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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 31 • Number 9 • October 2026 • English Edition





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InfraStructures
CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES
English Edition

Volume 31 Number 9
October 2026

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InfraStructures is published on the Web since August 1996. It is intended to provide industry information to qualified users of heavy machinery and specialized equipment in all sectors of the industry, including landscaping, construction, public works, and natural resources in both French and English.

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A Brief Word...

Here we are yet again in October. If you thought El Nino was going to save you from the encroachment of Winter weather let's compare notes next month.

One thing that cannot be missed is the shortening of how long the sun shines, when it does. Up in the dark and down in the dark gives urgency to those project milestones and deadlines. That, and all the hubbub about Manitoba and NW Ontario declining to participate in the biannual clockwork craziness. Here we are staring into the True Face of our southern neighbours and Ontario/Quebec still won't commit to fix the clocks once and for all!

Something that does not require repairs is InfraStructures as we bring you another month of the information you need and want. If winter is worrying you can go back to our August Snow Edition. Meanwhile time marches on and in these pages are the most up to the minute stories we thought you would enjoy.

So while you enjoy a cocoa or the suns warm rays, relax, peruse and relax. It might even help you remember where you put your LJ's, mitts and shovel before you need them!





On the cover: with the new SENNEBOGEN 835 G Hybrid, Ashvin Metals in Poulton-Le-Fylde, UK, has optimized its handling processes for non-ferrous metals. Thanks to increased reach, higher lifting capacity, and reduced fuel consumption, the new material handler delivers improved productivity in a compact work area – winning over both operators and management.

NAEDA AND AED ANNOUNCE MERGER

The North American Equipment Dealers Association (NAEDA) and Associated Equipment Distributors (AED) recently announced plans to merge, effective January 2027, creating a stronger, unified organization that will operate as Associated Equipment Dealers (AED) and serve equipment dealers and distributors across the United States and Canada.

The merger brings together the strengths, expertise, and resources of both associations with a shared goal: to provide greater value to members and a stronger voice for equipment dealers.

"This merger is about putting dealers first and positioning our industry for the future," said Steve Hunt, chairman of the NAEDA Board of directors and president of H&R Agri-Power, Inc. "NAEDA and AED each bring strengths to the table. Together, we can preserve what our members value most while expanding what we can accomplish on their behalf. This is about becoming stronger, more effective and more valuable to the dealers we serve."

"This merger represents an important step toward creating a stronger, more unified voice for the equipment industry," said Marshall Anderson, chairman of the AED Board of directors and executive vice president of RDO Equipment Co. "By bringing AED and NAEDA together, we can align our efforts, strengthen our advocacy and better serve equipment dealers across North America."

The combined organization, Associated Equipment Dealers will also build on the education, workforce development, dealer-manufacturer relations, research, events and member services currently provided by both associations.

Leadership and staff from both organizations will work together ahead of the January 2027 effective date to ensure a smooth transition and continuity of member programs and services.

Established in 1919, Associated Equipment Distributors (AED) is a not-for-profit international trade association representing more than 7,800 dealer locations across North America and 1,000 companies worldwide involved in the sale, rental and support of equipment used in construction, agriculture, outdoor power, mining, forestry, power generation and industrial applications.

The North American Equipment Dealers Association (NAEDA) represents equipment dealers across North America in the agriculture, industrial, and outdoor power sectors. NAEDA advocates fair policies, strong dealer-manufacturer relationships, and dealer rights while providing education, business resources, and industry expertise designed to help equipment dealers grow, compete, and succeed.

Source: North American Equipment Dealers Association (NAEDA), Associated Equipment Distributors (AED)

Steelwrist Welcomes AEM Manufacturing Express to its North American Headquarters



On September 28, Steelwrist welcomed the AEM Manufacturing Express to its North American headquarters in Newington, Connecticut, as part of the Association of Equipment Manufacturers' 2026 Northeast tour. During the visit, Steelwrist showcased its latest tiltrotator technology and fully automatic quick coupler solutions, as well as the company's expanded machining, assembly and product testing capabilities in the U.S.

The AEM Manufacturing Express hit the road on August 31 and will stop at 18 manufacturing facilities across four states during the Northeast leg of the tour, amplifying the stories of the 2.2 million men and women who build, power, and feed America.

Since entering the North American market in 2017, Steelwrist has experienced strong growth as contractors increasingly adopt tiltrotators and fully automatic quick coupler systems to improve safety, productivity and machine utilization. In February this year, Steelwrist officially inaugurated its expanded operations in Newington, with investments in machining, assembly and product testing capabilities. Steelwrist's culture, built around clear values, direct communication and individual accountability, has played an important role in the development of the North American organization. The Newington stop also highlighted Connecticut's important role in the equipment manufacturing industry, which supports approximately 14,000 jobs

"Welcoming the AEM Manufacturing Express to Newington was a great opportunity to recognize the team behind our growth in North America. In recent years, we have continued to invest in our people and our local capabilities, and today machining, assembly and product testing are all part of our operations here in Connecticut. We are proud to show how Steelwrist technology helps contractors work more safely and efficiently, and to demonstrate our long-term commitment to the U.S. market," said Peter Gaj, vice president Region Americas at Steelwrist Inc.

Source: Steelwrist Inc.

CONDUX UNIVERSITY EQUIPMENT TRAINING FOR JOBSITE SAFETY AND PERFORMANCE

Condux International is helping contractors maximize the performance, safety, and longevity of their cable installation equipment through Condux University, a comprehensive training program developed by the same experts who engineer and manufacture the company's industry-leading products.

Condux University combines online learning, hands-on classroom instruction,

and on-site training to give equipment operators the knowledge and confidence to use Condux products safely, efficiently, and effectively. The program covers proper equipment operation, safety procedures, maintenance best practices, and real-world application techniques that help reduce downtime, improve productivity, and extend equipment life.

Participants have a self-paced online training prerequisite, as well as instructor-led, hands-on courses at the company's headquarters in Mankato, Minnesota. For organizations seeking training at their own facilities, Condux also offers customized on-site instruction led by experienced product specialists.

"Providing exceptional equipment is only part of our commitment to customers," said a Condux University Training Specialist Cole Herding. "Condux University ensures contractors have the knowledge and practical skills to get the most from every piece of equipment while operating safely and efficiently in the field."

Condux University is open to both new and experienced cable installation professionals seeking to improve jobsite performance and operational excellence. The training program is consistent with the guidelines set forth by the Society of Cable Telecommunications Engineers (SCTE) and the Learning Alliance Corporation (LAC).

Source: Condux International, Inc.

DEUTZ AND HYPERCRAFT JOIN FORCES FOR UNMANNED GROUND VEHICLES

DEUTZ AG and Hypercraft, Inc. will expand their cooperation in the field of unmanned ground vehicles (UGV) and mobile drive systems. DEUTZ and the tactical mobility experts based in Provo, Utah, have set out cornerstones of a Strategic Partnership in a Memorandum of Understanding (MoU).

The Partnership is intended to leverage the strengths of both companies. Hypercraft develops flexible, software-defined UGV mission platforms that utilize its open software architecture and systems integration expertise. DEUTZ already supplies world-class combustion engines and will provide additional drive solutions in the future. The companies are deepening this relationship through the evaluation of DEUTZ's scaled OEM solutions for Hypercraft's UGV platforms.

"Hypercraft and DEUTZ are two companies whose expertise perfectly complement each other. Hypercraft already develops promising UGV's with new open software architectures and advanced technologies that accelerate innovation and integration at the intersection between soft- and hardware for ground-based vehicle platforms. DEUTZ contributes extensive experience in engines, hybrid-electric systems, and defense vehicle integration at scale. Together, we will develop innovative and reliable solutions for defense customers globally," said Marco Herre, CEO Business Unit Defense at DEUTZ.

As part of the planned cooperation, DEUTZ contributes its expertise as a holistic system provider. This includes the know-how of its NewTech business unit in the fields of hybrid drivetrains, batteries and power electronics, as well as the potential assembly and final acceptance of Hypercraft platforms and systems for the



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In return, Hypercraft will contribute its advanced technologies, know-how, and research and development resources relating to UGV development and its software-defined vehicle architecture, unmanned platforms and system solutions. Furthermore, Hypercraft brings its military customer network to help define operational requirements and test new DEUTZ products for the US market.

"The combination of Hypercraft's advanced technologies, CARBON open software-defined vehicle architecture, and expertise in unmanned platforms with DEUTZ's product portfolio in drivetrain and energy systems, and scaled OEM solutions provides a strong foundation for future solutions. We look forward to exploring new opportunities for customers in the United States, Europe and other markets," said Brian Bowers, CEO at Hypercraft.

With this cooperation, DEUTZ is further expanding its activities in the field of security- and defense-relevant mobility and energy solutions. Going forward, the Defense business unit will become a further cornerstone of the DEUTZ Group alongside the established Energy, Engines and New Tech business units and the service business, which is a key driver of growth across all segments.

The MoU sets out the partners' joint intentions. Binding activities will be governed by separate agreements. Over the past two years, DEUTZ has acquired several businesses and entered into partnerships that demonstrate how collaboration between industrial companies and emerging technology leaders can work and add value.

Source: DEUTZ AG

METSO STRENGTHENS PARTNERSHIP WITH GRUPO MEXICO BY DELIVERING CONE CRUSHERS FOR LA CARIDAD

Metso recently announced it will deliver an additional crushing package to Grupo Mexico for its La Caridad copper concentrator plant in Nacozari, Sonora, Mexico. This order complements the high-capacity Nordberg® MP800 cone crushers sold in 2025 and represents the next phase in the plant's expansion. The combined solution for secondary crushing will significantly increase the concentrator's throughput, supporting Grupo Mexico's long-term production targets and operational efficiency goals.

Grupo Mexico is the largest copper producer in Mexico, and Metso continues to strengthen its strategic partnership with the company through multiple technology deployments across its mining operations.

"This follow-up order builds on the successful collaboration established last year. By integrating this new package with the previous, currently in execution, MP800 crushers, we are enabling a substantial step-change in capacity and performance at La Caridad," said Giuseppe Campanelli, president of North and Central America at Metso.

An optimal crushing process reduces the ore to a desired size more efficiently, economically, and safely. Metso's portfolio of reliable and energy-efficient crushing solutions delivers superior performance and maximized throughput for even the most demanding mining applications.

Metso's Nordberg® MP800 cone crushers are a proven solution for high-capacity crushing, offering up to 15% more capacity and significantly improved crushing force compared to other models. With an optimized chamber design, automation readiness, and safer maintenance features, the MP800 delivers consistent reliability and lower operating costs in demanding copper applications.

Source: Metso Corporation

TRELLEBORG SHOWCASES INDUSTRIAL HOSE AND SEALING SOLUTIONS FOR MANUFACTURING AT ALIHANKINTA

Trelleborg presented a combined showcase of industrial hose and sealing solutions for manufacturing at Alihankinta 2026, held in Tampere, Finland, from September 29 to October 1st.

As Northern Europe's largest industrial trade fair, Alihankinta brings together more than 29,000 manufacturing professionals each year. It is the ideal setting to explore how Trelleborg's fluid handling and sealing expertise can help manufacturers improve efficiency, reduce downtime and strengthen the reliability of their operations.

The Fluid Handling Solutions team will highlight industrial hoses built to withstand harsh operating conditions. These solutions are designed to deliver dependable performance across a wide variety of applications, from material transfer to process handling, helping manufacturers keep production running smoothly and safely. Backed by deep materials and applications expertise, each hose is matched to the specific demands of the task, offering





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Trelleborg Sealing Solutions also presented its expertise in precision sealing technologies for demanding industrial applications. The booth highlighted the breadth of Trelleborg solutions optimized for durability and performance across a wide array of industrial sectors. These include the extensive Stefa® range, providing solutions that excel in robotic applications, piston sealing, heavily contaminated environments, high-pressure rotary applications and electric vehicle optimization.

Also featured are Orkot® Marine Bearings, manufactured from a unique synthetic composite incorporating solid lubricants, which display virtually no swell in seawater for outstanding service life. Trelleborg also showcased high-performance cylinder sealing systems configured with proprietary polyurethane Zurcon® solutions. In high pressure, high temperature hydraulic applications they ensure effective fluid management and minimize maintenance.

Together, Trelleborg Fluid Handling Solutions and Trelleborg Sealing Solutions combine global reach with local understanding, giving manufacturers responsive support backed by extensive materials science and applications knowledge. This partnership approach means customers can discuss both fluid transfer and sealing challenges with Trelleborg specialists at the same stand, helping them identify solutions tailored to their operations rather than standard, off-the-shelf products.

Source: Trelleborg

Epiroc Launches ET55 Drill String, the Successor to ST58



Epiroc is expanding its next-generation ET drill string family with the launch of Epiroc ET55. The new drill string is the successor to the established Epiroc ST58 system and enables a shoulder drive connection throughout the entire drill string.

Epiroc ET55 brings the design principles and customer benefits of the ET drill string family to applications previously served by Epiroc ST58. Its shoulder drive design allows more energy to be transferred into the rock while reducing vibration in the drill string and rig.

Like Epiroc ET66, ET55 is designed with shoulder drive connections throughout the drill string. This makes it a natural next step for customers using Epiroc ST58 and extends the ET offering into another important size segment.

"ET55 is the true successor to the ST58 drill string. It enables a shoulder drive connection throughout the entire drill string, giving customers access to the benefits of the ET design in applications where ST58 has traditionally been used," said Fredrik Gransell head of Strategic marketing – Tophammer drilling tools at Epiroc.

The ET drill string family has been developed to improve durability and reliability while reducing unplanned stops caused by drill string failure. Its thread geometry also supports easier uncoupling and fewer stuck tubes, contributing to improved drilling time, uptime and operator safety.

Epiroc ET55 joins ET66, ET51, ET45 and ET38 in Epiroc's growing ET drill string portfolio. ET66, ET45 and ET38 were introduced in 2024 as part of Epiroc's next generation of drill strings, following extensive modelling, laboratory testing and field trials.

"With Epiroc ET55, we are adding another important part of the ET portfolio. Customers currently using ST58 can now transition to a drill string designed around the same shoulder drive principle throughout the complete system," said Martin Karlsson, vice president Tophammer solutions at Epiroc.

Source: Epiroc Drilling Tools AB

HD CONSTRUCTION EQUIPMENT SIGNS PARTNERSHIP WITH MANITOU GROUP

HD Construction Equipment recently announced the signature of an agreement for a mutual sales partnership for compact construction equipment with global equipment manufacturer Manitou Group, which will help expand its compact equipment portfolio.

The signing ceremony was held at Manitou Group's headquarters in Ancenis, France, with key executives in attendance, including Moon Jae- young, president & CEO of HD Construction Equipment, and Sylvain Blaise, president & CEO of Manitou Group.

Under this agreement, HD Construction Equipment will source compact equipment product lines from Manitou Group and sell them globally. In return, Manitou Group will integrate HD Construction Equipment's compact solutions into its own lineup, expanding the product offerings for both the Manitou and Gehl brands.

Through this partnership, HD Construction Equipment plans to accelerate its market expansion by enhancing its compact construction equipment lineup.

The company also aims to scale up compact equipment production and improve both product quality and cost competitiveness.

"This partnership is more than just enhancing our product lines; it opens up important new growth opportunities through significant market expansion," said Moon Jae-young. "By bringing together our strengths, we will boost the competitiveness of our compact products and enhance our global presence."

"This agreement fully aligns with our strategic roadmap aimed at accelerating

our growth in compact equipment ranges. By combining the industrial excellence and innovative capabilities of 2 major industry leaders. This alliance allows us not only to reach a new milestone in product line expansion, but also to deliver enhanced value to our dealer network and customers worldwide," added Sylvain Blaise.

Source: HD Construction Equipment

YANMAR AND ARIENSCO JOIN FORCES

Yanmar Holdings Co., Ltd. recently announced that it has entered into a definitive agreement for Yanmar to acquire a majority ownership interest in AriensCo, a specialist in outdoor power equipment for lawn and snow management. The transaction is subject to customary closing conditions. The Ariens family will retain a meaningful ownership interest, and AriensCo will continue to operate from Brillion, Wisconsin, under its existing leadership and brand identity.

The partnership brings together two multigenerational family-owned businesses with shared commitments to quality, innovation and long-term customer relationships. By combining AriensCo's established brands, dealer network and rich history in the outdoor power equipment market with Yanmar's global business foundation and engineering capabilities, the companies aim to foster new innovation, sustainable growth and create greater value for customers and dealers.

