A newcomer in the Class 7 & 8 Cabover category

The oldest North American truck brand, Autocar®, enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.

The Autocar Xpert is designed to ensure the best sight lines in any cabover or conventional truck. The spacious cab features a huge windshield, side, and rear windows.

The Autocar Xpert can be equipped with an OEM dual steering system. With all controls placed either in the middle, or duplicated and mirrored on both sides.

The high performance dual steering gear system is designed for an extra tight turning radius, and the electrical system is designed for dual steer from the ground up, with no third party splicing into a wire harness.

Distributed by:
Accessories Machinery Limited
www.aolaml.com
1-800-461-1979
A Brief Word...

A year ago I wrote, in acknowledgement of the Centenary of the greatest man-made calamity ever recorded and how it moulded our industry.

A year later and there is another calamity to recall that added impetus to the development of mechanization in construction. I refer to the Spanish Flu Pandemic that landed hard on the heels of The Great Peace.

The deaths of so many thousands across so many nations had an economic impact on the jobsite that lasted long afterwards.

The post-war boom and euphoria could not be held back. From suburbs to mines, muscle was needed and there was money to be made. Technology could fill the void and advancements were made, powerful and painful ones in engines, power transmission and transportation. These continue, albeit at a more regulated pace.

This November, with a change in government and a rise in discontent, an economic calamity may be looming. With mines getting twitchy and deficits burgeoning, many are nervous.

Doing more with less has become second nature to many of you. Scouting new methods and opportunities is part of daily life in business.

As the long winter nights close in and the mercury curls up in its bulb pour yourself a coffee and have a read.
STEEL RIVER EQUIPMENT JOINS IRONWORKS BETA PROGRAM TO USE HEAVY EQUIPMENT COST MANAGEMENT SYSTEM

Ironworks LLC recently announced the addition of a Canadian construction group’s equipment division to its roster of beta program participants for Ironworks, the world’s first comprehensive, cloud-based equipment cost management system for infrastructure contractors.

Steel River Equipment capitalizes on Steel River Group’s expanded network of allied partners to procure and broker the equipment they need, while supplying their alliance partners and internal division with equipment and maintenance services. They will apply Ironworks’ abilities for managing machine-specific costs in planning, scheduling, budgeting and assessing the deployment of heavy equipment in various projects and applications.

Steel River Group offers a diverse range of operational, construction and management support services in the construction industry. It aims to align Indigenous communities and industry in discovering greater opportunities together.

Ironworks’ beta program seeks an additional 4 large infrastructure contractors to use the system and provide feedback on its features and functionality. The beta program launched recently, with Teichert Construction of California as the first participant, following 4 years of prototype development with alpha users.

“Wealth with Ironworks, the process of bidding for work in the fiercely competitive infrastructure construction industry will never be the same again,” said Grant Lungren, president of Ironworks LLC, creator of the widely used Hard Dollar EOS/PXS (now offered by InEight®). “Ironworks changes the game by managing a fleet like a job, allowing for detailed budgeting and control of machine employment costs.”

Ironworks’ key equipment cost management functions include fleet information administration, renting and leasing, charge-rate management, client billing rate administration, dispatching, machine performance history and fleet analysis and optimization.

“Ironworks uses advanced data visualization and analytics technology to make expert equipment cost management easy,” Mr. Lungren said. “Not every contractor has to use Ironworks, but they will have to compete against those who do.”

To be considered for participation in the Ironworks beta program, contractors are asked to go to www.ironworkscloud.com, and click on the top line menu option “Beta Program” and then “I am interested.”

Source: Ironworks LLC

HILTI ANNOUNCES SOFTWARE COLLABORATION WITH PROCORE TO SUPPORT DIGITAL WORKFLOWS

The Hilti Group, a world-leading manufacturer and provider of construction tools, technology and productivity solutions, is collaborating with Procore, a leading provider of construction management software, to help strengthen digital workflows and drive productivity on jobsites. As part of the joint effort, Hilti ON!Track asset management system will become compatible for Procore platform users. The announcement was made during Procore’s Groundbreak 2019, one of the largest
“Procore is a market leader with software core to the operations of many of our customers in North America. The way Procore expands ease of use by offering interoperability across users’ software aligns well with Hilti’s goal to provide digital solutions that fit how our customers work,” said Rafael Garcia, senior vice president of marketing at Hilti North America. “This is a first step in establishing a long-standing relationship.”

