world leader in aftermarket automated lubrication systems, introduced a single-point lubricator, BEKAONE, this year.

The new BEKAONE single-point lubricator reliably and precisely supplies grease to any existing lube point. It makes sense for hard-to-access and hard-to-service lube points in almost any application including: motors, drives, bearings, conveyors, compressors, and chains.

"It's easy to forget to check the lubrication every day," says Dave McDougall, product manager, Beka-Lube Products. "BEKAONE takes care of servicing hard-to-reach lubrication points on a regular basis, so you can forget."

BEKAONE will operate independently and automatically for up to 2 years. It is easy to install and refill. Set-up for lube cycle and dose is right on the pump itself. The pump displays how many cycles are remaining. BEKAONE's compact size – only 76 mm in diameter, holding 120 ml of

lubricant – means it can fit into tight spaces. It also has class-leading, 10 bar pressure. Each unit can be refilled up to 6 times manually with just a grease gun.

Manufactured in Germany, the BEKAONE is tough enough for the Canadian climate. The sealed electro-mechanical pump and lithium ion battery are designed to operate efficiently in temperatures between -20°C and +60°C with a suitable lubricant.

Compared to manual greasing, BEKAONE automatic lubrication:

- Saves time servicing hard-to-access and remote lube points;
- Improves coverage as lubricant is applied while equipment is operating;
- Improves safety and is more environmentally friendly because it eliminates leaks and spills;



- Increases component life;
- Decreases repair costs.

Source: Beka-Lube Products Inc.

[www.bekalube.com](http://www.bekalube.com) booth 2025

## New Holland Construction Skid Steer and Compact Track Loaders Meet T4f Emissions Compliance

New Holland Construction 200 Series skid steers and compact track loaders will benefit from new, more powerful engines and Tier 4 final (T4f) emissions control technology specifically tailored for each model. True to its commitment to being the Clean Energy Leader, New Holland has introduced smart solutions to meet T4f mandates based on operating productivity and customer needs.

"With new engines, the 200 Series will not only meet the Tier 4 standards, they will also have more power and capability. They can still work in the same spaces they did before, but they will perform like a larger machine," says Paul Wade, Construction Equipment product marketing manager.

New Holland's L230 skid steer and C238 compact track loader meet T4f emissions standards with selective catalytic reduction (SCR) technology. SCR is a cool-running, quiet system that is separate from the main engine function and does not compromise horsepower or torque. It does not interfere with engine performance but, in fact, actually improves it. The SCR after-treatment requires an easy-to-use additive.

Thanks to the cutting-edge SCR system, engines benefit from significantly better fuel economy and more power and torque. One of the principal benefits of SCR technology is that it does not place any additional demands on the cooling package, which means that zero power is diverted to cool the exhaust gas.

The SCR system requires the use of diesel exhaust fluid (DEF or AdBlue), a non-toxic water and urea solution, to neutralize the

noxious nitrogen oxides (NO<sub>x</sub>) found in the exhaust emissions and to turn them into harmless water and nitrogen. The addition of AdBlue contributes to significant fuel cost savings, even when the initial purchase price is taken into account.

The new L228 skid steer loader and the C232 compact track loader feature an FPT diesel 4-cylinder turbocharged and after-cooled engines with an efficient, fuel-efficient high pressure common rail (HPCR) fuel system design and electronic controls. These engines meet the T4f emissions mandate with a maintenance-free diesel oxidation catalyst (DOC)-only solution which eliminates the need for a diesel particulate filter (DPF).

New Holland Construction's medium-frame L218 and L220 skid steers and C227 compact track loader feature Cummins ISM diesel 4-cylinder turbocharged and after-cooled engines with an efficient, fuel-efficient high pressure common rail (HPCR) fuel system design and electronic controls. These engines meet the T4f emissions mandate with a maintenance-free diesel oxidation catalyst (DOC)-only solution which eliminates the need for a diesel particulate filter (DPF).

"These models are frequently used in rental yards and fleets with multiple operators," says Mr. Wade. "The DOC-only solution offers these customers a greater level of maintenance convenience than the more commonly utilized cooled exhaust gas recirculation (CEGR) with diesel particulate filter (DPF) technology."