The partnership comes as the outdoor power equipment industry is being reshaped by automation, electrification, alternative fuels, artificial intelligence and increasingly complex global supply chains. By bringing together their respective capabilities, Yanmar and AriensCo will be better positioned to respond to these changes while continuing to meet the evolving needs of homeowners and professional customers.

The partnership is also expected to create new opportunities for the dealer networks of both AriensCo and Yanmar. Over time, dealers may benefit from broader product and technology capabilities, enhanced service and diagnostic resources, and a stronger operational foundation in North America, supported by Yanmar's global business network. Both companies will continue to emphasize the personal, relationship-based service that has long been central to how they support dealers and customers.

AriensCo will continue to operate under its existing company and brand identities, including the Ariens®, Gravely® and AS-Motor® brands. The companies remain committed to maintaining continuity for employees, dealers and customers as they move forward together. The partnership reflects the companies' shared belief that the qualities associated with family ownership, including long-term thinking, trust and personal accountability, provide a strong foundation for sustainable growth.

Source: Yanmar Holdings Co., Ltd.

CM LABS ROLLS OUT NEW TRAINING MANAGEMENT TOOLS

CM Labs recently announced the launch of new features as part of the Intellia Workforce Training System, the

Hydrogen Fuel Cell ReachStacker at Rotterdam Short Sea Terminals



Hyster recently announced the delivery of a hydrogen fuel cell-powered ReachStacker to Rotterdam Shortsea Terminals (RST) in the Netherlands as part of a joint initiative exploring the role of hydrogen in the future of port and logistics decarbonization.

The Hyster® RSJ46-33XDH/62 ReachStacker will support operations in Europe's largest dedicated shortsea shipping hub, primarily handling 45' containers, including open-top containers. To support these requirements, it is equipped with a specialized 45' spreader and is powered by a Nuvera 60-kW fuel cell engine that converts hydrogen into electricity to support a 130-kWh lithium-ion battery. It also incorporates the standardized Hyster software architecture used across other Hyster electric products, helping to provide a common operator experience, diagnostics platform and service approach.

The ReachStacker has been supplied by Hyster® and local authorized Hyster dealer Heffiq as part of a 5-year innovation project supported by the Province of South Holland and the Just Transition Fund (JTF). Rotterdam Shortsea Terminals, Berkman Energie Services, Hyster, STC Next and HarbourHUB are joining forces within the JTF program to make port logistics more sustainable. Together, they are developing a unique field lab in which two key innovations will be demonstrated: a modular hydrogen refueling station and a hydrogen-powered ReachStacker developed in the Netherlands.

This living lab demonstrates how hydrogen can be effectively integrated into logistics and industrial processes independently of the electricity grid. The ReachStacker deployment will also enable RST to gain practical operational experience with hydrogen-powered container handling equipment in its demanding port environments.

The partners in the JTF program are investing in human capital as well as technological innovation. In a joint experience center, employees, students and logistics professionals will be trained for the energy transition and in the safe and efficient use of hydrogen. The project, which is co-funded by the European Union, directly contributes to carbon dioxide reduction, future regulations and standardization, and a better energy balance within ports. In doing so, it provides a powerful impetus for the sustainable transformation of port logistics in Rotterdam and beyond.

Source: Hyster-Yale Materials Handling, Inc.

comprehensive suite that unites training management tools with simulators and equipment curriculum. This is the latest update to the tools that offer administrative control, instructional oversight, and trainee preparation, designed to allow instructors to personalize and manage training at scale while optimizing classroom time. The current updates include After-Action Review to record sessions, AI assistants for both instructors and trainees, and a classroom Performance Leaderboard.

"With demand for skilled operators continuing to grow, training programs must expand capacity without compromising the quality of instruction or operator readiness," said Lisa Barbieri, vice president of Marketing and Strategic Partnerships at CM Labs. "Taking advantage of these tools as part of the Intellia training system, organizations have the opportunity to help instructors deliver more personalized guidance, manage larger groups of trainees, and prepare operators across multiple equipment types."

With the new training management tools, instructors can maximize classroom time and review sessions after completion for enhanced coaching capabilities. The new After-Action Review in Intellia Instructor records training sessions for review. Instructors can then move freely around the 3D environment during replay, evaluating trainee performance from every angle to better understand trainee behavior, from goal completions to errors. This means instructors can tailor training plans to better address areas that trainees are making mistakes or falling short.

AI Assistants draw from CM Labs' extensive product documentation to help both instructors and trainees get context-aware answers by voice or text. The AI can recommend training exercises and assist instructors with course planning, while providing trainees with guidance during exercises, allowing instructors to devote more time to personalized coaching.

The Performance Leaderboard provides dashboards that let instructors share live results with the classroom, encouraging healthy competition amongst peers.

With these features, instructors can split their attention between multiple students without worrying about missing key events. Instructors can focus on providing meaningful feedback that improves the trainee experience and improves operator readiness.

Source: CM Labs Simulations

CATERPILLAR EXPANDS CAT COMPACT MANUFACTURING CAPACITY IN NORTH CAROLINA

Caterpillar Inc. intends to invest approximately US$1 billion ($1.4 billion) in North Carolina to expand manufacturing capacity for products that support its growing Cat Compact business, helping customers gain faster access to the machines they need to solve tough jobsite challenges and build homes, infrastructure and communities.

The investment includes plans for a new modern manufacturing facility in Sanford, North Carolina, designed to increase production of compact track loaders and telehandlers to meet customer demand. The project supports Caterpillar's Cat Compact strategy, which is focused on delivering a more streamlined and convenient experience for small contractors and growing businesses.

"As demand for compact equipment continues to increase, we're investing to better serve this growing segment of customers," said Caterpillar Construction Industries Group president Rod Shurman. "This investment is another way we are solving our customers' toughest challenges by expanding access to the products, solutions and services they need to work more efficiently."

Compact track loaders and telehandlers are versatile machines used across construction, landscaping, agriculture and material handling applications. Customers rely on these products to move materials, manage jobsites, support workforce productivity and complete critical work safely and efficiently.

The investment will create a modern, technology-enabled manufacturing environment designed to improve safety, quality and operational performance while supporting long-term growth. The facility is expected to incorporate advanced manufacturing technologies, automation, digital production systems and integrated logistics capabilities to create a more connected and efficient operation.

North Carolina was selected for this investment because of Caterpillar's long-



standing presence in the state, the strength of the local workforce, and the opportunity to build on existing manufacturing expertise and operations in Sanford.

"We appreciate the partnership and support of the State of North Carolina, Lee County and the City of Sanford as we continue investing in the future of manufacturing and the customers we serve," said Mr. Shurman.

This investment reflects Caterpillar's continued commitment to U.S. manufacturing and workforce development. The company expects the project to create opportunities for advanced manufacturing careers while helping employees develop skills in areas such as automation, robotics, digital manufacturing and advanced production systems.

Source: Caterpillar Inc.

NORD-LOCK FACTORY ACHIEVES NEW CERTIFICATION MILESTONE

In the spring of 2026, Nord-Lock's key manufacturing site in Mattmar, Sweden, officially attained ISO 50001 certification, a globally recognized standard for energy management systems that help organizations manage and continually improve their energy performance.

According to Emil Sjöström, property manager for Nord-Lock, the effort (which he helped lead) aligns with the company's principles of utilizing resources responsibly and consciously optimizing to achieve more with less.

"It's about saving energy," said Mr. Sjöström, referring to the ISO 50001 standards. "It reduces costs and lowers environmental impact. And it helps incorporate that type of thinking into everyday decision-making."

The Mattmar factory has had considerable success with other sustainability initiatives in recent years. Direct greenhouse gas (GHG) emissions from the site – known as Scope 1 GHG emissions – have been reduced by 99.9%. It's also switched to 100% renewable electricity. Attaining ISO 50001 certification, however, was a full site-wide effort that engaged practically every member of the workforce.

"All the departments get involved in some way," explained Emil Sjöström. "It's everyone from production, maintenance, the engineering team, the environmental and quality department, and of course, the facility management team."

Meeting criteria set by the International Organization for Standardization (ISO), which is independent and non-governmental, is not new for the Nord-Lock factory. In 2003, it secured ISO 14001 certification for environmental management systems as one of the company's earliest sustainability efforts. The facility also currently holds ISO 9001 certification for quality management systems.

Work conforming to the requirements of ISO 50001 began in early 2025 and picked up in November when the project was ready to bring in outside consultants.

A team from a global 3rd-party certification body conducted a multi-stage inspection and audit, featuring an initial evaluation of the facility with follow-ups until the final assessment for certification.

An international engineering services

Recupac and Lindner Demonstrate a Successful Path Forward



New regulations in Chile, Colombia and, most recently, Brazil are introducing mandatory recycling and extended producer responsibility targets, reshaping the economics of the plastics industry across the region. In Chile, Recupac, part of the Coipsa Group, demonstrates how advanced technology, process control and strategic partnerships can transform post-consumer plastic waste into high-quality recycled raw materials.

Recupac has spent more than 35 years building its role in Chile's circular economy. The company serves approximately 500 customers and manages more than 150,000 t/y of waste. Its latest milestone is its LDPE recycling facility in San Bernardo, with a production capacity of 500 t/month, where recycled pellets already replace approximately 40% of the virgin resin used in new plastic film production.

Transforming post-consumer plastics – heterogeneous, contaminated materials from highly variable sources – into consistently high-quality recycled pellets requires rigorous process control at every stage: from collecting materials directly from customers, through sorting and baling operations, to secondary quality inspection and the recycling line itself, including shredding, washing, drying and extrusion.

The washing stage creates a clean and homogeneous material stream that integrates seamlessly with the downstream Erema extrusion line, Lindner's long-standing technology partner in plastics recycling. According to Recupac, the results are reflected in both product consistency and operational reliability.

The Recupac project reflects a broader strategic direction at Lindner and Lindner Washtech, a specialist in plastics washing technologies that continues to expand its portfolio of solutions to meet the increasing quality requirements of recycled plastics.

To support this growth throughout the region, the company established Lindner subsidiary in 2025, with headquarters in São Paulo, Brazil, under the leadership of Frederico Hartmann. The new subsidiary strengthens Lindner's regional presence by providing local technical support, project development, commercial assistance.

As the circular economy continues to expand and regulations increasingly promote the use of recycled content across Latin America, Lindner reinforces its commitment to serving as a strategic partner for the regional recycling industry.

Source: Lindner Recyclingtech GmbH

company, meanwhile, provided training and professional development programs on aspects of energy management, like procedures and document frameworks.

The installation of energy meters throughout the facility for monitoring power use was a major necessity. It enabled Sjöström and his team to find machines wasting power but also now allows everyone to see the energy costs of their activities and adjust their operational procedures to be more energy efficient.

"It's all about making employees aware of the decisions they make and how those decisions impact energy consumption," said Mr. Sjöström. "We need to look at what we can do more efficiently and what routines we can change."

Gaining ISO 50001 certification is just one step in the Nord-Lock factory's longer sustainability journey, but an essential step. The overall transition to meet its standards is vital for reaching the company's targeted 40% reduction in energy consumption by 2030. It also helps send a clear signal that Nord-Lock is serious about being environmentally responsible.

"The certification will be followed up through annual surveillance audits to ensure that the energy management system continues to meet the requirements," said Emil Sjöström. "This is only the beginning. You need to work with it all the time to hold on to it, and it needs to flow into everything in the facility."

Source: Nord-Lock Group

EMERA, ATCO AND CANADIAN UTILITIES TO CREATE UTILITY AND ENERGY POWERHOUSE

Emera, ATCO and Canadian Utilities recently announced a definitive agreement to bring together Emera and Canadian Utilities in a merger of equals, creating a Canadian utility and energy infrastructure powerhouse with the scale to help power Canada's growth ambitions, while continuing to invest in and grow its operations across its jurisdictions, including in the high growth markets of Alberta and Florida.

The combined company is expected to have a pro forma enterprise value of approximately $72 billion. It will have greater financial strength, broader capabilities, and enhanced investment capacity to support expected growing energy and infrastructure needs across its operations. This increased scale will position the company to support a range of capital-intensive priorities, electrification projects, major natural gas and electric transmission investments, large load customers, export infrastructure and other large-scale energy infrastructure projects.

The new company will operate as Emera, with headquarters in Halifax, Nova Scotia, while maintaining Canadian Utilities' corporate and operational headquarters in Calgary and Edmonton, Alberta, with a strong continued presence in Canadian Utilities' key markets including, Australia. Emera's U.S. operations will continue to be headquartered in Tampa, Florida.

Customers can expect continued safe and reliable service throughout the transaction process and beyond. Until closing, Emera, ATCO and Canadian Utilities will continue to operate independently and remain focused on customers, employees, safety, reliability and operational performance. The combination is expected to support continued investment in infrastructure, employment, economic development, and long-standing community partnerships.

In connection with the transaction, ATCO will spin off into a high-growth industrial services company focused on housing, defence, and investments, including ports and retail energy, into a new publicly-traded company, New ATCO, with a clear growth agenda and distinct investor proposition.

"Today marks an important moment for our companies and the customers and communities we serve," said Scott Balfour, president and CEO of Emera. "This merger creates a Canadian utility and energy infrastructure powerhouse with the scale, financial capacity and expertise to invest in the systems our customers will rely on for decades. As demand rises from electrification trends and major infrastructure development, the combined company will be better positioned to help meet growing energy needs and power Canada's growth ambitions. Our shared commitment to safety, employees, customers and communities will guide us as we bring our organizations together."

Source: Emera Inc.

TRACKUNIT LAUNCHES SPOT S300, CONNECTING UNPOWERED EQUIPMENT WITH MORE FREQUENT REPORTING AND BROADER CELLULAR COVERAGE

Trackunit recently announced the launch of Spot S300, a battery-powered fleet tracking device for unpowered equipment.

Spot S300 is designed to give construction contractors and rental companies visibility into unpowered equipment that frequently moves across job sites, such as trailers, containers, portable heaters, welders, and message boards.

Traditionally, it has not been practical to wire equipment like this for data. That means unpowered equipment often stays outside the connected fleet, creating a visibility gap for fleet managers.

Spot S300 solves that. It requires no wiring, so installers can mount it in minutes. Activation is as simple as peeling off a sticker, and reporting starts almost immediately.

Spot S300 replaces its long-running predecessor, Spot 2. Both models share the same easy, wireless installation. What's changed is enhanced reporting frequency, cellular coverage, and deeper device intelligence.

Spot S300 provides a reliable connection over LTE Cat 1 bis, running on standard 4G networks worldwide. It reports its position four times a day by default, which can be adjusted easily in the Trackunit Fit app and in Trackunit Manager.

In Trackunit Manager, Spot S300 devices are visible alongside powered equipment and tools. That data also feeds Trackunit IrisX, Trackunit's operating data platform for construction, where fleet managers can build reports and dashboards tailored to how their business runs.

For contractors, Spot S300 brings location and utilization data to the equipment that falls outside existing telematics coverage. Site managers can see which assets are active, idle, or sitting in the wrong location, and act on that information before it costs time or money. Greater visibility enables contractors to increase equipment utilization, reduce the time and cost of locating and coordinating assets, and maintain tighter control over project costs.

For rental companies, it closes the gap between contracts and reality. Fleet managers know exactly where every asset is when a rental period ends, equipment for off-rent pickup is located without a phone call, and assets get back on rent faster. Faster recovery and redeployment enable

rental companies to reduce collection costs, increase utilization, and generate more revenue from their existing fleet.

With pre-built IrisX Blueprints, fleet managers can put data insights to work on automated tasks including flagging out-of-contract usage and reporting idle cost. The result is less manual reporting and faster decisions on every job site.

"Unpowered equipment has always been part of the fleet, even when it wasn't part of the data," said Federico Rio, senior vice president, Product at Trackunit. "Spot S300 gives it a stronger, more reliable connection and a battery built to last up to seven years, so fleet managers can trust that visibility long after installation."

Source: Trackunit

KRYTON'S VANCOUVER FACILITY CITED FOR ITS OPERATIONAL EXCELLENCE

Concrete durability admixture manufacturer Kryton International has secured the KAIZEN™ 5S Certification for the Vancouver, British Columbia, facility where it produces its market-leading Krystol Internal Membrane™ (KIM®) waterproofing admixture product.