In recent years, Hilti has made major efforts to digitize the construction industry with software solutions. Hilti ON!Track is specifically designed to give contractors visibility into who has their assets. Smartphone scanning and active Bluetooth tags help track items moved between warehouses and jobsites. It also enables contractors to proactively manage repairs and inspections, set reminders for maintenance and verify proper training and certifications before assigning certain assets.

The API will open data exchange between Hilti ON!Track and Procore, starting with basic project info and expanding over time into further seamless workflows. Procore users appreciate the benefits of reduced duplicate data entry of the same information into multiple spreadsheets or workflows. Customers using both Procore and ON!Track suggest for example that an open item from Procore’s Tasks tool to request a piece of equipment could be checked off once the transfer is scanned and signed within the Hilti ON!Track App.

“We are excited to work with trusted names in our industry like Hilti,” said Rusty Reed, chief strategy officer. “Technology usage continues to expand into the field and the integration of Hilti ON!Track and Procore will play a big role in supporting the needs of contractors who use both. We’re glad Hilti will be part of the embedded experience moving forward.”

The Hilti Group supplies the worldwide construction and energy industries with technologically leading products, systems, software and services. With more than 29,000 team members in over 120 countries the company stands for direct customer relationships, quality and innovation. Hilti North America has more than 3,600 highly trained account managers, engineers, and employees. Hilti’s expertise covers the areas of powder actuated fastening, drilling and demolition, diamond coring and cutting, measuring, firestopping, screw fastening, adhesive and mechanical anchoring, strut and hanger systems, solutions for tool park productivity as well as worker health and safety.

Procore is a leading provider of construction management software. Our platform connects every project stakeholder to solutions we’ve built specifically for the construction industry – for the owner, the general contractor, and the specialty contractor. Procore’s App Marketplace has a multitude of partner solutions that integrate seamlessly with our platform, giving construction professionals the freedom to connect with what works best for them. Headquartered in Carpinteria, California, Procore has offices around the globe.

Source: Hilti North America
**BOMAG AND SMS EQUIPMENT SIGN DISTRIBUTION PACT**

BOMAG Americas, Inc. and SMS Equipment Inc. are pleased to announce their cooperation for the sale and support of BOMAG compaction, milling, paving and reclaiming/stabilizing equipment for roadbuilding and other construction market segments throughout Canada.

Beginning December 1st, 2019, the collaboration will bring together 2 companies with complimentary product offerings and a well-earned reputation as industry leaders. The 38-branch, Canada-wide network of SMS Equipment Inc. will pave the way for growth and expanded customer support for Canadian customers.

The collaboration with BOMAG creates access to new, used and rental equipment, along with an unparalleled commitment to spare parts, planned service maintenance and repairs for customers.

“We are excited to form this new relationship and are proud to welcome SMS Equipment’s branches into the BOMAG network,” stated Rob Mueckler, president of BOMAG Americas. “There is no doubt BOMAG has aligned itself with the most solutions and customer-service-oriented dealer in the Canadian construction sector in its partnership with SMS Equipment. This collaboration will enable BOMAG to expand its position in the roadbuilding sector even more rapidly from coast-to-coast across Canada.”

“SMS Equipment focuses on providing solutions and ensuring our road construction customers have access to the best products,” said SMS Equipment president and CEO, Mike Granger. “We represent world-class companies that also view customer support as their primary goal. BOMAG shares our commitment to customer value, product innovation, and helping our customers thrive, and we look forward to growth through this partnership.”

Source: BOMAG GmbH

**WIRTGEN GROUP NAMES BRANDT CANADIAN DISTRIBUTOR**

The Brandt Group of Companies recently made a major product-line announcement. Effective December 1st, 2019, they have been named the Canada-wide dealer for the full range of aggregate and road construction and maintenance products from the Wirtgen Group.

The Wirtgen Group is the #1 supplier in the world for the road construction machinery sector, incorporating Wirtgen milling, paving, and soil stabilization products, Vögele paving equipment, Hamm compaction equipment, and Kleemann aggregate crushing and screening equipment.