With a 21% higher peak torque rise at 1,800 rpm, the L220 has

## SDX-130 Stacker Maximizes Stockpiles Without Interruption

McCloskey International has introduced a 91 cm x 39.6 m (36"x130') desegregating telescoping stacker. This is the first in a new line of self-contained desegregating conveyors to enhance and streamline materials handling.

The new SDX-130 stacker desegregates and maximizes stockpile capacity using a robust, fully automated and highly flexible control system providing optimal control of material quality.

With its onboard diesel hydraulic unit, the SDX-130 is highly portable, complementing mobile screeners and crushers on site. The on-board power proves cost effective for customers, by removing the need to transport and setup a separate genset or arrange supply of main power on-site. Setup from delivery to operation can be accomplished in 15 minutes.

The design reflects feedback from customers in a cross-section of applications and industries, and McCloskey



International's commitment to deliver the best products based on that input.

"Feedback from our customers led to the decision to offer a desegregating conveyor to complement our mobile crushing and screening product lines. We will always look at new and innovative ways to develop our products to meet the unique challenges of our customers' projects

around the globe," said Paschal McCloskey, president and CEO of McCloskey International. "McCloskey's first product thirty years ago was a stacking conveyor, and we will continue to seek new ways to design and manufacture equipment that exceeds the expectations of our customers."

Source: McCloskey International Limited



a 12% increase in horsepower from 60 to 67 gross hp. The L218 remains at 60 gross hp, but has 7% more torque for additional power and performance.

The small-frame L213 and L216 compact skid steers meet T4f status using CEGR and DPF technology. The L213 skid steer features a 2.2 l Cummins ISM engine. With this new engine, gross power increases from 46 to 49 hp with a 9.6% torque boost. Compared to the L215 model it replaces, the L216 boasts an increased operating lift capacity of 725 kg. Engine horsepower has been increased by 8 hp. Additionally, a hydraulic quick coupler option is now available on both of these compact skid steers.

Source: CNH Industrial America LLC

## New Oil Eater Fleet Wash Is Environmentally Safe

The new environmentally safe Oil Eater Fleet Wash is formulated to effectively remove grease, diesel, dirt and bird droppings from heavy equipment and trucks.

Ultra-concentrated, the low-VOC cleaner/degreaser is non-acid, non-corrosive, non-hazardous and biodegradable. The high-foaming wash can be diluted up to 100:1.

It works in hard and soft water, cleans carbon deposits, lubricates brushes, is safe on proportioners and is ideal for automatic and high pressure self-service systems.

It also is safe for polished aluminum, rubber, vinyl and paint when used as directed.

Oil Eater Fleet Wash is available in a 19 l bucket and 113 l and 208 l drums. A sample is available upon request.

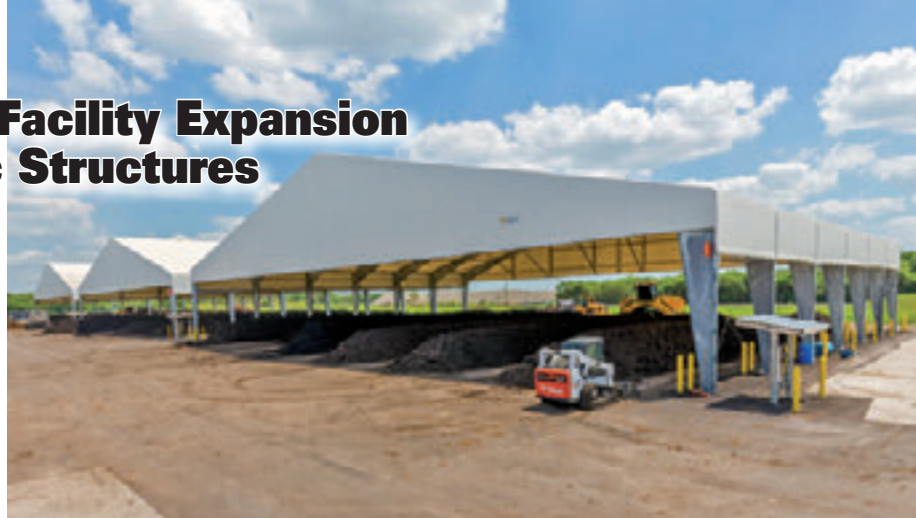
Source: Kafko International



## Florida Composting Facility Expansion Includes New Fabric Structures

The Lee County Composting Facility (LCCF) in Felda, Florida, has constructed 3 new tension fabric buildings as part of an expansion project that will double the operation's production capacity for recycling biosolids and yard waste. The fabric structures were designed, manufactured and installed by Legacy Building Solutions.