The award, granted by the Kaizen Institute, signals that the plant meets a recognized bar for workplace organization and ongoing improvement.

Earning the Institute's distinction meant demonstrating strength in three areas: a well-organized facility, clearly upheld standards, and a workforce trained to catch and eliminate inefficiencies on the shop floor. Kryton's Calgary, Alberta, manufacturing plant achieved a score of 95% in May 2026, followed by the Vancouver plant, with a score of 97%.

The certification followed a rigorous, multi-month review of the Vancouver facility's workflows, and reinforces Kryton's commitment to delivering top-tier Smart Concrete® solutions through a manufacturing operation that is agile, sustainable, and highly efficient.

KIM® is distributed to customers worldwide and is used to provide integral waterproofing protection across a diverse range of critical infrastructure applications. From hydro-electric power and wastewater treatment facilities to tunnels, foundations, and marine structures, KIM® helps support the durability and long-term performance of concrete in demanding environments.

Source: Kryton International

AEM SAFETY MATERIALS NOW AVAILABLE THROUGH NATIONAL SAFETY COUNCIL'S SAFETYATLAS PLATFORM

The Association of Equipment Manufacturers (AEM) recently announced that its industry-developed Safety Manuals are now available through the National Safety Council (NSC) SafetyAtlas™ platform, expanding access to trusted equipment safety resources for employers, safety professionals, equipment operators and workforce training programs.

SafetyAtlas is a centralized hub for safety training, credentials, resources and services from NSC and a network of non-profit and industry partners. The platform helps organizations discover and manage safety training and resources through a single online experience.

Through a newly formalized partnership with NSC, AEM is making its Safety Manuals available through SafetyAtlas, providing an additional channel for organizations seeking resources that reinforce safe equipment operation and risk management practices. The manuals can also support new-operator onboarding, refresher training and ongoing safety education. AEM Safety Materials have supported equipment safety initiatives for

Daimler Truck at InnoTrans



At InnoTrans, the international railway technology trade fair held last September in Berlin, Germany, Daimler Truck, together with G. Zwiehoff GmbH and ZAGRO Bahn- und Baumaschinen GmbH, showcased 4 Unimog vehicles for rail operations. In addition, the company, together with Henne Nutzfahrzeuge GmbH and Zwiehoff, presented a new Unimog to Stadtwerke München (SWM) and Münchner Verkehrsgesellschaft (MVG) on site. The Unimog U 423, part of a fleet of 4 Unimog units that will be used for the maintenance of Munich's tram network, is equipped with a Zwiehoff road-rail system, enabling flexible operation both on roads and rails. During winter operations, it can be equipped with the Aebi Schmidt VPL24 snow plow and the Bucher Municipal Yeti W25 spreader. In summer, the vehicle can be fitted with a flatbed body and an Autech rail-grinding trailer featuring a lifting device and hydraulic power generator. In addition, it can be equipped with a variety of implements for vegetation management, cleaning, and maintenance work.

On the ZAGRO stand, visitors could see a Unimog U 423 rail-road shunting vehicle capable of moving trailing loads of up to 1,000 t. Its high tractive effort is achieved through the torque converter clutch, permanent all-wheel drive, and the excellent traction provided by the vehicle's own tires when operating on rails. ZAGRO also exhibited a Unimog U 423, equipped with a Palfinger rail-road crane and a MULAG mower attachment.

A Unimog U 423 configured as a rail-road shunting vehicle was on display at the Zwiehoff stand. Equipped with the Zwiehoff rail guidance system and a Knorr wagon braking system, the vehicle is capable of moving trailing loads of up to 1,000 t.

Source: Daimler Truck AG

more than 50 years and are used throughout the construction, agriculture and utility equipment industries.

"AEM Safety Materials are designed to help equipment users operate and maintain machinery safely while reinforcing the safety messages manufacturers provide through their operation and maintenance manuals," said Jaime Vos, AEM senior director of Safety Materials. "By making these resources available through NSC SafetyAtlas, we are expanding access to trusted safety information and helping more organizations strengthen their safety culture."

The collaboration reflects a shared commitment by AEM and NSC to advance workplace and equipment safety through education, awareness and continuous improvement. Through the partnership, the materials can reach a broader audience through NSC's extensive safety-focused network.

"AEM's mission is to help build a safer industry for everyone who works with and around our members' equipment," said John Somers, AEM vice president, Construction & Utility Sectors. "Partnering with the National Safety Council through SafetyAtlas enables us to connect more equipment users with practical resources that support safer job sites."

AEM Safety Manuals are consensus-based resources developed, reviewed and approved with input from equipment manufacturers and industry experts. The manuals cover the preparation, safe operation and maintenance of off-highway equipment and are designed to complement, not replace, OEM operation and maintenance manuals. AEM's collection includes manuals for more than 50 specific types of equipment.

The partnership represents an important step in AEM's ongoing efforts to modernize and expand access to safety resources. It complements the recent launch of AEM's redesigned online Safety Materials store and supports the association's broader commitment to advancing industry best practices, reducing risk and improving workplace safety outcomes.

Source: Association of Equipment Manufacturers (AEM)

Upcycling Arsenic Waste from Mines Could Help Fuel the Green Tech Revolution

Arsenic waste at closed mines is one of Canada's largest and most expensive environmental liabilities, driven in large part by historic gold mining. At the Giant Mine site in Yellowknife, Northwest Territories, 237,000 t of arsenic trioxide dust is stored underground – a volume that would fill 9,480 dump trucks. The estimated cost for remediating the site is a whopping $4.4 billion.

Canada is not alone in dealing with this potential threat to the environment and human health: Legacy arsenic mine waste is a global problem facing many other countries including Australia, France, and the U.S.

However, this liability is increasingly being viewed as a potential asset, with an altered form of the element – metallic arsenic – now classified as a critical mineral by several countries because of its importance for green technologies ranging from solar panels to EV batteries. Little surprise then that research teams from around the world are actively looking for ways to transform the material.

As part of an international collaboration, environmental engineers Tamara Etmannski from the University of British Columbia and Case van Genuchten at the Geological Survey of Denmark and Greenland have developed a method for converting arsenic from its carcinogenic form into the sought-after form that could play a key role in society's transition away from fossil fuels.

The early results of their research have been "very promising", they said. The conversion process is relatively simple, and because the metallic arsenic is separated from the remaining waste during processing, it is easier to remove other valuable elements such as gold, which do not dissolve in the reaction.

One of the biggest surprises in their project came from their use of the Canadian

Grand Opening of Expanded Saskatchewan Aviation Learning Centre



The Saskatchewan Indian Institute of Technologies (SIIT) and Boeing recently celebrated the grand opening of the expanded Saskatchewan Aviation Learning Centre (SALC), marking a milestone in their long-standing partnership to advance Indigenous aerospace training and create new career opportunities for students in Saskatchewan.

The expanded SALC will help increase the number of aircraft maintenance engineers in Saskatchewan, supporting the province's aerospace sector and helping address the shortage of skilled workers across Canada's aviation industry. The upgraded centre features modern classrooms, a specialized avionics lab and expanded hands-on training spaces designed to prepare students for careers in Aircraft Maintenance Engineering. It also supports SIIT's new Aircraft Maintenance Engineer – Category E (AME-E) Avionics program, creating additional training opportunities for learners pursuing careers in aerospace.

The expansion is supported by Boeing's $17 million Industrial and Technological Benefits investment in SIIT's programs, services and operations. This investment stems from the Government of Canada's selection of the CP8A Poseidon as its Multi-Mission Aircraft.

Boeing's support for SIIT dates back to 2010, when the company first contributed to the establishment of SALC. This partnership has continued to grow, with Boeing's investment helping expand both the centre and SIIT's aviation training programs.

Source: Saskatchewan Indian Institute of Technologies



Light Source (CLS) at the University of Saskatchewan (USask); ultrabright synchrotron light enabled the researchers to examine the converted arsenic's chemical structure, said Mr. van Genuchten.

"While the [upcycled] arsenic is very pure, more than 99% arsenic, the structure of it is completely different than commercial arsenic," he said.

Mr. van Genuchten is keen to explore whether this difference is useful in the synthesis of semiconductors.

The team has 2 goals: first, create large amounts of metallic arsenic for use in electronics manufacturing. And second, transform all the vast stores of arsenic waste so it "doesn't even exist in place anymore… so there's no further risk of contamination to the environment."

Once they've successfully demonstrated that they can make a semiconductor from their converted arsenic, the next big step will be determining whether they can scale up the process to put it into practice at Giant Mine, to upcycle the enormous store of arsenic waste for commercial use, said Tamara Etmannski.

The Canadian Light Source (CLS) is a national research facility of the University of Saskatchewan, and Canada's only synchrotron. Each year, more than 1,000 Canadian and international researchers from universities, government, and industry use the CLS's ultrabright light to address challenges in health, agriculture, energy, the environment, and advanced materials, supported by a team of 260 CLS employees. By enabling discoveries, training the next generation of scientists, and helping Canadian companies innovate, the CLS contributes to Canada's scientific excellence, economic competitiveness, and prosperity.

Source: Canadian Light Source



Beating dust with an electric E-Air V1100 compressor



In an environment where carbon-fiber dust moves as relentlessly as the work itself, you need a reliable air compressor. Hexcel, a global leader in advanced composite materials, needed an air solution that could outsmart the conditions around it. With an aging diesel unit on its last breath and a temporary rental filling the gap, the search began for a tougher and more dependable source of standby air.

Hexcel, a global producer of advanced composite materials, recently strengthened their plant's compressed air system with a new stationary compressor. While this energy-efficient unit covered their daily production needs, their backup setup was a growing concern. The old diesel unit that once provided emergency air no longer operated, leaving them vulnerable to sudden downtime. Their main goal was ensuring a reliable and contamination-resistant backup air solution for their continuous manufacturing processes.

During an on-site evaluation, it became clear how critical the situation was. Hexcel had been relying on a rented standard air compressor, a solution that was neither cost-effective nor dependable for their high-demand environment. With fine carbon-fiber dust circulating throughout the facility, it was evident that any new compressor would need to withstand harsh airborne contaminants without sacrificing performance. In conditions like these, sealed enclosures and robust filtration are essential to keeping equipment protected and production running. After reviewing their options, Hexcel identified the electric E-Air V1100 as the ideal fit: a reliable and durable solution engineered to perform in tough, non-clean industrial environments.

Over the past years, carbon-fiber particles inside the production area had entered and damaged the previous electric compressors from different suppliers. So the company was skeptical in selecting a new one. Once they understood how the E-Air V1100 is built and engineered with fully sealed components to prevent particle intrusion, they got convinced to go for an electric back-up air solution again. And it turned out to be a great decision, since the compressor is working flawless.

The electric air compressor offered the contamination protection they needed while eliminating the operational downtime associated with diesel refueling and maintenance. The result was a more reliable and efficient solution, without local exhaust gases

Today, Hexcel benefits from a robust and energy-efficient backup air system designed for tough manufacturing conditions where reliability cannot be compromized. By replacing an aging diesel unit with a sealed electric air compressor, the plant now operates with greater predictability and lower operating costs. The E-Air V1100 compressor ensures that their production remains protected, even in environments where airborne particles make high-performance compressed air a challenging requirement.

Source: Atlas Copco, Portable Air Division

Modernized Lighting System Increases Visibility at YLW



A new airfield lighting system was recently turned on at Kelowna International Airport (YLW), in British Columbia, specifically to increase safety of arriving aircraft. This new industry leading LED lighting system is a modernization of the aging infrastructure and includes updates to the lighting on the runway, taxiway, approach, signage and all control systems.

"The transition to LED airfield lighting delivers two important benefits for YLW: enhanced safety and improved energy efficiency," said Sam Samaddar, CEO of YLW. "The brighter, more precise lighting makes the runway and airfield environment more visible to pilots, particularly during wildfire smoke events and low-visibility conditions. It is an investment that supports both our sustainability goals and our commitment to maintaining the highest standards of airfield safety."

Although the new LED airfield lighting system is designed to guide arriving aircraft, people in the community may notice a new array of 5 flashing lights at each end of the runway. These lights are a normal part of the upgraded system and are not a sign of an emergency or hazard. Instead, they help pilots identify the runway more easily and safely. This modernization is part of YLW's ongoing commitment to innovation, safety, and operational excellence, helping ensure the airport continues to provide a safe, reliable travel experience while maintaining its position as one of Canada's leading airports for years to come.

This infrastructure upgrade and investment is a direct result in the exciting growth of YLW and is on track with the airport's master plan to serve the increasing needs of the Okanagan Valley. This project represents an investment of over $9 million paid through airport revenues and reserves with no taxation impact to members of the public.

Source: Kelowna International Airport

BOMAG BC 473-5 and BC 573-5 Series Compactors Get Enhancements to Improve Efficiency and Safety



New BOMAG BC 473-5 and BC 573-5 series compactors are now powered by the Cummins L9 series engine, joining the rest of BOMAG's BC series compactor models. The engine updates include the BC 473 RB-5 and BC 573 RB-5 landfill, BC 473 RS-5 shovel and BC 473 EB-5 soil compactor models.

The new 300 hp (223.7 kW) engine offers more power than the model it replaces to improve machine performance. Additionally, the new engine runs at a lower RPM for an increase in fuel efficiency and longevity. BOMAG's full landfill compactor line, offering operating weights from 26,000 to 56,600 kg, is now powered by Cummins engines, offering familiarity for service technicians, improving maintenance ease and increasing convenience through locally sourced replacement parts.

"Our customers asked, and we listened. As part of our extensive voice of customer program, the Cummins engine was preferred for service and support convenience," said Matt McDaniel, landfill sales manager, east for BOMAG Americas. "Our design updates help take some of the most efficient and productive compactor models available to the market and make them easier and more efficient to operate."

Improving operator efficiency, the BC 473-5 and BC 573-5 models have a new, easy-to-read, 7" touchscreen display that offers more critical operating parameters, simple screen navigation and easy fault code diagnostics. A separate standard 7" monitor displays high-resolution feed of the rearview camera. An optional 10" camera display is also available.

New, improved operator joystick controls are ergonomically designed to make machine operation more comfortable and precise. The left joystick integrates the horn and controls direction and forward/reverse/neutral travel functions. The right joystick controls blade up/down operation and optional left/right blade tilt control, if so equipped. A new blade raise/lower cylinder position sensor system gives the operator blade elevation details on the new touchscreen display.

Featuring a redesigned compartment offering more legroom, the new electronic foot pedal replaces the mechanical design of previous models. More efficient, the new foot pedal gives instantaneous throttle response without the delay encountered in previous designs.

The new compactor design makes daily engine checks easier with its electrically powered engine hood that enables opening and closing without starting the machine. Standard electric side mirrors allow the operator to adjust rearview mirror positioning without leaving the seat. Advancing safe operation, a safety beacon light is now standard equipment, and standard LED work lights offer better illumination of the work area than previous light packages. For operating in colder climate conditions, the new BC 473-5 and BC 573-5 series compactors can be equipped with a winter package option that includes a hydraulic heating system.

"While other manufacturers have discontinued their small-frame compactors," added Mr. McDaniel, "BOMAG is introducing multiple upgrades to our 60,000-lb. machines. This enables customers who need 60,000-lb. compactors to have all the features and benefits of models twice their price."

Source: BOMAG Americas

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Schaeffler Solutions Increase Efficiency in Wind Energy Applications

Schaeffler supports the global expansion of wind energy with technologies designed for maximum reliability, high power density, and sustainable operation. At WindEnergy Hamburg, held September 26-29 in Hamburg, Germany, the company highlighted its strong position in the global wind power bearing market and presents a broad portfolio of components, system solutions and services tailored to customer needs across the entire value chain.

Wind energy is one of the key technologies driving the energy transition. As a trusted technology partner, Schaeffler understands the needs of its customers in the wind industry and develops solutions together with them to support the reliable and efficient operation of wind turbines. "As wind turbines continue to grow in size and power, reliability is crucial. What matters is not the next record-breaking machine, but excellence in innovation, technology, manufacturing and logistics – capabilities that drive sustainable economic success and enable our customers to succeed," said Bernd Endres, vice president Business Unit Large Roller Bearings & Sector Wind at Schaeffler.



Schaeffler positions itself as a strategic development partner in the wind industry and uses Closed Loop Engineering to support customers beyond bearing solutions for onshore and offshore applications.