“This announcement illustrates our strong commitment to Canada’s roadbuilding and aggregate industries.” said Brandt president and CEO, Shaun Semple. “The Wirtgen Group’s impressive product lineup is highly-compatible with our existing John Deere offering, so customers will now be able to come directly to Brandt for an unparalleled selection of the machines and product support that they need to succeed!”

The Wirtgen line will be delivered nationwide through Brandt Tractor, soon to be Canada’s only coast-to-coast-to-coast construction equipment dealer network. Brandt Tractor will soon feature over 100 service points across the country as a result of the company’s recent acquisition of Nortax Canada. The dealer change will give Canadian Wirtgen Group equipment operators greater-than-ever access to products, parts and services, available via Brandt’s extensive warehouse and distribution network.

“This is an exciting day for all of us at the Wirtgen Group,” added Jim McEvoy, president and CEO of Wirtgen America. “We look forward to partnering with Brandt; the scope of their dealer network and their powerful commitment to customer service excellence is unsurpassed.”

As a result of this product line addition, Brandt will be ending its long-time relationship with compaction products manufacturer BOMAG. Brandt will continue to offer parts, service and warranty service support to their customers for their BOMAG products while the line is being phased out.

Source: Brandt Tractor Ltd.

**DCW IMPROVES OPERATIONAL EFFICIENCIES FOR THE CONSTRUCTION INDUSTRY**

Digital Construction Works (DCW), a new digital automation, integration, and digital twinning services and fit-for-purpose solu-
OPTIMUM Performance!

DH SERIES

Sheet Pile | H-Beam Pile | Timber Pile
Sheet Pile | Pipe Pile | Concrete

Piling Hammer | DH-15 | DH-25 | DH-35 | DH-45
Impact Energy | 0-11,000 ft-lb | 0-18,000 ft-lb | 0-25,800 ft-lb | 0-33,200 ft-lb
tions company formed by Bentley Systems and Topcon Positioning Group, will help revolutionize the construction industry by simplifying digital transformation. DCW solutions span every phase of the project – from planning to construction and operations through to asset management – creating a digital thread that connects technologies and workflows.

Contributing 13% of global GDP and an estimated US$12.9 trillion ($16.9 trillion) market by 2022, construction is the largest industry in the world and is positioned to benefit from significant value through productivity improvements. The World Economic Forum estimates within 10 years, full-scale digitization could lead to savings between 13% to 21% in design, engineering, and construction efforts. Construction organizations need capabilities to analyze historical data, forecast what might happen in the future to avoid operational issues before they occur, reduce waste and downtime, improve safety, and reduce risk and liability. Logistics and on-site materials can be managed using digital tools to reduce waste and optimize for just-in-time delivery, increasing productivity on the construction site.

DCW end-to-end services automate and optimize construction operations through the digital transformation of the asset lowering full-lifecycle asset costs. Through digital twins, you can visualize the asset, check status, perform analysis, and generate insights to predict and optimize asset performance. Fast and continuous site surveying using modern technology shortens the digital twinning cycles between the physical and digital twin, achieved in combination with automated analytics. This process is applicable for linear infrastructure, but also vertical construction or the extensive off-site modular construction.

Through its Partnering and Community, DCW has a global network of service providers who engage in projects with its customers to deliver digital transformation outcomes. Educational resource providers, including schools, unions, and trades, will be partnered-with to help fill the construction skills gap.

Source: Digital Construction Works

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MERITOR ENHANCES SOLUTIONS FOR UTILITY AND CONSTRUCTION INDUSTRIES

At the International Construction & Utility Equipment Exposition (ICUEE) held October 1-3 in Louisville, Kentucky, Meritor announced an expansion of its solutions for the electric utility and construction industries by launching a lighter variant of its independent front suspension (IFS) and offering an enhanced transfer case.

“Both products are purpose-built with Meritor’s field-proven technologies for the demanding needs of utility and construction fleets,” said Jim Keane, director, Specialty for Meritor. “Meritor is reinforcing its dedication to excellence in engineering and product development by building a robust portfolio of versatile products for this market.”

The IFS variant for Class 6-7 trucks is lighter than the original suspension that launched in 2017, and it includes a larger, 285 mm standard wheel-end. Lightweight air disc brakes fit standard rims and tires in North America. Vented rotors are optional.