The fabric buildings are used to shelter material from rain and sun for roughly 30 days in the first stage of composting. Each of the structures measures 49 m x 36 m, large enough to accommodate 6 compost windrows piled 2.4 m high and 4.9 m wide, for a total storage capacity of 1,300 m<sup>3</sup> of material per building. Equipment and material can easily enter the structure under the end walls, which offer a clear-



ance height of 5,5 m.

The LCCF site includes 6 other fabric structures originally constructed in 2009. These older buildings utilize a curved, web truss frame, whereas the new Legacy buildings feature innovative solid, I-beam engineering. This rigid frame, structural steel concept provides several engineer-

ing advantages, including the ability to customize building dimensions and provide straight sidewalls that maximize the amount of usable floor space inside the structure.

In addition to building construction, Legacy was responsible for engineering the cast-in-place concrete pier foundations. Accounting for challenging conditions with soil and sloping, the design included column heights being adjusted at each footing to ensure the buildings were level.

"Legacy's design was flawless," said Jerry Pinder, project manager and engineer for Thalle Construction, the general contractor for the facility expansion. "Their responses throughout the process were always immediate. And their installation crew was extremely professional, met all our safety requirements, and did an excellent job."

Engineered to withstand ultimate wind speeds of 240 km/h and meet seismic "A" design codes, the fabric buildings feature PVC-PVDF fired-rated fabric that offers enough translucency to eliminate the need for electric lights inside the structures during daylight hours. All steel members are hot dip galvanized for added corrosion protection. The buildings are also equipped with ceiling fans and feature four Schaefer RV-3000 ridge vents for enhanced ventilation.

Source: Legacy Building Solutions

 booth 2024

## Superior Introduces New Flush Mount, Quick Install Belt Scale

Superior Industries, Inc. recently launched a new belt scale for dry bulk material handling applications. The new scale is characterized by a unique, flush-mount design, so owners and operators can avoid cutting or torching their conveyor frame for installation. Superior says the scale will install without interfering with the



existing conveyor frame. Engineers simplified installation further by designing a much sturdier weighbridge than industry average. This robust design prevents any wobbling or tipping for a stress-free installation.

Superior says its integrator – constructed with a large, color display – is designed with an easy to operate setup and adjustment wizard. The standard model integrator includes an onboard Ethernet port (wireless communication), 2 independent RS-232 serial outputs (for optional printer and/or scoreboard display) and a battery backup feature. In addition, the integrator is equipped with self-diagnostics capabilities for operators to view setup parameters, load cell signals, I/O settings, speed sensor frequencies, angle sensor readings and calibration specifications.

Utilizing a modular design, Superior's brand new scale fits to belt widths between 46 cm and 183 cm. The unit is shipped with a scale quality, Superior brand idler in CEMA class ratings of B, C, D or E. Each scale is designed with an accuracy rating of  $\pm 0.5\%$  and is suited for dry bulk applications producing up to 3,000 t/h.

Source: Superior Industries, Inc.

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# Anaheim Regional Transportation Intermodal Center Wins National Steel Building Award

The Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim, California, has earned national recognition in the 2015 Innovative Design in Engineering and Architecture with Structural Steel awards program (IDEAS<sup>2</sup>). In honor of this achievement, members of the project team were presented with awards from the American Institute of Steel Construction (AISC) during a ceremony at the facility on September 29.

Conducted annually by AISC, the IDEAS<sup>2</sup> awards recognize outstanding achievement in engineering and architecture on structural steel projects across the country. The IDEAS<sup>2</sup> award is the highest, most prestigious honor bestowed on building projects by the structural steel industry in the U.S. and recognizes the importance of teamwork, coordination and collaboration in fostering successful construction projects.