Working in close partnership with turbine and gearbox manufacturers, the company supports wind turbine development through state-of-the art system simulation, realistic test-bench testing, and field measurement campaigns, to validate products and systems.

In 2025, Schaeffler commissioned a high-performance test rig for rotor bear-

Ibis Motor Appointed Distributor for Lännen and Lundberg Multifunctional Machines in Ukraine

Summa Defence Plc's subsidiary Lännen Tractors Oy recently announced the signature of an exclusive distribution agreement for the Ukrainian market with the Ukrainian company Ibis Motor LLC. The agreement covers the marketing, sales and aftermarket services of Lännen and Lundberg multifunctional machines throughout Ukraine.

The cooperation is a significant strategic step for Lännen Tractors, as the company prepares for Ukraine's future large-scale reconstruction, which is widely regarded as the largest reconstruction market in the world by scale. Lännen multifunction machines are designed for demanding infrastructure and maintenance tasks where versatility, efficiency and operational reliability are essential.



"In the reconstruction of Ukraine, focus will be exactly on those applications for which the Lännen multifunction machines are built. Line construction and rail-equipped Lännen machines are ideally suited for the construction and repair of power, telecommunications and railway infrastructure – all critical to the functioning of society," said Veli Ollila, CEO of Lännen Tractors Oy.

Ibis Motor is a Ukrainian importer and distributor of machinery and specialized equipment. The company represents several well-known Finnish brands, and its expertise is focused on demanding specialized applications, particularly in infrastructure, road construction and maintenance.

Ibis Motor operates its own service centre as well as mobile service teams, enabling the company to provide installation, commissioning, maintenance and warranty services anywhere in Ukraine. This ensures reliable deployment of the Lännen and



ings in Lindø, Denmark, strengthening its role as a system partner for the wind power industry. Bearings can be tested in their original size and surrounding structure, including lubrication and sealing – even for systems in the range of more than 20 MW.

More than a decade ago, Schaeffler introduced the global Wind Power Standard (WPOS) for products and processes to ensure consistent quality standards for wind bearings.

"We support our partners along the entire value chain – from the first product sketch through development and production to maintenance during operation," added Mr. Endres "We are a wind turbine bearing supplier with a truly global footprint. This unique characteristic ensures global availability for customers while securing shorter delivery and response times in every market worldwide, at the same time considering regional specifics and local proximity to our customers."

The increasing demands on modern wind turbines require a high power density in the gearbox. Parallel-shaft gear stages transmit high loads with precision and reliability. Schaeffler's robust bearing solutions in X-life quality for spur gear stages ensure efficient operation – even under changing wind and load conditions.

To make rotor bearings of new multi-megawatt turbines as compact as possible, adjusted bearing arrangements are increasingly being used. Beyond the bearings itself, Schaeffler offers the "Premesy" preload measurement system, which helps ensure that the correct preload is maintained during assembly and operation. This results in far greater reliability in the operation of large wind turbines.



The G-series deep groove ball bearings for generator applications are designed to meet the requirements of generator OEMs. Instead of a machined brass cage, the G-series uses a steel cage. This results in less friction while offering an improved re-lubrication capability and increased grease capacity within the bearing, thus leading to higher machine availability. The bearings are also available in current-insulating variants: either as hybrid bearings or with an aluminum oxide coating.

Also on display at WindEnergy Hamburg were Schaeffler's Arcanol LOAD400 and LOAD460 greases tailored for the main bearings of wind turbines. These bearings experience high loads, low temperatures and long service intervals, so reliable lubrication is essential. Arcanol greases provide strong protection against wear, corrosion and moisture, help reduce grease consumption, and are tested to Schaeffler's highest quality standards. Schaeffler's experienced application engineers support customers in selecting the right Arcanol product for the complex tribological interaction between grease and rolling bearing, ensuring efficient and robust turbine operation even under harsh conditions.

Source: The Schaeffler Group

Lundberg machines and comprehensive support throughout the entire machine lifecycle.

"We are proud to represent Lännen and Lundberg multipurpose machines in Ukraine. We see these machines playing a very important role in the reconstruction and maintenance of the country's infrastructure," said Oleksandr Shapoval, Business director at Ibis Motor.

Lännen Tractors and Ibis Motor view the cooperation as a long-term investment in Ukraine's future. The modular design, rapid reconfigurability and suitability for critical infrastructure tasks of the Lännen and Lundberg multifuntional machines make them an effective solution to the diverse challenges of the reconstruction phase.

Lännen Tractors Oy warmly welcomes Ibis Motor to its international distribution network and looks forward to a close and successful cooperation in developing the Ukrainian market.

Source: Lännen Tractors Oy

Toronto's Biidaasige Park Just Got Bigger

Toronto's waterfront reached a major milestone recently with the opening of a new 4 ha western section in Biidaasige Park.

The new section expands public access to a reimagined section of Toronto's shoreline and reconnects people to both Lake Ontario and a new one-kilometre stretch of the Don River through nature, recreation, culture and public gathering spaces. It represents a shared commitment by partners to creating new public spaces, advancing waterfront revitalization and expanding Toronto's largest park in a generation.

What was once industrial land is now a waterfront destination where nature, culture, recreation and climate resilience converge. Visitors can paddle from Canoe Cove, explore a naturalized river valley, gather on a 3,000-person event lawn, take in sweeping views of Lake Ontario and the Toronto skyline from the Water's Edge Promenade, and experience world-renowned public art with the unveiling of the western section of the Lassonde Art Trail, which, together with the eastern section, now features 15 installations from leading international artists throughout the park.

BUILDING FOR THE FUTURE

Part of Waterfront Toronto's unprecedented Port Lands Flood Protection (PLFP) project, funded by a $1.4 billion tri-government investment, Biidaasige Park demonstrates how cities can integrate flood protection, ecological restoration and public space into one connected vision. This generational transformation is helping establish Toronto as a global leader in waterfront revitalization and resilient urban design.

The expansion adds parkland almost the size of the Rogers Centre building, and 5 times the size of Toronto's Sugar Beach into the already expansive park opened last summer. The portions of Biidaasige Park opened in 2025 and 2026 total approximately 24 ha, with an additional 2 ha of parkland still to come.

Last summer's opening drew huge crowds eager to kayak along the shoreline, spot returning wildlife, join guided site tours and cycle the new routes. With those experiences already capturing the city's imagination, this next phase adds even more to a park that is quickly becoming a Toronto landmark.

When complete, Biidaasige Park will be more than twice the size of Chicago's Millennium Park which redefined that city's modern identity by transforming a former rail yard and parking lot into an architectural and artistic tourist destination that now generates billions in economic revenue.

More than a new public space, Biidaasige Park demonstrates what is possible when cities invest in nature, culture, infrastructure and community together. It is both a landmark destination for today and a powerful expression of Toronto's waterfront future.

Yes, you can be featured

on the front cover page.

(May issue - deadline May 10, 2027)

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The Biidaasige Park opening represents far more than the addition of new parkland. It is also the continuation of one of the largest ecological restoration efforts ever undertaken on Toronto's waterfront.

Across the broader site, more than one million plants and approximately 5,000 trees have been introduced to support wetlands, fish habitats, native planting areas and naturalized shorelines. The restored Don River mouth and surrounding parklands are already creating conditions for wildlife and native plant species not seen on Toronto's waterfront in more than a century. These restored ecosystems are improving biodiversity, strengthening climate resilience and reconnecting people to the natural environment.

Long before industrialization and city development, this waterfront held deep significance for Indigenous Peoples.

Today, Indigenous placekeeping is embedded throughout the park experience, reflecting longstanding relationships between land, water and community while helping restore Indigenous presence, language and ways of understanding place within the public realm.

The lead design was conducted by Michael Van Valkenburgh Associates Inc, who spent almost 2 decades leading the planning and execution of the Biidaasige Park project. The landscape also includes plantings developed in consultation with Indigenous partners, ceremonial and interpretive elements, marker trees, The Drum and other features that contribute to a deeper sense of meaning, identity and connection throughout the site.

Source: Waterfront Toronto

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New Perkins® 5016 Completes the 5000 Series Range



Perkins' new 5016 full-authority electronic engine for power generation is in production. Manufactured in Stafford, UK and Aurangabad, India, the full range of 6-, 8-, 12-and 16-cylinder 5000 Series engines, is delivering up to 2500 kVA of standby power and up to 2250 kVA of prime power for customers around the world.

The 5016 delivers a powerful 1400-2500 kVA range at 50 Hz for base load, prime and standby applications. As with all engines in the 5000 Series range, the 61-l V16 engine has been designed specifically for power generation. The 5016 is engineered to offer reliable power across a wide range of electric power applications including critical power for data centres, hospitals and remote worksites, where uptime matters.

Engineered to meet ISO G3 and NFPA110 standards to handle demanding load acceptance challenges, the 5016 uses a pair of smaller turbochargers on each bank, which are designed to reduce transient response time when compared with a single large unit. Its exhaust manifolds are engineered to optimise gas flow to the turbochargers, further reducing ramp-up time and enhancing load acceptance.

The 5016 60 Hz configuration meets the U.S. EPA Tier 2 Emergency Stationary emission standard. The 50 Hz version is available in fuel-optimized configurations designed to emit at levels equivalent to Tier 2. The engine also incorporates a unique low-pressure fuel system developed specifically for the 5000 Series enabling operation on biodiesel blends up to B20 or 100% HVO1.

Equipped with the latest technology to operate at peak efficiency over its full rated output range, the 5016 has been designed as a compact package, making it an ideal choice for space-limited applications.

"With the 5016 in production, we have a comprehensive range of full-authority electronic engines, delivering up to 2500 kVA, available to power our customers' prime and critical standby applications," said Dan Bentley, EAME sales director at Perkins.

Source: Perkins Engines Company Limited

World's First Large-Scale 100% Hydrogen Engine Tested at Wärtsilä's Bermeo Laboratory to Support the Spanish Grid



Technology group Wärtsilä has started validation of a new 100% hydrogen engine to power Spain's national electricity grid in Bermeo, northern Spain – the world's first demonstration of a large-scale, 100% hydrogen engine.

The trial marks a major step forward in proving that engine technology can operate on 100% sustainable fuels such as hydrogen, building on Wärtsilä's earlier launch of the world's first large-scale 100% hydrogen-ready engine power plant and opening a clear pathway towards fully renewable power systems. With global renewable energy generation set to grow by almost 4,600 GW by 2030, flexible technologies capable of balancing grids during periods of low wind and solar output are becoming increasingly critical.

Green hydrogen produces no carbon emissions, enabling clean power generation while supporting the decarbonisation of renewable-heavy grids. It can store excess renewable electricity and provide reliable power when wind or solar generation drops, helping to stabilise the system and improve energy reliability.

The Wärtsilä 31H2 engine, part of the Wärtsilä 31 platform, one of the world's most efficient multi-fuel 4-stroke engines, shows that hydrogen can move beyond theory into real-world energy infrastructure. The Wärtsilä 31H2 engine is the world's largest pure hydrogen engine, with performance currently being verified in Bermeo.

"This is a trial for the future of renewable power. As countries rapidly scale wind and solar energy, one of the biggest challenges facing the energy transition is how to maintain reliable electricity supplies sustainably during periods of low renewable generation or spikes in demand.

Yes, you can be featured

on the front cover page.

(June/July issue - deadline June 10, 2027)

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Today, our Wärtsilä 31H2 hydrogen engine is operating on 100% hydrogen and supplying power to Spain's national grid, demonstrating that large-scale hydrogen engines can provide the flexible, dispatchable sustainable power needed to support future renewable energy systems," said Rasmus Teir, Director of Technology Strategy & Decarbonisation at Wärtsilä. "We have proven the technology is ready. Now, the focus must be on creating the right environment to scale it, underpinned by decisive regulation, investment clarity, and the infrastructure needed to accelerate the growth of renewable energy and sustainable fuels like hydrogen. The technology is here – now it's time to scale it."

The Wärtsilä 31 based power plant is designed to support rapidly growing, energy-intensive industries – including data centres, manufacturing facilities and industry – with flexible, sustainable power generation, and off-grid environments.

Spain, as one of the forerunners in renewable energy adaption, provided an ideal location for the trial thanks to its efforts to reduce exposure to fossil fuel volatility, making it a strong test bed for demonstrating the future potential of hydrogen technologies.

In June 2026, Wärtsilä's customers from around the world witnessed the operation of the engine, marking a significant milestone in its commercial validation.

Source: Wärtsilä Corporation

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Perkins Tests New Hydrogen Hybridized IOPU



Five months after its first showing at CONEXPO-CON/AGG, Perkins' advanced fuel-configurable hybridized IOPU (industrial open power unit) is being installed in an Ecotec® TDS 820 shredder, bringing together Perkins and Terex® to explore new technologies for environmental processing equipment.

Designed as a direct replacement for a diesel engine IOPU, the new hydrogen hybrid IOPU has completed extensive development testing and is now being fitted into the Ecotec TDS 820 shredder to further test the hybrid IOPU's capabilities in the field.

"Demonstrating in machine is a key milestone for the team," said Andy Curtis, customer solutions director at Perkins. "Showing the system operating in a real-world application recognises the progress made over the past 2 years. From early in the project, we knew we wanted to work with Terex® and its Ecotec environmental equipment business. Terex is one of the world's leading OEMs for mobile wood processing, biomass and recycling equipment – which we believe is a great fit for the hybrid IOPU. We were delighted when they accepted our proposal and we're now working together at our research and development facility in Peterborough to install and demonstrate the system."

Project Coeus is a 3-year project that has seen Perkins partner with e-powertrain specialists Equipmake and Loughborough University's Wolfson School of Mechanical, Electrical and Manufacturing Engineering to develop an innovative, advanced fuel-configurable hybridized IOPU. The project is supported by UK Government funding of £11.14 million ($21 million) through the Advanced Propulsion Centre UK (APC).

The 4 fuels selected for inclusion in the project – ethanol, methanol, bio-methane and hydrogen – have one characteristic in common: they are all spark-ignited fuels. To utilize these fuels, Perkins has created a configurable spark-ignited combustion platform on which the project relies.

The project has developed a hybridized IOPU to deliver a robust and trusted fuel-configurable plug-and-play solution that produces reliable performance and is designed to meet global emissions standards, ensuring flexibility for the user.

"Ecotec equipment processes waste materials such as wood waste, biomass and construction debris, helping customers recover reusable resources and reduce reliance on landfill," said Conor Hegarty, business line director for Ecotec. "While our products are already making a positive environmental impact through the work they perform, we're continually innovating to make the machines themselves more sustainable. Projects such as Coeus allow us to explore lower-emission technologies that can help meet future environmental requirements while continuing to deliver the power, reliability and productivity our customers expect from Ecotec equipment."

Based on the Perkins® 1200 Series platform, the 1206 hydrogen hybrid IOPU is engineered to deliver a total of 379 kW (508 hp) – made up from the engine and the integrated motor generator unit (MGU), which boosts performance – and 1938 Nm at 1200-1500 rpm. The advanced hybrid cooling system is designed to reduce fuel consumption and noise from the IOPU by utilising on-demand cooling technology.

Source: Perkins Engines Company Limited

Hilltip Introduces the SnowStriker™ SFT Flex Expandable Box Plow

Hilltip introduces the SnowStriker™ SFT Flex expandable box plow, a versatile snow removal solution designed for tractors, loaders and skid steers from 1 to 4 t. The new plow combines the containment and productivity of a box plow with hydraulically extendable sections that allow operators to adapt the clearing width to changing conditions and applications on the go.



The SFT Flex is available in three sizes. The smallest provides an adjustable clearing width from 1.3 m to 2.1 m. The mid-range model adjusts from 1.5 m to 2.5 m. The largest model ranges from 1.8 m to 2.9 m. This flexibility allows operators to narrow the plow for tighter spaces or expand it for more productive clearing of larger driveways, yards and open parking areas.

The blade is designed to tilt and oscillate as it moves over uneven ground, helping maintain contact with the surface for a cleaner scrape. For added versatility, the hydraulically actuated side plates of the SFT Flex can be independently folded, allowing the unit to act as a conventional straight-blade plow, rolling snow to either side. Relief valves allow the side plates to trip if an obstacle is hit to help prevent damage to the attachment.

Steel, ice-cutting, and polyurethane cutting-edge options are available to accommodate various applications. Other options include LED edge markers, custom mountings, a 12 V/24 V electric valve, a plow shoe kit, a 4-line hydraulic system and high-visibility orange paint.