Unlike trucks equipped with rigid front-drive axle and leaf spring suspensions, Meritor’s bolt-on modular design elimi-
TOUGH SEASON AHEAD?
WE WOULDN'T HAVE IT ANY OTHER WAY.

Exceptional comfort and an easy to maintain Kubota Tier IV Diesel engine combine for an impressive piece of equipment in Kubota's SSV Series. New side lights expand the operator's visibility on the job site, and the roll up door and wide operator area make for a more alert and productive work environment during those long all-day jobs. But best of all, our SSV Series are easy to maintain, so you can focus on your job site, not on your equipment.
nates the need for frame rail modifications and offers better vehicle handling, stability and control. With a gross axle rating up to 9,979 kg, the IFS is equipped with modern steering geometry and a low-profile shift-on-the-fly transfer case. Non-drive versions of the suspension are also available for fleets with rear-drive vehicles requiring the safety benefits of an independent suspension.

The enhanced 2-speed MTC-4200-XL-EC series transfer case is designed to deliver mobility and durability for utility as well as medium- and heavy-duty on- and off-highway applications. A new oil distribution system increases oil volume to the chassis-mounted cooler.

Sump oil temperatures are reduced 15% over the previous Meritor model at maximum input speed. Precision-ground gearing delivers durability and torque capability for the most demanding applications and shift-on-the-fly front axle engagement is compatible with automatic engagement systems to offer exceptional drivetrain packaging.

Source: Meritor, Inc.

VINCI OPENS BYPASS AROUND REGINA
The bypass around Regina, capital of the Province of Saskatchewan, was officially opened on October 28 in the presence of Saskatchewan Premier Scott Moe, Xavier Huillard, Chairman and CEO of VINCI, Pierre Anjolras, chairman of Eurovia and Nicolas Notebaert, CEO of VINCI Concessions.

The Regina Bypass comprises 61 km of road, of which 37 km newly built and 24 km upgraded, 12 new interchanges and 33 new bridges and viaducts. It represents an investment of $1.9 billion.

The construction phase was launched in 2015 and completed in just 4 years.

The bypass illustrates VINCI’s capacity to deliver large-scale projects on budget and on time while proposing the highest standards of quality, safety and technical innovations adapted to the harsh climate of Western Canada. It is also a concrete demonstration of the VINCI Group’s concession-construction business model, combining the expertise of various subsidiaries: VINCI Concessions, Eurovia, VINCI Construction (Soletanche Freyssinet, VINCI Energies).

The Regina Bypass will be operated and maintained for 30 years by VINCI Concessions and Eurovia subsidiary Carmacks. It will improve road safety, make traffic smoother and promote the economic development of the province by giving faster, more reliable access to 3 of Saskatchewan’s major roads: the Trans-Canada Highway and Highways 6 and 11.

The Regina Bypass is Saskatchewan’s first public-private partnership for transport infrastructure. It brings together the province’s Ministry of Highways and Infrastructure with concession company Regina Bypass Partners, which comprises VINCI Concessions (37.5%), U.S. engineering firm Parsons Enterprises (25%), Canada’s Graham Construction (12.5%) and investment fund Connor Clark & Lunn (25%).

Source: VINCI Group

TROMBIA SWEEPERS NAMES SUPERIOR TRUCK EQUIPMENT AS DEALER IN ALBERTA AND SASKATCHEWAN
Snowek continues its expansion in North America by adding dealership representation in the provinces of Alberta and Saskatchewan. The European manufacturer has named Superior Truck Equipment, Inc, as the official dealer for its flagship sweeper, the Trombia Airknife.

Trombia sweepers are designed to combat silica dust challenges in working sites and industrial plants, as well as PM10 street dust challenges in municipal streets.

“Superior Truck Equipment has strong experience in distributing cutting edge equipment solutions and they have strong presence in the Alberta and Saskatchewan sweeper markets,” said Antti Nikkanen, CEO of Snowek / Trombia Sweepers. “In multiple cases municipalities or industrial sites cannot afford a high-end suction sweeper truck for removal of the finest street or silica dust particles. With Trombia they will be using their existing wheel loader fleet year-round.”