The facility's project team members include:

- Owners: City of Anaheim Public Works, Anaheim, California; Orange County Transit Authority, Orange County, California;
- Owner's representative: STV, Inc., Los Angeles, California;
- Project manager: Parsons Brinckerhoff, Orange, California;
- Architect: HOK, Culver City, California;
- Structural engineer: Thornton Tomasetti, Los Angeles, California;
- General contractor: Clark Construction Group, Irvine, California;
- Steel fabricator: Beck Steel, Inc., Lubbock, Texas, (AISC Member/Certified)
- Steel erector: Bragg Crane & Rigging, Co., Long Beach, California, (AISC Member/Advanced Certified);
- Bender/roller: Whitefab, Inc., Birmingham, Alabama, (AISC Member);

ARTIC is a National award winner in the category of projects Greater than \$75 million, making it one of only 4 projects around the country to receive



the National honor. Each year, the IDEAS<sup>2</sup> awards honor National and Merit award winners in 3 categories, based on constructed value. Each project is judged on its use of structural steel from both an architectural and structural engineering perspective, with an emphasis on: creative solutions to project's program requirements; applications of innovative design approaches in areas such as connections, gravity systems, lateral load resisting systems, fire protection and blast; aesthetic and visual impact of the project; innovative use of architecturally exposed structural steel (AESS); technical or architectural advances in the use of the steel; and the use of innovative design and construction methods.

ARTIC is the present and future of transportation in Orange County. A hub for rail, bus, auto and bike travel, ARTIC is also ready for high-speed trains and street cars, the region's next-generation transportation systems.

The facility, which opened last December, includes a 6,300 m<sup>2</sup> terminal building beneath a soaring exposed steel structure. Rising from a height of approximately 24 m at its southern end to 35 m at the main entrance and public plaza, the structure is approximately 76 m long and 56 m wide and also includes a Metrolink/Amtrak concourse pedestrian bridge.

The terminal's tapering vault of criss-crossing parallel arches spans 56 m over a three-story interior housing retail, ticketing,

offices and other amenities. The special concentrically braced frames of the interior structure provide a stiffened base for the shell arches.

The roof's sculptural form is a high-tech take on the simple lines of old airship hangars and the light-filled grandeur of historic train stations. The thin shell's curved geometry is optimized so that the amount of bending and deflection experienced under non-uniform environmental and seismic loads is minimized. The diagrid shell design has inherent structural redundancy and provides continuous load paths to transfer both gravity loads and lateral loads to the base.

The IDEAS<sup>2</sup> award dates back more than 50 years with AISC. And about this year's winning transportation center, Roger E. Ferch, P.E., president of AISC, said: "The entire ARTIC project team has shown how structural steel can be used to create structures that combine beauty and practicality. The result is a transportation facility that serves its patrons extremely well, while providing an example of what can be achieved when designing and constructing projects with steel."

Source: American Institute of Steel Construction

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# Link-Belt Introduces the 100RT Rough Terrain Crane

At CraneFest 2015, Link-Belt Construction Equipment introduced the 90 t 100RT, a new member to its rough terrain crane lineup. Building on the current “mid-size” class of Link-Belt rough terrain cranes, the 100RT showcases Link-Belt’s ability to add familiar components customers have come to expect on a Link-Belt rough terrain while setting a new standard for reach and capacity.

The 100RT will have a 6-section pin and latch boom with a length of 50 m and maximum tip height of 79.8 m. A 3-piece bi-fold, on-board fly with an integrated 3.0 m section is available and can be manually offset. Operation could not be simpler with only 4 boom extend

modes and the ability to telescope under load on the 100RT. The boom design incorporates Link-Belt’s



standard Teflon wear pucks impregnated into the wear pad surfaces so the boom requires no grease.

On board fly options include both 2- and

3-piece lattice bi-folds, 3.0– 10.6– 17.6 m long; the fly manually offsets to 2°, 15°, 30°, and 45°. An available 3.0 m heavy-lift fly – integral to one of the fly options – swings and pins into place and has over 21.7 t of lifting capacity with 1-load 2-line lift procedures. Two 4.8 m lattice extensions give the 100RT its maximum tip height of 79.8 m. Fly extensions on the 100RT are interchangeable with several existing Link-Belt RTC and HTC models.