The SFT Flex is made from high-strength, powder-coated steel for high durability, while remaining lighter weight. The 3 models weigh 370 kg (model 13-21 SFT), 490 kg (model 15-25 SFT) and 540 kg (model 18-29 SFT), making them compatible with a wide range of equipment.

"Compared with other box plows, the SFT Flex offers unmatched versatility for use in a wider range of winter maintenance

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applications," said Craig Sandmann, managing director for Hilltip North America. "Nothing else offers the same level of efficiency and precision with every pass."

The SFT Flex is backed by a 2-year warranty.

Headquartered in Pietarsaari, Finland, Hilltip is a leading manufacturer of road maintenance equipment in Europe. With equipment designed and built in an area that averages at least 6 months of snowfall every year, Hilltip is known for its extreme durability and advanced technologies. Following the acquisition of Industrial Metal Products (Industrial Truck Beds) in 2022, Hilltip has a manufacturing, sales and service location in Fort Wayne, Indiana, to better cater to the North American market.

Source: Hilltip Corp.

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Continental Expands Conti Scandinavia Winter Tire Portfolio



Continental is expanding its Conti Scandinavia winter tire portfolio with a new 315/60 R 22.5 steering axle tire. Developed for demanding winter road conditions, the Conti Scandinavia range is designed to deliver reliable traction on snow, ice and wet roads while maintaining high mileage and efficient rolling performance. To support long-term tire management, the portfolio is complemented by Continental's retread solutions.

The Conti Scandinavia tire family has been developed specifically for challenging winter conditions and includes solutions for different axle positions. Optimized tread patterns and winter compounds are engineered to provide traction and handling on snow-covered, icy and wet roads while supporting the durability required for regional and long-haul transport applications. A key feature of the portfolio is Continental's two-layer sipe technology. Designed to support traction, driving stability and handling throughout the tire's service life, the technology helps maintain winter performance while also contributing to mileage and rolling efficiency.

The specially developed tread compounds remain flexible at low temperatures, supporting grip in winter conditions without compromising operational performance. Low noise levels and year-round applicability further enhance the versatility of the range. "Winter tires must deliver reliable traction and handling in challenging road conditions without compromising mileage and operational efficiency. The Conti Scandinavia portfolio has been developed to meet exactly these requirements, while the new 315/60 R 22.5 steering axle tire further expands the range for our customers," said Hinnerk Kaiser, head of Bus and Truck Tire Development at Continental.

In addition to new tires, Continental offers retread solutions that help extend casing utilization as part of a comprehensive tire management approach. By combining premium new tires with retreading, fleet operators can maximize the use of tire assets over a longer period while maintaining the performance requirements of commercial transport operations. Further information on Continental's winter tire portfolio is available in the Winter Brochure.

Source: Continental AG

McElroy Unveils DataLogger® 8

McElroy, a manufacturer of thermoplastic pipe fusion equipment, recently announced the newest generation of its DataLogger® tablet.

Designed specifically for the demanding conditions of job sites around the world, the DataLogger 8 combines enhanced durability, improved visibility, and future-ready technology with the reliable data collection capabilities fusion professionals depend on every day.

For decades, McElroy's DataLogger technology has helped contractors, utilities, and pipeline owners document critical fusion parameters and produce traceable records that support quality control, accountability, and regulatory compliance.

"The DataLogger has evolved into much more than a tablet attached to a fusion machine," said Michael Pacheco, McElroy Innovation product manager. "Today it's a critical part of the fusion process, collecting and managing data, connecting equipment, and helping crews document their work with confidence. The DataLogger 8 builds on that foundation with improvements that make it easier to use, more durable, and ready for the future."



Built to withstand harsh construction environments, the DataLogger 8 features rugged, industrial-grade construction with IP68-rated protection against dust and water ingress and has been drop-tested to meet the demands of daily field use. Whether operating in extreme weather conditions or remote locations, the device is engineered to perform where fusion crews work.

One of the most noticeable upgrades is a larger, brighter display. The new 8" screen provides an additional viewing area compared to the previous 7" model, with additional modifications to significantly improve visibility in direct sunlight.

"Fusion crews often work outdoors in challenging conditions, and visibility matters," said Mr. Pacheco. "The larger display and increased brightness make it easier to view job information, monitor fusion data, and work efficiently throughout the day."

The redesigned tablet features a thinner overall profile and an all-new removable communications module. The module serves as the connection point for fusion pressure sensors and connected equipment while also functioning as an

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ergonomic hand grip for easier handling around the job site. Because the module is field replaceable, service and maintenance can be completed quickly – without the need to replace the entire device.

In addition, the DataLogger 8 maintains compatibility with existing McElroy pressure sensor connections and communication systems, making transitions between equipment straightforward for operators working across mixed fleets.

Powering the device is an updated battery system that delivers up to 18 h of runtime, helping crews complete full workdays without interruption. The tablet also retains hot-swap functionality, allowing operators to replace batteries without shutting down the device or losing critical work in progress.

Internally, the DataLogger 8 runs on Android™ 16 and features a new AI-ready processor designed to support future advancements in mobile computing and application performance.



"We wanted to ensure this platform is prepared for where technology is headed," added Michael Pacheco. "The processor delivers excellent performance today while giving us a foundation for future innovations, including on-device artificial intelligence capabilities."

The tablet is also pre-certified for use on Verizon® and AT&T® mobile networks, simplifying cellular activation for contractors and utilities that rely on real-time connectivity and remote data access.

McElroy will initially offer the DataLogger 8 as a standalone package for legacy fusion equipment. Integration with connected McElroy machines will follow as platform updates are completed across product lines. Expected shipments are scheduled to begin in November.

Source: McElroy

Superior Expands HSI Blow Bar Metallurgies

Superior Industries, Inc. has expanded blow bar metallurgy options for its Sentry® Horizontal Shaft Impactor (HSI), giving aggregate producers and recyclers more ways to match the wear part to the material they're crushing.

By expanding available combinations of manganese, chrome alloy levels, ceramic enhancements and heat treatments, Superior can better match blow bar performance to the crushing circuit, feed material and operating conditions.

"Wear life is naturally one of the first things operators consider when selecting a blow bar, but the longest-lasting blow bar isn't necessarily the best blow bar if it isn't right for the application," said Superior Industries Crushing Product Manager Jarrod Adcock. "It's about balancing abrasion resistance, impact resistance and operating conditions to achieve greater uptime at the lowest cost per ton."

HSI crushers encounter a wide range of materials and operating conditions. A primary crusher may see large feed directly from the rock face, while a secondary machine may process more controlled feed. Recycle applications may involve reclaimed asphalt, concrete and potentially tramp metal. Abrasiveness can also vary significantly from one site to another.



Superior's approach begins with selecting a blow bar appropriate for the general application, then evaluating actual operating conditions and wear performance before moving to another metallurgy if warranted. That strategy prevents producers from paying for a premium metallurgy they don't need or selecting a bar that is too brittle for their application.

"You could buy the most premium blow bar available, but if your application doesn't need it, you're spending more money than necessary," said Adcock. "The economics go beyond the purchase price, too. A bar that wears prematurely means more frequent replacement, more labor inside the crusher and more production time lost to maintenance."

With expanded options, Superior can help operators better match Sentry HSI blow bar metallurgy to the application, then fine-tune the selection based on performance, wear life and budget.

Source: Superior Industries, Inc.

Mercedes-Benz Trucks Unveils the reECONIC – a Battery-Electric Vehicle Made from Recycled Materials

A sustainability alliance of 33 partners – led by the Daimler Truck division Mercedes-Benz Trucks, the waste collection vehicle specialist FAUN Umwelttechnik, and the recycling company TSR Group – demonstrates this with the concept vehicle "reECONIC". The partners have manufactured the battery-electric waste collection vehicle, based on the Mercedes-Benz eEconic, in a particularly resource-efficient manner. The concept vehicle is equipped with the new FAUN reNew VARIOPRESS body, which is also partially made from recycled materials. The vehicle celebrated its world premiere in Munich at IFAT, the world's leading trade fair for environmental technologies.

In addition to Daimler Truck, FAUN and TSR, the other project partners include companies active in the fields of recycling and raw material extraction, semi-finished product manufacturing, and component production, as well as in the metal, plastics, glass, and wood processing industries. What unites these partners is that they have initiated significant changes in relevant production steps to make their processes more low-carbon.



In the reECONIC, selected components were replaced with recycled materials and natural and bio-based materials. The partners supplemented the parts installed in the vehicle with forecasts and projections to determine how the circular content could theoretically be further increased.

JCB Invests for the Future After Hydromax World Record



Fresh from setting a new world land speed record powered by its pioneering hydrogen technology, JCB is accelerating investment in its future, with major commitments to British manufacturing and new production capacity in the U.S.

JCB is investing heavily in the transformation of its Staffordshire World HQ, while JCB's new factory in San Antonio, Texas, opens this month, creating 1,500 jobs over the next 5 years.

As JCB invests for its next chapter, George Bamford is to become Joint Chairman of the family company alongside his father, Lord Bamford. It is the first change at the top of JCB in more than 50 years, during which the business has grown from its Staffordshire roots into one of Britain's largest privately owned manufacturers, with 23 factories and more than 20,000 employees worldwide.

The announcement coincides with JCB reporting a resilient performance in 2025, despite mixed market conditions and geopolitical headwinds around the world.

At the heart of JCB's investment in Britain is the £100 million ($189 million) transformation of its Staffordshire headquarters – JCB's home since 1950, when Joseph Cyril Bamford moved production into a former cheese factory in Rocester. A fully automated powder paint plant and a comprehensively modernized shop floor are part of the transformation, helping to secure the future of more than 8,000 jobs.

Investment in factories is being matched by investment in innovation. Hydrogen-powered machines are now in production following JCB's £100 million ($189 million) programme to develop hydrogen combustion technology, making it the first construction equipment company in the world to bring a fully approved hydrogen-fuelled combustion engine to market.

Last August, those engines powered JCB into the record books at the Bonneville



Overall, the combination of installed components and the study results show that, theoretically, around 80% of the materials steel, aluminum, glass, and plastic could be replaced with recycled materials and natural and bio-based materials.

The partners have demonstrated that, compared to a conventionally produced vehicle, the eEconic series could theoretically reduce CO_2e emissions in vehicle manufacturing by up to 41% through the consistent use of recycled, natural, and bio-based materials. This figure was determined based on the physically implemented components installed in the vehicle, supplementary extrapolations, and forecasts provided by the partners.

The front axle and the 2 side members of the reECONIC are made of CO_2e-reduced steel. The flat steel used for the side members is produced using innovative electric arc furnace technology and contains an average of 88% recycled steel.

For forged steel, a recycled content of 97% was achieved, as demonstrated by the axle housing.

The cab frame and the battery protection structure are largely made from recycled aluminum using the extrusion process. The installed aluminum components contain at least 75% post-consumer recycled material.

The developers have also partially replaced the conventional, petroleum-based plastics and fiber-based reinforcing materials used in the production vehicle with a wide range of more sustainable alternatives for reECONIC.

The reECONIC also uses retreaded tires, which reuse the existing carcass multiple times. This process increases the proportion of recycled and renewable materials to 80% after just the first retreading. This significantly reduces the demand for raw materials.

With an average recycled glass content of 64%, the glazing significantly reduces the use of virgin raw materials and CO_2 emissions during manufacturing (only the glass for the side and front mirrors and the display covers were sourced from series production).

The reECONIC also marks the first time wood has been used in a modern commercial vehicle from Mercedes-Benz Trucks. As an exceptional alternative material, the beech wood used plays a prominent role in the project. In the reECONIC, elements in the floor, on the wheel arch, and on the fender are made of wood. In the separately constructed driver's cab, the seat shell and the cab roof are also made of wood.

The plan is for selected materials used for the first time in the reECONIC and innovative production steps to be incorporated into Daimler Truck's series production in the future. For municipalities and waste management companies, this concept vehicle and the study results are intended to pave the way for a dual sustainability strategy featuring battery-electric drive technology and resource-conserving raw materials in line with the circular economy.

Source: Daimler Truck AG

Salt Flats in Utah. The JCB Hydromax, driven by Wing Commander Andy Green OBE, recorded 406.320 mph (653.909 km/h) on the Salt Flats to become the fastest ever hydrogen-powered vehicle – more than doubling the previous hydrogen combustion record and beating JCB's own Dieselmax diesel record, set 20 years earlier. JCB Hydromax was powered by 2 production-based hydrogen engines manufactured at JCB's factory in Foston, Derbyshire, and went from idea to world record in just 18 months.

Meanwhile, the JCB Academy, a pioneering project championed by Anthony Bamford to address the UK's engineering skills shortage, goes from strength to strength. This year 708 students applied for 314 places available this September, maintaining the Academy's long-standing reputation for being heavily oversubscribed.

"Last year JCB celebrated its 80th birthday and, as we look ahead, we are investing heavily in the future of the business – from the transformation of our Staffordshire headquarters and pioneering hydrogen technology, to our new factory in Texas. As part of that next chapter, I'm delighted that my son George will become Joint Chairman of JCB. We have never been a company that stands still, and these investments will ensure JCB is well placed to seize the opportunities ahead," said Lord Bamford.

"From the day my grandfather founded JCB in 1945, innovation and investment in Great Britain has been at the heart of everything we do. JCB Hydromax showed the world what British engineering can achieve. That same spirit is in every machine we build. While JCB has expanded globally over the years, our home has always been here, and the record investment we are making in our facilities and in new products is good news for Britain and good news for JCB," said George Bamford.

Source: JCB

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Lekatech's Electric Hammer Delivering Results in the Field



Since its introduction shook the foundations of the global construction industry, a significant milestone in breaking has been reached as the Leka Toras 35 Electric Hammer from Lekatech has entered production. This has led to the equipment being used at customer sites with results matching the claims of the manufacturer.

One such customer site involves a construction project currently underway in Helsinki, Finland, where an old primary school building is being transformed into a unique residential property with new apartment buildings being constructed in the surrounding grounds. The contractor, SSA Rakennus Oy, is completing the project in several phases which are taking place simultaneously.

The old school building is being renovated, old structures are being demolished in the yard, and bedrock excavation is also underway. This naturally means that operations on the site need to be both efficient and safe. Providing a further challenging complication, the project is located in a densely built residential area with many neighbouring properties. One of the closest neighbours is a daycare centre. As a result, noise and vibration – which can quickly become an issue if operations cause disturbance – has to be mitigated and controlled.

SSA Rakennus took these factors into consideration alongside sustainable construction and energy efficiency. This saw the company adopt the Finnish-made Leka Toras 35 Electric Hammer from Lekatech for use on the site.

Now part of the Normet Group, Lekatech Oy has been steadily developing its electric hammer technology for 10 years. Now, the Leka Toras 35 has entered full scale production and use.

Lekatech's hammers effectively use electrical power of an excavator or grid,

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(November issue - deadline November 10, 2026)

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providing the ideal solution for managing noise on construction sites. The combination of an electric excavator together with an electric hammer – the electric hammer can also be used with a conventional excavator, as was done on this site – provides a combination of productivity, efficiency, safety, low emissions and fuel economy. Electricity is inherently highly energy efficient. The electric hammer can achieve greater energy efficiency than a hydraulic one.

The Lekatech electric hammer requires less input energy, with electricity only consumed when an impact is actually delivered. This means that the environment and the locality all benefit. Furthermore, the electric hammer does not produce emissions as found with diesel-hydraulic equipment, is quieter in its operation, and of course only uses the power it needs for breaking leading to more efficient use of power.

The highly precise control of the electric linear motor also provides a completely different level of adjustability. With the Leka Toras 35, individual impacts can be adjusted even to parts of an individual impact. These impacts can also be monitored by the control system, making it possible to create efficient impact programmes tailored to different applications.



The Leka Toras 35 is designed for use with 7–16-t base machines, and its 18-kW power requirement is highly competitive in relation to the impact energy achieved. The electric hammer is able to be used in wet operating conditions and can even be operated underwater.

"It has definitely been quieter in terms of sound, and it has not caused vibrations in the neighbouring buildings when striking," said Arttu Manni, SSA Rakennus site supervisor.

The low vibration level is also considered a positive feature when working close to structures that need to remain standing, such as directly next to walls.