Source: Snowek/Trombia Sweepers

Vanair Unveils New Start-All Lithium-Ion Jump Starters
Vanair® Manufacturing, through its acquisition of Goodall® Mfg., continues its commitment to engineering innovative mobile power solutions with the debut of its new Start-All® Jump Pack™ series at ICUEE, last October.

The Start-All series of portable jump starters are built to safely deliver fast starts to a wide variety of vehicles. A high-output premium lithium-ion battery provides maximum performance and longevity, while proprietary Protect-All™ technology enables the Start-All Jump Pack units to safely transfer instantaneous energy to the battery.

“The Start-All series of jump packs can instantly jump start anything from small engines to large heavy-duty 16 l commercial grade diesel engines,” says Dean Stratham, vice president of Sales at Vanair. “Lithium-ion technology makes these units lighter in weight and longer-lasting compared to lead or AGM batteries. The result is a compact, lightweight and reliable source of power to get you back up and running and on the road quickly.”

In addition to providing industry-leading jump-starting power, each model in the Start-All Jump Pack series also doubles as a portable power bank. Equipped with DC auxiliary, USB and 12-volt output ports, the Start-All Jump Pack units can recharge personal electronics such as cell phones, laptops and speakers, as well as provide power for tire pumps, lights, and more. A 500 lumen LED flashlight with SOS strobe functions comes standard with each model as well.

Source: Vanair® Manufacturing
NOW YOU CAN

A unique machine with endless possibilities.
The JCB Teleskid is the world’s only skid steer and compact track loader with a telescopic boom, making it the most versatile machine you’ve ever seen. It can lift higher, reach further and dig deeper than any other skid steer on the market and can access areas you wouldn’t have thought possible ... until now.

jcb.com/teleskid
Vermeer is expanding its line of mini skid steers with the addition of the Vermeer CTX160. With a rated (SAE) operating capacity (ROC) of 725 kg, 56.8 l/min of auxiliary hydraulic flow and a width of 107 cm, the CTX160 provides high lifting capabilities while remaining compact and nimble to operate. This machine can handle jobs such as moving heavy material, working ground-engaging attachments and efficiently maneuvering in congested operating conditions – including passing through a standard gate. The Vermeer CTX160 is sized for challenging landscaping, hardscaping, rental, utility and general construction work.

The Vermeer CTX160 features a vertical lift path design, with a hinge-pin dump height of 225 cm for efficient clearance when dumping material into a trailer or truck. The unit is powered by a 40 hp (29.8 kW) turbocharged Kohler KDI diesel engine that does not require a diesel particulate filter (DPF), helping to reduce the cost and complexity of the engine. With a weight of 1,814 kg and a 23 cm rubber track undercarriage, the CTX160 provides optimal traction when transporting heavy material and in harsh working environments. Its Vermeer chariot-style ride-on platform has an integrated operator presence system that disengages the loader’s ground drive and attachment motion when the operator steps off the machine. The platform also provides operator comfort and visibility.

The control station on the Vermeer CTX160 includes a single, pilot-operated joystick for smooth functionality. It has a dual auxiliary system so the operator can switch between high flow for ground-engaging attachments and low flow for optimal control. Also, the unit’s universal mounting plate fits a wide range of Vermeer-approved attachments.

Source: Vermeer Corporation
New Stone Slinger™ OS7 Slings Non-stop For Maximum Production

Bedrock Slinging company bills itself as “the Material Placement Guys” serving Colorado and a growing region around the state. What began as a single conveyor truck that Jordan Kamps purchased in 2003 has now grown into a fleet of 17 mobile material placement systems filling a unique niche in a wide range of construction applications.

The truck fleet quickly became a popular solution with builders and concrete contractors placing gravel fill into foundations or spreading soil or woodchips on landscape projects. The high-speed conveyors off-load the truck by launching the material to the target area in a controlled stream up to 33.5 m away. The system’s precise placement dramatically reduces time and costs for wheelbarrow labor with less waste and cleanup.

The latest addition to Bedrock’s fleet, a Stone Slinger™ OS7 machine, takes the concept and its cost-savings even further. It is the first production unit of its kind from the originator of “slinging” technology.