Dual and single axis controllers are both

## DICA Outrigger Pads Gets in on the Act at “The Demo Expo”

In the spirit of The Demo Expo, where attendees can test run utility and construction equipment, DICA’s SafetyTech® Outrigger Pads provided proper setup foundation for many outrigger-enabled machines on display at the ICUEE show.

Made of engineered thermoplastic material, with crush ratings up to 750 psi and maximum allowable load ratings up to 136,000 kg, SafetyTech outrigger pads have a long standing track record of proven safety benefits. Guaranteed to be unbreakable, SafetyTech also provides user-friendly features including indestructible and comfortable TuffGrip® handles and ergonomic corners and edges.

Round SafetyTech Outrigger Pads with TuffGrip® handles are patented in the U.S. and Canada with patents pending on square and rectangular models of SafetyTech Outrigger Pads. Special duty models such as Cavity, Cleated and High-Viz Safety Yellow models provide proven solutions for utility applications.



“DICA has a long history of partnering with OEMs and utilities to develop outrigger pads in specific sizes, shapes, and thicknesses to meet specific application requirements. As early as the 1990s, our founder Dick Koberg regularly sought input from OEMs, such as Altec, Terex Utility, Asplundh, and Schwing,” said Kris Koberg, CEO. “Those OEM relationships and others

continue to develop and we are honored that SafetyTech outrigger pads are widely trusted and prominently featured in a large number of OEM booths at ICUEE.”

In addition, DICA was the official Outrigger Pad Sponsor for the Crane Operator & Rigger Championship hosted by Crane Institute Certification, Crane & Rigging Hot Line magazine, and Altec. The only crane

available on the 100RT, and for high-angle lifts the cab can tilt up to 20°. Standard air conditioning, a sun shade screen, and a 5-way-adjustable seat with headrest ensure a comfortable work environment. The operator's cab features a large viewing window, minimizing blind spots with conveniently located controls and readouts, fine metering and Link-Belt Pulse.

Link-Belt Pulse is a Link-Belt designed, total crane operating system that utilizes an in-cab display as a readout and operator interface with on-board diagnostics including the rated capacity limiter, wireless wind speed, boom length and angle, radius of load and crane configuration just to name a few. There are 3 new lockable storage boxes: 2 storage boxes are integrated into the deck and one is located between carrier and front outrigger box.

The 100RT camera package enhances on-board site monitoring and includes cameras for viewing to the right side of the upper, the main and auxiliary winch, as well as one for backing up. Another unique



safety feature includes LED viewing lights on all 4 outrigger beams.

As with all Link-Belt rough terrain cranes, 6 points of access to the carrier deck has been maintained on the 100RT despite additional hardware required for Tier 4 final engine upgrades. Once on deck, routine checks on powertrain components and fluid levels are a snap with large swing-out doors and LED lighting that reveal the entire engine compartments. A centralized pressure check and grease bank located near the cab allows an operator to

monitor multiple pressure and fluid workings from one centralized location. Foldable access ladders and upper guardrails provide reinforced safety boundaries.

The 100RT will transport with base unit fully equipped minus modular counterweights at 42,418 kg. The 100RT has an overall height of 3.91 m and can be driven right off a conventional lowboy trailer, assemble counterweight and be ready to go to work!

Source: Link-Belt Construction Equipment Company



pad since 1988. By creating engineered solutions for improving equipment stability and ergonomic safety, DICA is leading the way in product innovation for outrigger pads and crane pads. DICA outrigger pads and crane pads are used in 38 countries

and on 6 continents around the world in construction, maintenance, electrical utility, oil and gas and tree care as well as local, state and federal government agencies.

Source: DICA

operator recognition program of this scale in North America, the Crane Operator & Rigger Skills Competition underscores the role training, certification, and experience plays in safe crane operation. Operators competed on an Altec AC45-127S, set up on SafetyTech DR42-2 outrigger pads.

DICA, Guthrie Center, Iowa, has been specializing in building a better outrigger

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# Mach™ Series Mobile Column Lifts Reduce Downtime to Get Utility Trucks Back into Service Quicker

Utility fleet managers know that vehicle downtime is costly. The quicker a truck can be processed at the maintenance facility, the quicker it can be returned to service, resulting in more efficient operations. At the International Construction and Utility Equipment Exposition (ICUEE), held from September 29 through October 1 in Louisville, Kentucky, fleet operators could see how Rotary Lift Mach™ Series mobile column lifts minimize downtime with fast setup features and versatility.