Source: Lekatech Oy



When To Replace, When to Repair: Making Smart Equipment Lifecycle Decisions

Jonathan Gardner,
Construction Equipment product manager,
and Ben Slute,
Turf & RTV Product Manager,
Kubota Canada
Special Collaboration

Equipment lifecycle decisions are among the most consequential choices fleet managers make, yet many approach them reactively rather than strategically. A machine breaks. Repair costs are quoted. The decision to replace or to fix often happens in the moment, without the business framework that should guide it.

Contractors and municipalities that are consistently winning are thinking differently. They are managing equipment lifecycles strategically, understanding the business economics that determine when repair costs cross the replacement threshold, and making informed decisions that protect long-term profitability.

UNDERSTANDING TOTAL COST OF OWNERSHIP

The fundamental shift starts here: focusing on the total cost of ownership rather than purchase price alone.

"Anytime a commercial business is relying on equipment to be running, having a dealer and manufacturer you can rely on for efficient service and fast parts becomes critical," said Ben Slute, Turf & RTV Product Manager at Kubota Canada. "If a machine is down and the business is waiting for parts, this could cost money in lost contracts or rental equipment."



This underscores a critical insight: the true cost of equipment failure extends far beyond the repair invoice. Downtime costs include lost productivity, missed project deadlines, and potential customer or contract penalties. Understanding this full cost picture changes how operators evaluate replacement decisions.



Equipment choice at purchase directly affects lifecycle economics. Machines engineered for durability, with grease fittings, shaft-driven components, and robust construction, often extend their profitable repair window. Conversely, equipment requiring expensive specialty repairs or featuring difficult component access can cross the replacement threshold faster, despite lower initial purchase price.

"Looking beyond the spec sheet matters," noted Mr. Slute. "Does the machine have grease fittings? What type of drivetrain does it use? Is it designed for

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commercial work or consumer use? These details compound over years of operation."

PREVENTIVE MAINTENANCE: THE ECONOMICS OF KEEPING EQUIPMENT RUNNING

The single most impactful lever for extending equipment life is preventive maintenance discipline.

"Machines with grease fittings are built to last. It may seem like an annoying maintenance item, but greasing pivot points regularly pushes water and dirt out of joints to reduce wear from dust and corrosion from salt," explained Ben Slute. "It's by far the best bang for your buck when looking at machine maintenance."

BUILDING THE STRATEGIC FRAMEWORK

For fleet managers and operations directors, the strategic approach involves:

- Tracking actual costs: Know your annual repair spend relative to equipment age and value
- Maintaining detailed records: Service history documentation protects resale value and informs replacement timing



- Investing in preventive maintenance: Grease, fluids, inspections – simple discipline extends profitable operation
- Partnering with dealers: Leverage their service data and expertise for informed decisions
- Planning replacements deliberately: Use resale value trends and repair cost patterns to time replacement decisions

Equipment lifecycle management is not about maximizing how long a machine lasts; it is about maximizing how long a machine contributes profitably to operations. When operators and business owners understand this distinction and manage accordingly, they move equipment decisions from reactive scrambles into strategic business choices.

BKT Broadens United Rugby Championship Partnership



BKT, a leading tire manufacturer in the Off-Highway sector, and the United Rugby Championship (URC) have extended their partnership until 2030, featuring a significantly renewed scope and positioning. The multinational company, already Title Sponsor in the Northern Hemisphere, now proudly becomes the Official Global Tyre Partner of the tournament, maintaining its status in the Northern Hemisphere and broadening its reach across all URC territories: Ireland, Italy, Scotland, Wales and South Africa.

This marks an 8-season partnership, building on the collaboration initiated in 2022, and substantially enhances BKT's influence in international rugby through passion, performance, talent, and support for young generations that will continue to fuel this enduring relationship.

Indeed, fans remain central to BKT's activities: dedicated activations, including money-can't-buy experiences, pre-game events, and grassroots rugby support, will resume from the start of the 26/27 season, bringing together every URC fan all around the world.

The Lanfranchi Stadium in Parma, Italy, served as the symbolic location for BKT and URC to reaffirm their commitment at the presence of Lucia Salmaso, managing director of BKT Europe, and Martin Anayi, CEO of the United Rugby Championship.

This renewed agreement further solidifies BKT's overarching strategy in global sports. Beyond rugby, where the brand partners with significant international competitions like URC and Six Nations, BKT's presence spans some of the world's most followed sports. These include the main football championships (LALIGA, Serie BKT, and Ligue 2 BKT), basketball leagues (EuroLeague and BKT EuroCup), curling in Canada, cricket in India and Australia, and Monster Jam motorsport competition.

Once more, BKT underscores its concrete commitment to sports through long-term partnerships that consistently generate value for the brand, the competition, the sport enthusiasts, and the communities involved. Through this amplified engagement, BKT reinforces its vision: leveraging sport as a strategic platform to promote its principles, create tangible value for society, and contribute to the development of an increasingly connected global community.

Source: Balkrishna Industries Ltd. (BKT)

KOBELCO Expands Demolition Lineup with New SK650DLC-11 High Reach Excavator

KOBELCO Construction Machinery U.S.A. (KCMU) recently introduced the new SK650DLC-11 High Reach Excavator, a purpose-built building demolition machine engineered to deliver the reach, power, versatility, and transportability required for demanding demolition applications.





The SK650DLC-11 joins KOBELCO's growing lineup of purpose-built demolition machines, including the SK300 and SK350 Straight Boom models and the SK350D and SK1300D High Reach demolition excavators.

Powered by a 463-hp Isuzu Tier 4 final engine, the SK650DLC-11 combines multiple boom and arm configurations with a hydraulic variable undercarriage, a demolition-specific tilting cab and an attachment connection system designed to simplify setup and transport.

In its maximum high-reach configuration, the SK650DLC-11 provides up to 28,2 m of pin height with an 3,700 kg tool. For applications requiring increased tool capacity, Separate Boom configurations can accommodate tools weighing up to 6,100 kg.

The SK650DLC-11 has an operating weight of approximately 80,785 kg. and is engineered for efficient disassembly and transportation between jobsites. With the counterweight removed, the base machine

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(December/january issue - deadline December 15, 2026)

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weighs approximately 49,440 kg., helping simplify transportation and machine setup.

"The SK650DLC-11 was purpose built to give demolition contractors more capability from a single machine," said Dan Collins, director of product development for KOBELCO Construction Machinery U.S.A. "By combining multiple front configurations with a shared main boom, a variable undercarriage and features designed to simplify assembly and transportation, contractors can configure the machine around the demands of the job rather than compromise between reach, tool capacity and mobility."

The SK650DLC-11 features multi-configuration attachment system that allows both: a digging boom and 3-piece high-reach attachments to be used on a single base machine through a shared main boom.

The SK650DLC-11 features a newly developed hydraulic variable undercarriage engineered specifically for demolition applications. The undercarriage retracts to 3.2 m wide for transportation and extends to 4.2 m, providing a wider working footprint to enhance stability during high-reach demolition and when operating heavier attachments.

The SK650DLC-11 features a demolition-specific cab designed to improve visibility, operator comfort and protection during high-reach work.

Source: KOBELCO Construction Machinery USA Inc.

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30 Years of 3D-Machine Control: Digital Technology that Changed the Face of Construction Sites

Wirtgen has been developing smart 3D-machine control systems for the road construction sector for the past 30 years, and continues to set benchmark standards when it comes to precision and automation. What began in the mid-1990s with the development of the first 3D interface for slipform pavers is now an integral component of today's digital construction process.

With Wirtgen AutoPilot 2.0, Wirtgen supports and assists construction contractors around the globe in the successful realization of demanding infrastructure projects. These developments began in 1999 with the construction of the new ICE high-speed rail link between Frankfurt and Cologne. The track was to be laid entirely without conventional pre-stressed concrete sleepers and ballast. For the construction of the required slab track, concrete surfaces had to be paved with a previously unheard of degree of precision. Back then, Leica Geosystems and Wirtgen collaborated on the development of a new measurement and control system for this purpose, which, for the first time, integrated measurement technology and machine control via a 3D interface.

"At the time, there was no measurement and control system that could truly satisfy the extremely high precision requirements of slab track construction. The development of the 3D interface between the measurement system and the machine was the decisive breakthrough, and formed the basis for all subsequent developments," recalled Matthias Fritz, application manager 3D Control Systems at Wirtgen GmbH.

The technology was then used for the first time in the construction of the ICE high-speed rail link in 1999. On that project, multiple slipform pavers worked simultaneously without physical stringlines and were instead guided entirely by a 3D control system. A short time later, Wirtgen cold milling machines were equipped with the technology, which has since been continuously revized and upgraded.

With the introduction of satellite-based GNSS technologies and the increasing integration of machine control into vehicle control systems at the time, ongoing developments raised the system to an entirely new level. The goal was to further simplify working procedures, reduce setup times, and increase process reliability on the construction site.

"The decisive step in the further development was the replacement of the conventional physical stringline with a virtual stringline and the integration of the control system in the machine. This enabled us to increase precision, productivity, and operator comfort in equal measure," said Matthias Fritz.

Wirtgen presented the Wirtgen AutoPilot at bauma 2013 as the world's first hybrid

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control system for slipform pavers – and went on to win the prestigious bauma Innovation Award at the event. The current generation, AutoPilot 2.0, enables high-precision paving of offset and inset profiles such as curbs, concrete safety barriers, or road surface slabs –without laborious surveying or having to setup and break down physical stringlines.

"The purpose of technology is to make things easier for its users, not more complicated. That is why we develop solutions that are aligned with our customers' needs and create real added value on the construction site," emphasized Matthias Fritz.

Today, standardized CAN bus interfaces support the flexible use of a wide range of different measurement solutions. Depending on their requirements, customers can use systems from other providers and simultaneously enjoy the benefits of deep integration in their Wirtgen machines.



Today, Wirtgen has Autopilot 2.0 for practice-relevant control of offset slipform pavers without a physical stringline. With the future integration of further systems via the Work Planner in the John Deere Operations Center™, other areas of the Wirtgen universe will also benefit from these developments.

Even after 30 years, the precise control of height, grade and slope, milling depth, and steering remains one of the core competencies of Wirtgen. Building on its many years of expertise and experience, the company is actively engaged in the continuous development of its automation solutions, and thus contributes to the increasing digitalization of construction sites.

Source: Wirtgen Group

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GINCOR Werx and the AEM Host MP for Tour of Mattawa Facility

The Association of Equipment Manufacturers (AEM) recently joined Gincor WERX in hosting Member of Parliament (MP) Pauline Rochefort at their Mattawa facility, as part of AEM's ongoing advocacy efforts on behalf of Canada's off-road equipment industry.

GINCOR Werx is Canada's largest vocational upfitter with more than 4 decades of expertise, serving customers across the construction, mining, agriculture, forestry, and municipal sectors. Earlier this year, GINCOR Werx earned Canada's Best Managed Companies Gold Standard designation reflecting its commitment to operational excellence, workforce development, and long-term growth. Backed by specialized manufacturing capabilities, quality workmanship, technical innovation, and a strong focus on apprenticeship training, GINCOR delivers solutions that support critical industries and strengthen communities in Northern Ontario and across Canada.

During the visit, MP Pauline Rochefort toured Gincor Werx's well-known Mattawa manufacturing facility, which serves a regional point of contact for Northern Ontario fleets, contractors, and equipment operators. They also discussed the key priorities for equipment manufacturers in Canada, including supply chain resilience, skilled workforce development, and commercial competitiveness.

"I was pleased to visit GINCOR Werx in Mattawa and see first-hand the innovation, craftsmanship, and expertise that have made the company a leader in vocational vehicle manufacturing," said Pauline Rochefort, MP for Nipissing-Timiskaming and Parliamentary Secretary to the Secretary of State (Rural Development). "GINCOR plays an important role in strengthening Northern Ontario's economy and providing the equipment and services that help key industries operate and grow. I look



forward to continuing to support initiatives that foster a strong manufacturing sector and create opportunities for communities across our region."

"At GINCOR, we proudly manufacture dump bodies, live bottom trailers and truck mounts, snow and ice equipment, flat

Innovation Days 2026: A Spectacular Return After 12 Years

On September 10 and 11, 2026, the global heavy transport community gathered in Memmingen, Germany. Twelve years after hosting its last Innovation Days, Goldhofer once again welcomed customers from around the world to its headquarters. Many of them had attended the event back in 2014. They knew what to expect: groundbreaking products, technical expertise, and meaningful discussions with the people shaping the future of the industry. More than 600 customers accepted Goldhofer's invitation to experience firsthand why the Bavarian manufacturer continues to be recognized as a leader in innovation. Across 2 days and as part of an extensive program, visitors gained exclusive insight into the latest developments from both Goldhofer Transport Technology and Airport Technology.

Among the highlights were the new PST/SL-ES (285), the world premiere of the ATLAS 3, the E-PowerPack, the economically optimized PST/ES-E (315), the new STEPSTAR MPA, and the FT SERIES.

Visitors to the Innovation Days saw plenty of impressive hardware, including larger vehicles, new systems, live demonstrations, and world premieres.

"The PST/SL-ES did not convince us because of one individual specification. What mattered was the overall economic impact. The ability to switch between stability and maneuverability depending on the situation creates entirely new possibilities for transport planning. We require fewer axle lines and can execute projects more efficiently," said Jan Sarens, director Technical Solutions, Projects & Engineering at Sarens NV.

Within Airport Technology, Goldhofer presented one of the most compelling stories of the entire event. The focus was not on introducing individual vehicles; instead, it centered around a challenge currently facing airports, airlines and ground handlers around the world.

"What convinced us about ATLAS was not a single feature. It was the philosophy behind it. Goldhofer did not ask, 'What is the most powerful vehicle we can build?' The more important question was, 'What does an airport really need at the gate?' That thinking is reflected throughout the entire concept. ATLAS makes operations simpler, more predictable and more efficient. And that is exactly what matters in day-to-day operations," shared Joe Miller, senior vice president – Operations & Customer Center at Delta Air Lines.

Large international hubs, regional airports, diverse aircraft fleets, different towing distances, and varying operational challenges require a fleet strategy that matches the realities of each operation. This is where PHOENIX, ATLAS 2 and ATLAS 3 come together as a complementary system. The PHOENIX remains the solution for high-performance towing and longer operating ranges. The ATLAS 2 provides maximum flexibility for efficient gate operations across a broad range of aircraft types. The ATLAS 3 offers a highly focused solution specifically tailored to the vast narrowbody market segment that continues to drive global air traffic growth.

The E PowerPack was unveiled to the public for the first time at bauma 2025.

decks, van bodies, and heavy haul trailers. Our equipment supports a wide range of industries, including construction, paving,



mining, agriculture, municipal services, and forestry," said Christian Stang, vice president, Business Development at GINCOR Werx. "Visits organized by AEM are incredibly valuable because they help ensure elected officials gain a better understanding of the opportunities and challenges facing Canadian manufacturers like us, and of the importance of maintaining a competitive environment that allows us to continue investing, innovating, and growing."

"It was a pleasure to join Christian Stang and the GINCOR team in welcoming MP Rochefort. Visits like these provide an important opportunity to showcase the economic impact and ingenuity of Canadian manufacturers and help ensure their voices are heard. I thank the GINCOR team for their warm hospitality and for the opportunity to see their impressive operation firsthand," said Alexandre Mattard-Michaud, director of Government Relations, AEM.



This visit is part of AEM's ongoing efforts to engage policymakers and highlight the priorities ofCanada's equipment manufacturing industry. The industry employs 147,000 people nationwide, contributes approximately $24 billion annually to GDP, and generates $54 billion in sales and exports.

Source: Association of Equipment Manufacturers (AEM)

From the outset, its development followed a clear philosophy: electrification should not be pursued for its own sake. What makes the E PowerPack remarkable is not simply that it is electric. Its significance lies in the fact that, for many operators, it no longer represents a compromise. With approximately 260 kW (340 hp) of electric power, active thermal management, full integration into Goldhofer's telematics system and an architecture that incorporates proven expertise from Goldhofer's electric Airport Technology products, the E PowerPack delivers everything users expect from a professional heavy transport solution.











Twelve years after the last Innovation Days, Goldhofer did not simply showcase innovation. The company demonstrated that innovation is deeply embedded in its culture. The wait was worth it.