“The traditional Stone Slinger™ mounts our hopper and high-speed conveyor system to our customers’ choice of truck chassis. The OS7’s built with the same ‘slinging’ technology but without the truck,” explained Scott Nelson, president of W.K. Dahms Mfg. Ltd. “It’s a self-propelled all-terrain system we designed to stay on the jobsite until the project is done. Instead of running sorties to and from the gravel pit or soil supplier, it’s loaded from onsite stockpiles so it can place material continuously all day long.”

Mr. Nelson estimates that, with efficient loading, the OS7 can accurately spread or place up to 1,600 t of material in a single 8-hour shift. The performance and cost-efficiency of the OS7 has opened new doors for Bedrock Slinging, now taking on major projects from Wyoming to Texas.

The traditional Stone Slinger™ trucks will continue to play a large role in the business of Bedrock Slinging. Truck platforms are still recommended for smaller projects, under 136 t, or those that may require only a partial load, and for jobsites that do not have space available to stockpile material.

Most urban residential jobs fall into that category, so Jordan Kamps sees the OS7 focused on industrial and commercial developments.

The OS7 is fitted with a 5.3 m³ hopper and a 66 cm wide live bottom belt, leading into a 5.8 m long high-speed throw conveyor. With its hydraulically-operated wing extensions, the hopper receives material cleanly from larger excavators and loaders, with little spillage. W.K. Dahms worked on its conveyor lift geometry, to give the OS7 additional 3° of incline on the throw conveyor. The OS7 Slinger finishes with an approximate discharge height of 3.8 m from ground and can throw material to a distance of up to 40 m, a distance that is even further than Stone Slinger™ trucks.

REMOTE-CONTROLLED MOBILITY

The hydrostatic drive that lets operators reposition the OS7 on the jobsite is powered by CAT C4 Tier 4 final engine with direct-coupled hydraulic pumps. The system is operated and steered from a remote-control belt pack, similar to the kit that W.K. Dahms developed for its trucks with Creep Drive™ system. The platform has 4 steering modes: front-wheel, rear-wheel, articulated and crab, which offers an additional advantage over truck-mounted conveyors.

The machine also sits 60 cm lower than previous on-site placement-type systems, allowing access into buildings through bay doors Bedrock could never access before. The rear loading height is just over 1.8 m, so smaller equipment such as skid steers can also be used to feed the OS7.

Source: W.K. Dahms Mfg. Ltd.
John Deere Raises the Bar With New High-Lift Option on 344L Compact Wheel Loader

John Deere compact wheel loader operators can now reach new heights with the addition of the high-lift option on the 344L Compact Loader. The 344L High-Lift offers operators increased height and further reach for dumping or stacking, agriculture material handling, general construction or landscaping and snow removal tasks.

“The 344L High-Lift was designed to provide operators with increased hinge pin height and dump clearance,” said Grant Van Tine, product marketing manager, compact wheel loaders, John Deere Construction & Forestry. “It’s important to provide our customers with increasingly versatile compact construction equipment to enable them to work with the variety of trucks, trailers, wagons, bins or hoppers they may encounter on any jobsite.”

With a maximum hinge pin height of 4.01 m, the high-lift option offers an additional 29 cm of reach compared to the standard 344L. The 344L Compact Wheel Loader comes equipped with the industry-exclusive Articulation-Plus™ steering system, enabling operators to move faster and increase lifting capacity with the new high-lift option when moving or placing materials overhead. When equipped with a quick coupler and bucket, full-turn tipping load on the 344L High-Lift is 4,700 kg, allowing operators to confidently lift heavy masses overhead, while simultaneously leveraging the 344L Compact Wheel Loader’s design, which includes a tighter turning radius, improved stability and additional supported lift capacity.

The 344L compact wheel loader’s stability and maneuverability, combined with 103 hp (76 kW) of maximum peak power, enable operators to deliver big results. When choosing the 344L High-Lift, operators can confidently and comfortably reach to even higher heights on the jobsite. Source: Deere & Company

ALT Sales Corp. Named Elite Dealer by National Crane

ALT Sales Corp., a member of the ALL Family of Companies, has earned Elite Dealer status from National Crane by Manitowoc. It is a prestigious designation, one that has been earned by just 2 dozen other dealers throughout all of North America. The honored status recognizes the hard work of ALT Sales Corp. and its entire staff, who prepared for over 3 years to create practices and efficiencies that demonstrably benefit customers through increased machine uptime.