"Mach Series mobile column lifts feature fast rise and descent times, so technicians spend less time waiting for the lift before they can start working," says Doug Spiller, heavy-duty product manager for Rotary Lift. "They also come with intuitive controls that make it easy to synchronize each column during the setup process. Automatic steering systems further save time by eliminating the need to manually pump each column before transport, and brakes

engage automatically when the handle is released."

To provide utility fleet service facilities with maximum versatility, Rotary Lift Mach Series lifts can be removed from under a raised truck once the vehicle is lowered onto jack stands. The lift can then be used to raise other trucks for service, preventing bottlenecks of vehicles. In addition to a Mach Series lift, the Rotary Lift booth at ICUEE showcased an 8164 kg capacity jack stand (model RS18YL) built specifically for heavy-duty use.

Each Mach Series lift column is powered by batteries and comes with an onboard charger. Since there is no need to plug the columns into power outlets, there are fewer cords cluttering the service bay. The



Mach Series lift on display in the Rotary Lift booth at ICUEE was equipped with a wireless communications option that also eliminates all communications cables. This option (lift model MCHW418) provides a completely clear floor under and around the vehicle.

Source: Rotary Lift

## Final Report on BAUMA CONEXPO AFRICA

More visitors from sub-Saharan Africa, and high-caliber participants: BAUMA CONEXPO AFRICA, which took place from September 15 to 18, 2015 at the Johannesburg Expo Centre, has established itself as the most important event for the sector in Africa.

14,300 visitors from 75 countries attended the second edition of the International Trade Fair for Construction Machinery, Building Material Machines, Mining Machines and Construction Vehicles. 13% of the visitors came from outside of South Africa with a significant increase in percentage from sub-Saharan Africa. The top 5 visiting countries from Africa besides the host country were (in this order): Zambia, Zimbabwe, Namibia, Mozambique and Botswana. In addition, for the first time there were delegations from Ethiopia, Kenya, Mozambique, Nigeria and Zambia.

Stefan Rummel, managing director of Messe München, expressed his satisfaction: "We have achieved our goal of welcoming more and higher-quality visitors from the sub-Saharan region. BAUMA



CONEXPO AFRICA has now without doubt established itself as a platform for the industry that brings together African and international companies." Megan Tanel, vice president for Exhibitions at the Association of Equipment Manufacturers (AEM), agrees: "Africa continues to be an important market for our North American equipment manufacturers. BAUMA CONEXPO AFRICA is the event to not only

enter into the market but also to engage with existing customers."

In total 616 exhibitors from 42 countries showcased their new products and innovations for the African market on 68,000 m<sup>2</sup> of exhibition space.

The next BAUMA CONEXPO AFRICA will take place in 2018 in Johannesburg.

Source: Messe München  
Association of Equipment Manufacturers

# Talbert Manufacturing Unveils New Tilt Trailer Series at ICUEE 2015

Talbert Manufacturing launched a new Air Ramp/Air Tilt Series for easy loading of low-clearance equipment, such as soil and asphalt rollers. The series includes the 20-ton capacity AC-20-ART and 25-ton capacity AC3-25-ART. The units air controls provide additional operator safety when raising and lowering the trailer for loading, and its low deck height offers a superior view of the equipment and surroundings.

Talbert presented the AC3-25-ART trailer during the International Construction & Utility Equipment Exposition, also known as ICUEE, held from September 29 through October 1 in Louisville, Kentucky.

"We received several requests for heavy-duty, tilt-deck trailers with a reduced load angle," said Troy Geisler, Talbert's vice president of sales and marketing. "Because of that, we developed the ART series as the heavy-haul solution. The trailers provide operators maximum view of the equipment and surroundings and feature the lowest loading height available in the industry."