Source: Goldhofer AG

Tradelink Transport Deploys 15 Volvo VNR Electric Trucks at Ports of Los Angeles and Long Beach

Volvo Trucks North America customer Tradelink Transport, a minority-owned trucking company based in Compton, California, is advancing sustainable freight transportation by deploying 15 Volvo VNR Electric trucks for drayage operations at the ports of Los Angeles and Long Beach. This marks a major milestone in Tradelink's commitment to reducing emissions and improving air quality in one of the nation's busiest freight corridors.

In addition to its battery-electric trucks, Tradelink operates a diverse fleet of 48 trucks that includes 21 compressed natural gas (CNG) trucks and 12 traditional diesel-powered trucks. This strategic mix allows Tradelink to deploy the most efficient and environmentally friendly truck available for each route. The addition of the Volvo VNR Electric trucks strengthens the company's ability to serve its customers while advancing its sustainability goals and paving the way for cleaner port drayage operations.

"Transitioning to battery-electric trucks represents a major shift in business operations and demands collaboration and meticulous planning," said Peter Voorhoeve, president, Volvo Trucks North America. "We are immensely grateful to Tradelink Transport for placing their trust in Volvo Trucks and our comprehensive electromobility ecosystem to partner with them on the shift towards zero. Their deployment of 15 Volvo VNR Electric trucks stands as a true example of how visionary fleets can lead the charge in electrification, and help their business reach their sustainability goals while elevating operational efficiency."

Tradelink's battery-electric fleet primarily operates within a 100-mile radius, making runs to the Inland San Bernardino and Riverside areas in the mornings, followed by shorter local moves in the afternoons. The trucks operate 5 to 6 days a week, returning to base each evening to be charged overnight.

Tradelink's decision to invest in Volvo VNR Electric trucks aligns with its commitment to providing a superior driving experience. The company primarily operates an employee-driver model and views battery-electric trucks as a key tool for driver recruitment and retention. The zero-tailpipe emission Volvo VNR Electric truck significantly reduces noise, heat, and vibration, creating a cleaner and more comfortable work environment.

"Once drivers experience battery-electric trucks, they often don't want to switch back to conventional vehicles," said Rigoberto Cea, president, Tradelink Transport. "The Volvo VNR Electric truck provides a smooth, quiet ride, and we've seen strong enthusiasm from our team as they adapt to this new technology."

Deploying electric trucks at scale requires investment in charging infra-

Hyster Supplies Battery Electric ReachStacker to Inland Terminals Group in the Netherlands



Hyster, together with Inland Terminals Group and authorized Hyster® dealer Heffiq, recently announced the deployment of a battery electric ReachStacker at Terminal ITG Venray-Wanssum, in the Netherlands. Inland Terminals Group (ITG) began using the Hyster® RSJ46-33XDL battery-powered electric ReachStacker in August 2026, marking the beginning of a 24-month field development period to help further validate and refine the technology in real-world terminal operations. This battery-powered ReachStacker builds on the development of other Hyster electric container handlers and uses many common systems from previous projects, including the battery electric empty container handler pilot at Malta Freeport Terminals.

The electric ReachStacker is powered by four 130-kW lithium-ion battery packs capable of supporting a full 8-h shift. Two battery packs are placed on either side of the truck, and the full solution can be charged from 20% to 80% in approximately 4.5 h when using the right charger. Shared software across Hyster electric lift trucks supports common displays, operator interfaces, service tools and diagnostics.

ITG has an established track record of successful sustainability initiatives. The company was the first inland terminal operator in the Netherlands and Belgium to earn a third Lean & Green Star – a certification recognizing results in reducing energy consumption and CO_2 emissions.

Heffiq will handle all conventional maintenance requests and serve as the first line of response for service just as they would other Hyster equipment, with factory support available for high-voltage systems.

"The various terminals across the Netherlands and Belgium operated by the ITG have been valued Heffiq customers for several decades," said Martijn Veerkamp, Commercial director, Heffiq. "Sustainability is a key priority for both ITG and Heffiq. It is therefore fantastic to mark our strategic partnership with the delivery of their first battery electric Hyster ReachStacker. This is a major milestone and something we are extremely proud of."

Source: Hyster-Yale Materials Handling, Inc.



structure. To support the battery-electric truck acquisition, Tradelink worked with TEC Equipment - La Mirada to leverage California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Carl Moyer Program, and the Southern California Edison Drayage Rebate. Tradelink also participated in Southern California Edison's (SCE) Charge Ready Transport Infrastructure program, which covered the civil construction of its five-acre facility through an SCE-approved contractor, with additional work completed by Brytemove Energy. To further support their infrastructure investment, Tradelink received funds through an EnergIIZE grant from the California Energy Commission's Clean Transportation Program that is implemented by CALSTART. Tradelink's facility features an advanced charging network that includes 6 ABB Terra 184 chargers and one ABB Terra 350 with dual dispensers.

"At TEC Equipment, we understand the critical importance for fleets to adopt more sustainable transportation options and we are thrilled to have supported Tradelink in securing the necessary funding to enable their growing fleet's move to battery-electric trucks," said Melanie Des Laurier, new truck sales at TEC Equipment. "Tradelink's new Volvo VNR Electric trucks represent a forward-thinking approach to reducing tailpipe emissions and noise associated with transportation and promoting cleaner air quality. With TEC Equipment's comprehensive support, including helping to secure grants and incentives, Tradelink is well-equipped to lead by example in the transition to zero-emission technology."

Source: Volvo Trucks North America



Common Operating Picture for Ports: hensec Integrates Drone Detection and GNSS Monitoring

Baltic Sea countries are stepping up their cooperation to protect against hybrid threats. At the Baltic Sea Security Summit in late August, Germany, Denmark, Estonia, Finland, Latvia, Lithuania, Poland, Sweden and Norway agreed to intensify information sharing and establish a joint task force. Shared situational awareness and compatible security technologies are also moving higher up the agenda. Ports have a particularly important role to play: As hubs for logistics, energy supply, industry and data connections, they are among the most sensitive areas of critical infrastructure.

To help protect this infrastructure, German security company hensec secure solutions has developed Portags (Port Airspace and GNSS Security). Designed specifically for ports, the integrated airspace and Global Navigation Satellite System (GNSS) monitoring platform combines multiple detection technologies in one operational view. Put simply, the system monitors the airspace above a port for potential airborne objects such as drones, while simultaneously checking whether satellite navigation signals are reliable or being disrupted. This enables security teams to centrally detect, assess and document drone activity and GNSS interference.

Portags combines several detection technologies. RF sensors monitor relevant frequency ranges and detect active drone communication and control signals. These include Remote ID data, control and communication signals, as well as telemetry and movement information. Passive radar complements this data by making non-transmitting and non-cooperative airborne objects visible.

At the same time, the system monitors the GNSS environment. Jamming occurs when GNSS signals are overlaid, blocked or severely degraded. With spoofing, receivers are presented with plausible but false navigation or time information. The proprietary GNSS analysis systems integrated into Portags analyze signal quality, detect interference and anomalies, and perform plausibility checks to identify and classify suspicious events.

According to hensec, GNSS interference can affect not only navigation, but also synchronization and automated processes. Potentially affected areas include maritime and air traffic, critical infrastructure, communications systems and autonomous systems that depend on reliable positioning or timing information.

RF, radar, telemetry and GNSS data are brought together, correlated and classified through sensor fusion. Relevant information is then displayed centrally in a Common Operating Picture. Incidents can be visualized, alerts generated and a traceable event record maintained.

Research involving hensec also demonstrates the relevance of GNSS interference to maritime security. During a measure-

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ment campaign conducted in 2025, a GNSS interference detector was installed aboard a research vessel operating in the southern Baltic Sea between June and October.

The measurements identified combined jamming and spoofing activity, among other forms of interference. In some cases, significantly stronger interference was measured at sea than in the Port of Gdansk. The study shows that vessels in the Baltic Sea region are at times exposed to complex GNSS interference.

The Portags sensor architecture is planned according to the specific site, risk profile and required coverage. The system is modular and scalable and can be deployed in either stationary or mobile configurations.

Potential applications include container terminals, tank farms, port entrances and automated terminals. The system can also be used to monitor critical energy, communications and control infrastructure.

Open interfaces allow Portags to be integrated into existing operations centers. Multiple sensor nodes can be connected via a secure data network, bringing the information together in a Common Operating Picture.

Portags therefore takes an integrated approach to port monitoring: detecting drones, identifying GNSS interference and bringing together different sources of information so that security situations can be assessed centrally and fast, informed decisions can be made.

Source: hensec – secure solutions

Bionetix® Launches Enzyme Concentrate for Hard-Water Drain Maintenance



Bionetix® recently introduced ENVIA ESSENTIAL™, a ready-to-use enzymatic concentrate designed to help food service, food processing, and waste processing facilities manage organic buildup in hard-water drain and disposal systems. The three-enzyme formula targets the breakdown of fats, proteins, and starch residues, which contribute to the formation and stabilization of hard-water deposits, helping loosen accumulated buildup during routine drain or grease trap maintenance.

"ENVIA ESSENTIAL™ was developed to address one of the most persistent maintenance challenges in commercial drainage systems: the interaction between organic residues and hard-water minerals. By targeting the organic fraction of these deposits, facilities can maintain cleaner drainage infrastructure and reduce the frequency of corrective interventions," explained David S. Llano, product manager at Bionetix® International.

Restaurants and commercial kitchens are already familiar with the ongoing battle to maintain good flow and avoid bad odors in drains, pipes, and grease traps overloaded by food waste. When hard water is present, high volumes of organic residues bind together with minerals such as calcium and magnesium, forming a tough complex of solids that block the system.

Enzymes present a preferable alternative to harsh acid cleaners or cumbersome, expensive mechanical methods of scale removal. They degrade organic residues that bind together with minerals and create large blockages. This breakdown loosens the scale structure, making it easier to remove buildup via the normal drainage flow.

Bionetix® International is a Canadian-based company that produces biological products used in thousands of field applications worldwide.

Source: Cortec® Corporation

Electric SPMT Technology Enables Zero Emission Heavy Transport in Complex Port Operation

Osprey completes United Kingdom's first known electric SPMT transport operation using TII SCHEUERLE's ePPU.

Heavy transport operations are increasingly taking place in environments where conventional diesel-powered equipment reaches its limits – such as enclosed production facilities, shipyards and sensitive port areas. With the first known electric SPMT transport operation in the UK, Osprey and TII SCHEUERLE demonstrate that zero-emission heavy transport is already a practical reality, even under demanding operating conditions.

Using the electric PowerPack Unit (ePPU) supplied by TII SCHEUERLE, Osprey carried out the operation entirely under electric power. The project demonstrates how zero-emission drive technology opens up new opportunities for heavy transport, particularly in environments where low-noise, emission-free solutions are increasingly required.

With around 200 axle lines, Osprey operates the largest SPMT fleet of any UK customer. For the complex port operation, the company deployed TII SCHEUERLE's



electric PowerPack Unit for the first time. A critical component was loaded onto an SPMT combination inside an enclosed building, transported to the berth and transferred onto a barge via roll-on/roll-off (RoRo). Every stage of the operation was completed using the battery-electric ePPU.

The project highlights one of the key advantages of electrically powered SPMT. Unlike conventional diesel-powered PowerPack Units, the ePPU operates with zero local emissions and significantly reduced

Mixing and Dispersing Technology Specialist ystral Opens New Trial Centre

The machine and systems manufacturer ystral has opened a new trial centre at its headquarters in Ballrechten-Dottingen, Germany. The new facility enables the company to carry out more customer trials than before while processing a broader range of raw materials.

The ystral group is an owner-managed family business with almost 300 employees in total. ystral designs, engineers and manufactures highly efficient mixing, dispersing and powder induction machines, as well as process systems, used worldwide in the chemical, paints and coatings, food, pharmaceutical, household and cosmetics industries, as well as in battery production. At the ystral trial centre, companies from these sectors can develop new products and processes or optimise existing ones, train their operating personnel on ystral machines, and test the mixing technology provider's solutions.

ystral has already conducted a number of tests in the new trial building. Its major importance to the company's commercial success became evident from the outset: following trials, a printing ink manufacturer awarded ystral an order with a project volume worth several million euros.

"Our experience shows that tests carried out in our trial centre almost always lead to collaboration," said Uwe Klaumünzner, head of Development and Trials at ystral.



TRIALS WITH FLAMMABLE AND EXPLOSIVE MEDIA

The new trial area complies with statutory explosion protection and water protection requirements, and the machines used are ATEX-compliant. Trials with flammable and explosive media are possible there following case-by-case assessment. During the tests, users do not need to be on site themselves, but can also follow proceedings remotely via livestream.

COMPREHENSIVE ANALYSIS OPTIONS

In the company's in-house laboratory, samples can be examined under an optical microscope with respect to various parameters. This includes both density measurement and particle size analysis by means of dynamic light scattering. In addition, viscosities can be determined using



noise levels. This enables heavy transport operations inside production facilities, port buildings and other environmentally sensitive areas where exhaust emissions and noise can become limiting factors.

"This project has demonstrated that even demanding heavy transport operations can be carried out entirely with electric power. The ePPU expands our ability to deliver projects more sustainably while continuing to meet our customers' high expectations in terms of safety, efficiency and reliability," said Dean Graham, Operations & QHSE director at Osprey Group.

The electric PowerPack Unit combines the proven capabilities of the SCHEUERLE SPMT with state-of-the-art battery technology. With a battery capacity of 320 kWh, it delivers performance comparable to the proven diesel-powered PPU Z390. Depending on the application, the battery provides sufficient capacity for a full working day. Fast DC charging of up to 300 kW, intelligent battery management and compatibility across all SCHEUERLE SPMT generations enable seamless integration into existing fleets.

For Osprey, the project marks another step toward more sustainable heavy transport solutions.

By integrating zero-emission drive technology into its fleet, the company continues to expand its ability to deliver fully integrated transport solutions while reducing environmental impact throughout the entire project lifecycle.

Source: Transporter Industry International GmbH

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various measurement methods, with and without tempering, and curves for different shear rates can be recorded.

With a construction and commissioning phase of just under 12 months, work on the trial centre progressed exactly according to plan. The new trial building was constructed in a compact cubic design on an area of around 150 m² and can, in future, be expanded with an additional trial building on an adjacent open site.

"At our current company size, we are very well positioned with our existing trial facilities," said Peter Manke ystral managing director and co-owner. "However, we planned our new trial centre from the outset in such a way that expansion is possible."

Source: ystral GmbH maschinenbau + processtechnik

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New Heights on Old Foundations



The redevelopment of One Victoria, in London, England, is transforming the site of a former 1960s office block into a modern, sustainable and low-carbon workplace in the heart of Westminster. A key feature of the project is the retention of large parts of the existing structure and foundations. By avoiding the need for new piling, the project significantly reduces embodied carbon. For the tower crane concept, however, this approach created highly unusual conditions in central London: the WOLFF cranes had to be installed at basement level, on foundations more than 60 years old – which was far more challenging than it sounds. The crane concept for One Victoria Street is divided into several construction phases and includes a total of 9 WOLFF cranes.

The project began with demolition works carried out by engineering firm Keltbray Group Limited. To support operations on the confined and complex site, a WOLFF 355 B luffing jib crane (TC0) was deployed. With its compact luffing jib design, the crane proved particularly well suited to the restricted site conditions. At the same time, its combination of reach, lifting capacity and precision was essential for safely positioning heavy and awkward loads. Throughout the demolition phase, the WOLFF 355 B handled all major heavy lifts, including excavators, tracked loaders, dumpers, heavy skips, generators and structural steel.

Following demolition, the next construction phase began for Mace Construct. Four additional WOLFF tower cranes – one WOLFF 166 B (TC 1) and 3 WOLFF 355 B (TC 2,3,4) – were installed at B2 level to support the construction of the building core and early superstructure works. The cranes also supported the slipforming process used for the concrete core. In this method, the formwork continuously moves upwards while concrete is poured almost without interruption, placing high demands on timing, material flow and crane availability.

The installation sequence in the basement required meticulous coordination. As the demolition crane TC0 remained in ser-

Liebherr Cranes Elevate Climate Science Above the Amazon Rainforest Canopy



At the AmazonFACE experimental site near Manaus, Brazil, the boundary between construction technology and climate science has effectively dissolved. The 4 Liebherr cranes installed here are not building anything. They are the primary means of access for a international team of researchers conducting what may be the most consequential ecological field experiment currently underway anywhere on the planet.