The announcement was made at the International Construction and Utility Equipment Exposition (ICUEE) in October, where 2 new National Crane boom trucks were on display.

“The entire program is focused on customers,” said Josh Bacci, general manager, ALT Sales Corp. “The Elite Status designation is built on a foundation of equipping dealers to provide greater access to parts and the best service to maximize uptime.”

Criteria for Elite Dealer status are rigorous. Guidelines include having a greater number of parts in stock and ready to go so customers always have access to what they need, intense training on National machines for technicians so service remains responsive and top-notch, and a commitment to being current on equipment and computer updates recommended by National.

“The focused training is key. It helps technicians enhance their diagnostic and repair capabilities, which also increases the speed of repairs. Overall, it produces the highest-quality, most up-to-date fleet for customers,” said Mr. Bacci. “We were already a rock-solid dealership, and now we’re even better.”

ALT Sales customers can be confident that their critical uptime will be protected. Working with ALT Sales means readily
SENNEBOGEN Up-Sizes Its Tree Care Line

Recognized for its remarkable 718 M purpose-built tree care handler, SENNEBOGEN now introduces the 738 M, a machine sized to reach further and to handle larger trees.

Weighing in over 43,500 kg, the new SENNEBOGEN 738 M is twice the size of the 718 and extends its reach to 23 m vs the 13 m range of the 718. Still, according to operator Rob Frost, founder of KutTech, LLC, a SENNEBOGEN service provider based in New England.

“The 738 gives you the same cycle times, the same fluidity as the 718. It’s quick and smooth. You can move at the same pace as the 718, while you’re moving much bigger wood,” he said.

While it allows crews in urban areas to take on more and larger projects, the 738 is also sized right for heavier forested areas. Intended specifically for arborists, rather than logging production, the 738 is also recommended for deeper off-road projects such as right-of-way maintenance for utility companies or for DOT throughways and rail lines.

Mr. Frost estimates that the 738 works fast enough to cut in the range of 100 to 150 trees per day, with no additional crew onsite. With its long reach, the machine can clear large swaths from one stance then, running on rubber tires at up to 24 km/h, it can easily move up the road to clear the next spot.

Developed on the same platform as SENNEBOGEN’s trailer-pulling 830 M-T log handler, the 738 M offers powerful off-road mobility driven by with transmission on both axles. The machine is powered by a 225 hp (168 kW) Cummins 6.7 l Tier 4 final engine. The operator gets a clear view of the worksite and into the cutting zone from the elevating and tilting Maxcab.

The 738 shows off even greater single-handed versatility with its auxiliary attachment pump, provided to power heavy hydraulic attachments such as a mower and mulcher. The total package offers exceptional capacity for maintaining embankments, with the ability to stand back safely while it works down a 7.6 m slope.

Source: SENNEBOGEN LLC

ASV Names 2019 Dealer Award Winners

ASV Holdings Inc., a Yanmar Compact Equipment company, recently announced Barda Equipment as the 2019 Dealer of the Year and Barry Equipment as the 2019 Rookie of the Year. ASV presented the awards at its annual dealer meeting.

ASV named Alberta-based Barda Equipment Dealer of the Year due to the dealer’s focus on quality products and service. Barda Equipment has served the agriculture, oilfield, building construction, forestry and landscape industries for more than 20 years, and has worked with ASV for much of the manufacturer’s 2 decades in business.

Massachusetts-based Barry Equipment earned the Rookie of the Year award for going beyond expectations in its market. The dealer has a solid understanding of the entire ASV product line and has been growing quickly thanks to a disciplined sales staff.

“ASV understands the important role dealers play in the industry and in ASV’s success,” said Justin Rupar, ASV vice president of sales and marketing. “Each year we show our appreciation through these awards, recognizing dealers for their loyalty and partnership with the ASV brand.”

In addition to awarding the Dealer of the Year and Rookie of the Year, ASV also honored other loyal and long-standing dealers.

Source: ASV Holdings Inc.
FLO Components Ltd. is pleased to announce that, due to its leading position as a supplier of lubrication solutions, it have been selected to represent Macnaught in Ontario and Manitoba. Macnaught has been an expert manufacturer of world-class grease, oil and fuel equipment, hose reels and positive displacement flow meters for the agricultural, automotive, industrial, mining and transport industries across the globe, since 1948.