The series features Talbert's lowest load angle, 7°, for easily loading and unloading equipment weighing as much as 22.6 t. Operators use the trailer's controls, which relies on air power to fill bags near the front of the trailer to raise the deck and

lower the ramps to the ground. The air-powered ramps eliminate handling heavy ramps and using cranes or other equipment to position loads. Operators drive equipment over the 96 cm-wide, high-density Apitong wood-filled ramps and onto the trailer deck. The unit's wheels rest on the gripped floor plates over the trailer wheels for weight balance. Once the equipment is loaded, operators use the controls to return the ramps to the upright position.

The low 20 cm headboard and 84 cm deck height provide operators with a superior view of the equipment and surroundings to maximize safe operations. The low deck height also provides additional clearance for bridges and tunnels when transporting tall equipment. Plus, it allows haulers to expand the range of equipment transported while complying with U.S. and Canadian hauling requirements.

For additional safety and driver comfort while hauling, an air brake system and



hutch spring suspension provide maximum load control. Operators secure loads by using safety chains with hooks that latch to tie-down rings on top of the outside beams. The ART Series trailers come standard with Valspar R-Cure® 800 paint in Talbert's signature red or black. Customers can add the optional Valspar AquaGuard™ for additional corrosion protection.

Source: Talbert Manufacturing

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# HARTL CRUSHER Sets Foot in North America

HARTL Engineering & Marketing GmbH proudly announces the formation of HARTL Crusher North America LLC, based in Henderson, Nevada, on August 19<sup>th</sup> 2015. Martin Hartl was appointed as vice president.

The new US company is a 100% subsidiary of the Austrian-based innovator of high mobile crushing and screening equipment – better known under the name HARTL CRUSHER, where the balance between innovation, high quality and over 40 years of experience in the crushing and screening arena is achieved and make an exceptional product portfolio of bucket crusher and screener.

The new subsidiary in the U.S. is the result of intensive marketing and customer research over the past few years all over North America to enable HARTL to invest in their beliefs of achieving their goals and to create a long-term success in one of the most important world markets.

Located close to Las Vegas, the company

will support and service the existing and new customers and dealers in North America. A central spare parts depot, training centre and demo area will be created to provide a solid base for long-term support and success of the HARTL CRUSHER product range.

"The Hartl History in the United States goes back to the 1980s when my father Franz and his brother Adolf Hartl started to market their skid-, wheel- and later track-mounted crushers along with their screeners and recycling plants. As the industry first Austrian exhibitor, they were already offering mobile crushing and screening solutions at the Conexpo/Chicago in 1981," said Martin Hartl.

"It is therefore a great honor and unique challenge for me to introduce our latest development of the HARTL bucket crushers and screeners to the North American

Market. I definitely look forward to building and strengthening our long-term relationship with customers and dealers in this



great industry and market! The success for all of us through this relationship is my goal," added Mr. Hartl.

Source: HARTL Crusher North America LLC

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# Appointments

**NTEA – The Association for the Work Truck Industry** recently appointed **Christopher Lyon** as director of fleet relations. He replaces Bob Johnson, who retired on October 9, 2015.

NTEA selected Christopher Lyon for this position based on his extensive industry knowledge and fleet experience. In 2001, he began his career with the Forest Preserve District of DuPage County. Most recently, he was responsible for all vehicle and equipment purchasing for the district's diverse fleet. He promoted the alternative fuel movement through active involvement with the Chicago Area Clean Cities and the Illinois Partners for Clean Air.

Mr. Lyon earned his Certified Automotive Fleet Manager's designation from the NAFA Fleet Management Association in 2009. He then served on NAFA's Certification Board from 2010–2013 and led its Curriculum Committee from 2013–2015. He holds a bachelor's in business administration from Elmhurst College.

Source: NTEA – The Association for the Work Truck Industry



**Meritor, Inc.** recently announced the appointment of **Lewis Stern** as director, field sales and service for Canada.

Lewis Stern is based in Winnipeg, Manitoba, and will lead 6 DriveForce district managers responsible for sales and service support for fleets, dealers and the OEM leadership in the Canadian region. He will work to identify new products that meet specialized fleet needs within different markets across Canada.

"As we continue to invest in our field organization in Canada, Mr. Lewis' role will be critical in carrying out Meritor's product strategy for our truck and trailer business across the country," said James Taylor, general manager, North America Field Organization for Meritor. "We recognize Canada as a unique, national market and want to take care of the fleets and dealers."