The AmazonFACE programme – the largest scientific partnership between Brazil and the UK – was created by the Ministry of Science, Technology and Innovation. Led by Brazil's National Institute for Amazonian Research (INPA) in collaboration with the University of Campinas (Unicamp), AmazonFACE (Free-Air Carbon Dioxide Enrichment) exposes an intact section of old-growth Amazon rainforest to CO_2 levels projected for the coming decades. The programme operates within a living, functioning ecosystem that plays a decisive role in the global carbon cycle. Using the method developed by the AmazonFACE team of over 150 specialists in collaboration with the UK Met Office and other partners, researchers can observe in real time how the forest canopy, soil, biodiversity and carbon uptake dynamics respond to future global atmospheric conditions.

Researchers from the United Kingdom, Germany, Austria, the Netherlands and the U.S. are active members of the scientific committee. The programme explicitly targets outputs that will inform both regional Amazonian policy and international climate frameworks, including the commitments discussed at COP30, which took place in Belém, Brazil, in November 2025.

The Amazon basin stores an estimated 150 to 200 billion t of carbon in its vegetation and soil. Whether that carbon store grows, remains stable or diminishes under rising CO_2 concentrations is one of the central unresolved questions in Earth system science – and the answer will substantially shape projections for global warming trajectories.

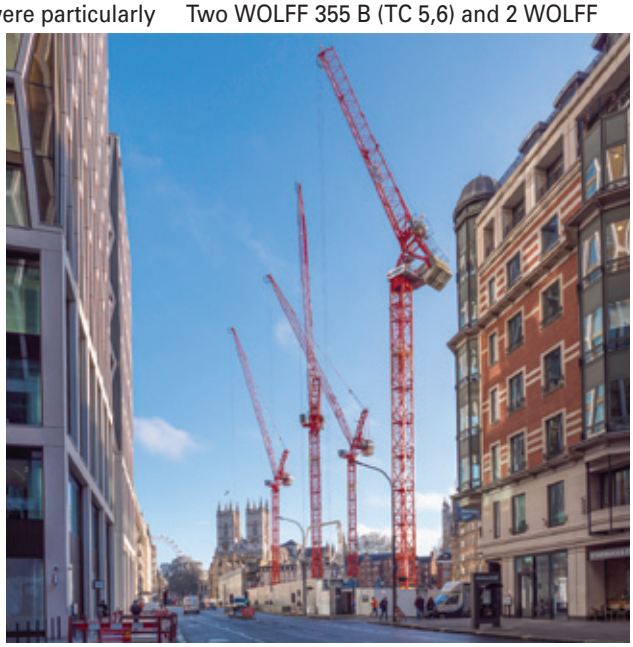


vice longer than anticipated, TC2 (WOLFF 355 B) was initially erected at a reduced height to prevent any potential clash. Once TC0 was dismantled, TC2 was climbed to its full working height of 50 m.

One of the project's greatest engineering challenges was the installation of the cranes on the original foundations of the existing building. As these foundations are being reused without re-piling, each crane had to be positioned directly over the available foundation support points and the crane configuration adapted to the building structure. The location of both the cranes and their support points was therefore dictated by the existing structural layout. As a result, neither the free positioning of the cranes nor the conventional practice of anchoring them into purpose-built concrete foundations, as is typical on new-build projects, was possible.

To overcome this challenge, WOLFFKRAN deployed its WOLFF cross-frame system. The system allows each of the 4 support legs to be individually adjusted to different lengths ranging from 6 to 10 m. In addition, the entire crane tower was rotated to align precisely with the available support points within the original foundation structure.

For TC2, the constraints were particularly demanding: four different leg lengths were required within a single cross-frame base to achieve the correct alignment with the available support points. This solution demonstrates how flexibly the WOLFF cross-frame system can adapt to highly irregular legacy structures.



As construction progresses, the basement slab will be cast around the crane bases, leaving only the tower openings accessible.

One of the most demanding aspects of the project still lies ahead: dismantling the cranes within the basement structure. The basement slabs are being cast extremely close to the crane towers, meaning the cross-frame and ballast will eventually become almost fully enclosed by the building structure. In addition, only very limited headroom and working space will be available below ground.

As dismantling using conventional mobile cranes will not be possible under these conditions, a combination of ceiling hoists, low-level forklifts and skating systems will be used to remove the central ballast blocks and cross-frame in a controlled and precise manner before transporting all crane components out of the building.

In the next major construction phase, scheduled for late 2026, the crane configuration will move to the roof of the building. Two WOLFF 355 B (TC 5,6) and 2 WOLFF 630 B (TC 7,8) luffing jib cranes will then take over lifting operations for the upper floors as well as the installation of the façade and building services.

Once completed, One Victoria Street will provide modern office and retail space in the centre of Westminster while retaining around 52% of the original 1960s structure, significantly reducing the project's embodied carbon. Occupation is planned for early 2028.

Source: WOLFFKRAN International AG

The decision to deploy tower cranes at AmazonFACE rather than scaffolding structures, elevated walkways or other access platforms was made explicitly on grounds of environmental preservation. A tower crane's mast occupies an exceptionally small area of ground – a critical consideration when working within an old-growth forest where soil disturbance, root system damage and canopy opening must be kept to an absolute minimum. At the same time, the crane's horizontal reach means a single unit can cover a wide area of experimental plot without requiring repositioning, eliminating the repeated ground disturbance that any alternative access solution would entail.

By providing a reliable, safe and environmentally responsible platform for canopy-level research, the Liebherr 85 EC-B tower cranes are enabling scientific work that would otherwise be impossible at this scale.

Source: Liebherr-Werk Biberach GmbH

Appointments



Associated Equipment Distributors (AED) recently announced that **Kevin Clark** has joined the AED Board of directors as an At-Large director, effective August 2026.

Mr. Clark is president and CEO of AKRS Equipment Solutions, a 27-location John Deere dealership. There he serves agricultural customers throughout Nebraska. A lifelong Nebraskan with deep ties to agriculture, Clark brings broad executive experience to the AED Board, with a career spanning equipment distribution, manufacturing, transportation, finance and consumer products.

"The AED Board has a legacy of ensuring the equipment industry remains strong and vibrant," said Kevin Clark. "It is an honor to join the ranks and bring my experience and expertise to the Board and its greater mission of making sure members are heard from and supported."

Over the course of his career, Clark has worked in more than 25 countries, developing a global perspective on business strategy, operations, organizational leadership, and customer service. At AKRS, he leads one of the region's largest agricultural equipment organizations, with a focus on long-term growth, operational excellence, and supporting the customers and communities the company serves.

"Kevin's leadership at AKRS and his experience across multiple industries will be an asset to AED as we continue working to strengthen and advocate for equipment dealers, manufacturers, and the customers they serve," said Brian P. McGuire, president and CEO of AED.

Source: Associated Equipment Distributors (AED)



BOMAG Americas, a Fayat Company, announces that industry veteran **David Madden** has joined its team as vice president of Service & Solutions. In his new position, he will build strategies and lead the company's team members under the Service & Solutions umbrella – parts, training, warranty, UPTIME and the Equipment Readiness Center.

A technician by trade, Madden has been turning wrenches on equipment since an early age. He offers more than 30 years of service industry experience, spending time with original equipment manufacturers (OEMs) as well as heavy equipment dealers. He held various service and management roles at dealerships in Kentucky and Louisiana. He also worked as a regional product support manager and North American field service manager for a global manufacturer of construction, agricultural and industrial machinery. Most recently, Madden managed the regional service and aftermarket sales program for 22 states in the eastern U.S. and Canada for a leading global agricultural and construction equipment manufacturer.

"David offers deep, tenured experience for this position. Plus, his breadth of dealer and OEM knowledge gives BOMAG the preferred skill set to transform our Service & Solutions program and drive more uptime for our customers," said Brian Bieller, president of BOMAG Americas. "While in this position for only a short time, David already has framed ideas on how to enhance parts fulfillment efficiency, increase the robustness of our dealer training program and better involve our Service & Solutions team in the sales process."

Source: BOMAG Americas





McElroy, a manufacturer of thermoplastic pipe fusion equipment, recently announced the induction of **Dave Porter** and **Dudley Burwell** into the Fusion Hall of Fame, recognizing their lasting influence on the polyethylene pipe industry and their contributions to advancing fusion technology.

Created in 2019, the Fusion Hall of recognizes the innovators whose commitment to development and acceptance of fusible plastic pipe has significantly advanced the fusible plastic pipe industry over the past 50 years. Inductees are individuals whose contributions have been particularly notable and whose impact and influence on the industry lives on today.

"These two individuals represent decades of dedication to improving how polyethylene pipe systems are designed, manufactured, installed, and supported," said McElroy president and CEO Chip McElroy. "Their commitment to our industry has directly contributed to the success and innovation we celebrate today."

Dave Porter joined McElroy in 1984 as a Project Engineer and quickly established himself as a creative problem solver capable of turning ambitious concepts into practical solutions. Over the course of his career, he contributed to the development of numerous products that expanded the capabilities of fusion professionals in the field. His engineering work helped advance automated fusion technology, including innovations that contributed to the development of the AutoMc® line and the TracStar® series. He was also instrumental in designing specialized equipment for unique applications, including a 2-m fitting machine built for Phillips Driscopipe. Beyond the products he helped create, he left a lasting mark on McElroy through his willingness to mentor younger engineers and share his knowledge with colleagues.

A chemist by training and entrepreneur by nature, Dudley Burwell spent more than 5 decades helping expand the use

of polyethylene piping systems while advocating for quality, consistency and industry collaboration. After early roles with DuPont and Plexco, he founded Fluid Controls in 1979. Under his leadership, the company became a recognized provider of industrial HDPE piping solutions and a pioneer in fabricated and dual-containment systems. He served in leadership and technical roles with organizations including ASME, ASTM, the Plastics Pipe Institute and IAPD, helping develop standards that continue to guide the design, fabrication and installation of polyethylene piping systems today.

Though their careers followed different paths, Dave Porter and Dudley Burwell share a common legacy of advancing the fusion industry through innovation, problem-solving and service to others. They were officially inducted into the Fusion Hall of Fame during INFUSION26, McElroy's annual industry conference in Tulsa, Oklahoma, where colleagues, friends and family gathered to celebrate their achievements and the impact they have had on generations of fusion professionals.

Source: McElroy

Kinedyne LLC, a manufacturer of cargo securement and engineered solutions, recently announced that **Doug Apelt**, currently vice president- Operations, will assume the role of president effective November 1, 2026. Mr. Apelt will succeed Dan Schlotterbeck, who has led Kinedyne for more than a decade.



Doug Apelt joined Kinedyne in 2018 and has since taken on increasing responsibilities across the Company. He has also contributed to the company's acquisition evaluations and broader initiatives across The HEICO Companies' Applied Solutions Group. Prior to joining Kinedyne, he held positions in the U.S. Army and large, diversified industrial companies.

Dan Schlotterbeck has served as Kinedyne's president for more than a decade and was the Company's first president from outside its founding family. During his tenure, Kinedyne strengthened its market position and achieved numerous years of record financial performance.

Under Doug Apelt's direction, Kinedyne will remain focused on adding value for its customers, developing its employees, executing its business plan, and advancing initiatives that support its long-term objectives. The company will continue to uphold the values, customer focus, and commitment to excellence that have shaped Kinedyne for nearly 60 years.

Source: Kinedyne LLC

Graco Inc. recently announced that **Richard B. Lewis** has been appointed as a member of the company's Board of directors, effective December 3, 2026.



Mr. Lewis is president and CEO of Donaldson Company, Inc., a worldwide provider of innovative filtration products and solutions, a role he has held since March 2026. He also serves on its Board of directors. Previously, he was Donaldson's COO and held a broad range of senior leadership roles across the organization, including overseeing global operations and serving as president of its Mobile Solutions and Life Sciences businesses. Richard Lewis holds a bachelor's degree in industrial engineering from the University of Louisville and a Master of Business Administration from Indiana University-Purdue University Indianapolis. Mr. Lewis will serve on the company's Audit Committee.

Source: Graco Inc.

North American Construction Group Ltd. recently announced the appointment of **Brad Rogers** as president and CEO effective December 1, 2026. Mr. Rogers will also join the company's Board of directors as of the same date. This appointment completes a global search process that took place over several months and involved a rigorous assessment of several highly qualified internal and external candidates, with the invaluable support of a leading executive recruitment firm.



Brad Rogers is an executive with more than 30 years' experience across mining, mining services, industrial services, engineering, infrastructure development and corporate finance. His career combines operational leadership with deep expertise in corporate strategy, mergers and acquisitions, capital allocation, business development, investor relations and organizational transformation. Since August 2022 he has served as CEO and managing director of Jupiter Mines. Before that, he served as CEO and managing director of Bis Industries Limited.

Source: North American Construction Group Ltd.

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Vermeer Corporation recently announced that **Matthew Barkdull** has joined the company as Pipeline Corporate Accounts Manager. He brings more than 17 years in pipeline construction and heavy equipment rental management to the role and is based in Cypress, Texas.



"Pipeline projects run on tight schedules across hundreds of miles, and contractors expect an equipment partner who can keep pace," said Dave Wisniewski, vice president of Environmental and Infrastructure Sales at Vermeer. "Matt has supported that kind of work from the dealer side for most of his career, and he brings a network of relationships with him."

Most recently, Mr. Barkdull was a product representative with LaValley Industries, supporting pipeline construction and horizontal directional drilling (HDD) contractors across the southern U.S. Before that, he spent nearly 17 years with PipeLine Machinery International, the global Cat dealer for pipeline construction equipment, working his way from inside service coordinator to rental equipment manager. That work kept him alongside pipeline contractors and Cat dealers on projects around the world.

Matthew Barkdull will work with corporate accounts across North America, building sales and service strategies for large national contractors. He will also coordinate field support with the Vermeer dealer network and represent Vermeer at industry events and association committees.

Source: Vermeer Corporation

The **Mining Association of Canada (MAC)** Board of directors is pleased to announce the appointment of **Ben Chalmers** as president and CEO, effective January 1, 2027. Mr. Chalmers, currently MAC's senior vice president, succeeds Pierre Gratton, who is retiring after more than 15 years leading the association.

Ben Chalmers joined MAC in 2011 and has been responsible for managing the Towards Sustainable Mining (TSM) initiative since that time. He also oversees MAC's public affairs, communications and government relations work and has been MAC's lead on international mining policy.

Ben Chalmers began his mining career in 2004 as an Environmental Supervisor at the Myra Falls Operations in British Columbia. Before joining MAC, he served as vice president of Environment and Technical Affairs with the Mining Association of British Columbia and as a senior policy analyst with Natural Resources Canada. He was recognized by the Canadian Institute on Mining, Metallurgy and Petroleum in 2014 for his work on mining sector tax transparency. He also serves on the Board of Directors of ReThink Mining, where he chairs the Governance Committee.

Source: The Mining Association of Canada (MAC)



Agenda

2026 Pavement Recycling Summit
October 19-22, 2026
Las Vegas, NV USA

BUILDEX Alberta
October 21-22, 2026
Calgary, AB Canada

bauma SHANGHAI
November 24-27, 2026
Shangai, China

LO Congress
January 12-14, 2027
Toronto, ON Canada

BUILDEX Vancouver
February 10-11, 2027
Vancouver, BC Canada

ARA Show
February 14-17, 2027
New Orleans, LA USA

PDAC 2027
March 7-10, 2027
Toronto, ON Canada

Work Truck Week 2027
March 9-12, 2027
Indianapolis, IN USA

World of Asphalt/AGG1 2027
March 15-17, 2027
New Orleans, LA USA

Expo Grands Travaux
April 1-2, 2027
St.Hyacinthe, QC Canada

INTERMAT Paris
April 21-24, 2027
Paris France

AORS Public Works Municipal Trade Show
June 2-3, 2026
St.Thomas, ON Canada

Landscape Ontario Snowposium
July 21, 2027
Toronto, ON Canada

MATEXPO 2027
September 8-12, 2027
Kortrijk, Belgium

The Utility Expo
October 5-7, 2027
Louisville, KY USA

Agritechnica / Systems & Components 2027
November 14-20, 2027
Hannover, Germany

PAVE/X
January 25-27, 2027
Savannah, GA USA

bauma 2028
April 3-9, 2028
Munich, Germany

wire & Tube Expo
April 13-17, 2028
Düsseldorf, Germany

CONEXPO-CON/AGG
March 13-17, 2029
Las Vegas, NV USA

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