Lewis Stern was recently the COO of the U.S.-based Eastern Special Steel. He has held a number of leadership positions at Conforce USA and Truck-Lite.

Source: Meritor, Inc.

**OACETT – Ontario Association of Certified Engineering Technicians & Technologists** is pleased to announce that **Bob van den Berg, C.E.T.**, is their new president, for a 2-year term that began on May 28, 2015. OACETT is the certifying body for engineering technicians and technologists in Ontario with more than 24,500 members province-wide. It confers and administers the professional designations of Certified Engineering Technologist (C.E.T.), Certified Technician (C.Tech.) and Applied Science Technologist (A.Sc.T.), which are recognized as marks of professionalism within the engineering team.

Mr. van den Berg comes to the position well prepared, having held volunteer positions at the executive level on the Government Relations, Professional Affairs and Services and Executive Committees. He served as chair of OACETT's Durham Chapter and is the past chair of the Program Advisory Committee for Durham College's Electromechanical Program.

A graduate of Ryerson University's Electrical Engineering Technology program, Mr. van den Berg is currently general manager of Murrelektronik Canada, a wholly-owned subsidiary of Murrelektronik GmbH that manufactures automation components for industrial machinery and has offices in Mississauga, Ontario, and Montreal, Quebec.

Source: OACETT – Ontario Association of Certified Engineering Technicians & Technologists

**Pat Griffin** has been named president of **Marmon-Herrington**. With more than 25 years experience in the transportation industry, Griffin most recently served as vice president of sales for Fontaine Modification Company's Vocational Services where he was instrumental in the business unit's strategic direction and growth.

Prior to joining Fontaine Modification last year, Mr. Griffin held executive leadership positions in engineering, quality, and Lean Six Sigma with Wabash National Corporation and Hayes Lemmerz International. He holds a Bachelor of Science degree in welding engineering from The Ohio State University, and a Master of Arts in organizational management from Tusculum College.

Source: Marmon-Herrington

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## Agenda

### CHINA MINING Congress & Expo 2015

October 20 - 23, 2015  
 Tianjin, China

### Expo-FIHOO 2015

October 28 - 30, 2015  
 Montreal, QC Canada

### Eco Expo Asia

October 28 - 31, 2015  
 Hong Kong

### ICEF 2015 (International Construction Equipment Forum)

November 2 - 3, 2015  
 Amsterdam, The Netherlands

### World Crane & Transport Summit 2015

November 4 - 5, 2015  
 Amsterdam, The Netherlands

### Municipal Equipment Expo / Waste & Recycling Expo Canada

November 4 - 5, 2015  
 Montreal, QC Canada

### 2015 Trenchless Technology Road Show

November 17 - 19, 2015  
 Richmond/Vancouver, BC Canada

### Water Expo China

November 18 - 20, 2015  
 Beijing, China

### Landscape Ontario's 42<sup>nd</sup> Edition of Congress

January 12 - 14, 2016  
 Toronto, ON Canada

### World of Concrete 2016

February 2 - 5 (exhibits); February 1 - 5, 2016 (seminars)  
 Las Vegas, NV USA

### The Rental Show

February 21 - 24, 2016  
 Atlanta, GA USA

### The Work Truck Show

March 2 - 4, 2016  
 Indianapolis, IN USA

### NASTT's 2016 No-Dig Show

March 20 - 24, 2016  
 Dallas, TX USA

### World of Asphalt and AGG1

March 22 - 24, 2016  
 Nashville, TN USA

### Atlantic Heavy Equipment Show

April 7 - 8, 2016  
 Moncton, NB Canada

### bauma 2016

April 11 - 17, 2016  
 Munich, Germany

### Expo Grands Travaux

April 22 - 23, 2016  
 Montreal, QC Canada

### Pacific Heavy Equipment Show

May 13 - 14, 2016  
 Abbotsford, BC Canada

### IFAT

May 30 - June 3, 2016  
 Munich, Germany

### Waste Expo 2016

June 7 - 9 (exhibits); June 6 - 9, 2016 (seminars)  
 Las Vegas, NV USA

### CONEXPO-CON/AGG 2017

March 7 - 11, 2017  
 Las Vegas, NV USA

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April 4 - 7, 2017  
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