FLO’s first step is to introduce to the Canadian market, the Macnaught BOP20. The BOP20 is the world’s first industrial-grade, completely portable and rechargeable, 18V battery-operated oil pump for 5-gallon buckets. It is manufactured in Australia and designed specifically to improve workshop efficiency and reduce fatigue.

“The BOP20 is an innovative, award-winning new product and has been very popular in vehicle service and industrial settings”, said Mike Deckert, vice-president of FLO Components. “It’s ideal for small shops, remote locations, or on mobile applications as they no longer have to buy an air compressor in order to eliminate manual pumping. It replaces troublesome manual pumps and eliminates the messy practice of trying to pour oil directly from the bucket into smaller containers. With the flick of a button, it can dispense all types of hydraulic oil, gear oils to light weight oils, from 5 gallon containers.”

The modular design of the BOP20 allows the powerhead to be transferred across multiple pump stems to reduce set-up costs and eliminate cross-contamination.

“The ‘on-demand’ flow nozzle allows full control over delivery of 40 Gallons of oil on
HYTORC’s LITHIUM SERIES® II Tool Technology Awarded

HYTORC recently announced that it has received the winning honor in the 2019 Pro Tools Innovation Awards (PTIA) Cordless Specialty Drills/Drivers category for its LITHIUM SERIES® II Tool.

A diverse panel of judges made up of contractors, construction business owners, tradesmen and media professionals from across the U.S. came together to vote on entries submitted by top global manufacturers.

After looking through and judging hundreds of power tools, hand tools, fasteners and accessories, winners were chosen based on industry innovation. Winners consistently demonstrated achievement in any combination of the following: innovative features, advanced power delivery, groundbreaking ergonomics, technological advancements and value. The 2019 Pro Tool Innovation Awards recognize best-in-class products that are truly ahead of their time.

The LITHIUM SERIES® II Tool has a new brushless 36 V motor coupled with a more robust gearbox optimized to deliver increased strength and control in heavy industrial applications. It also contains a wide array of data acquisition and advanced bolting features that set the standard for next generation bolting.

Source: HYTORC

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Watch for the logo
JCB recently announced the availability of the 1CXT backhoe loader, the company’s smallest backhoe model, to customers in the U.S. and Canada. The JCB 1CXT delivers the material handling and excavating capability of a backhoe loader with the maneuverability and transportability of a compact track loader. At less than 2 m wide and 4 m long, the 1CXT has a 60% smaller footprint than a full-size backhoe loader.

While its compact dimensions enable access jobsites too small for a conventional machine, the 1CXT delivers impressive performance with loader bucket breakout force up to 2,350 kg and maximum dig depth of 3.08 m. And with a transport weight under 4,354 kg, the 1CXT can be towed between jobsites without a Commercial Driver’s License (subject to local regulations). Further, as the only tracked backhoe loader in North America, the 1CXT delivers superior climbing capability, pushing power, stability and soft ground performance.

“While backhoes are experiencing a surge in demand overall, at JCB the strongest increases have been in our compact and specialized backhoe loader products as jobsites trend smaller,” said Diego Butzke, product manager for backhoe loaders at JCB North America. “The early interest in the 1CXT by landscapers, rental operations, utility companies and construction contractors has exceeded our expectations. The combination of performance, maneuverability and ‘tow-ability’ in a compact machine that’s packed with features has really excited the market.”

The JCB 1CXT is powered by a Perkins engine that requires no diesel exhaust fluid.

Sustainable Aviation Fuels at the NBAA Convention

Civic and business leaders welcomed the return of the NBAA’s Business Aviation Convention & Exhibition (NBAA-BACE) to Las Vegas last October, and welcomed the first-time availability of sustainable aviation fuels (SAF) at Henderson Executive Airport (HND) for the event’s aircraft display.

As part of the show’s week-long focus on sustainability, all turbine airplanes refueling at the airport took on some amount of SAF before departure. The fuel is a non-fossil power source that can reduce aviation’s carbon lifecycle emissions by up to 80%.

An estimated 150,000 gallons (560,000 l) of SAF were expected to be pumped at HND – thanks to a collaborative effort between the airport, local fuel suppliers and show organizers.

The business aviation industry has long been committed to sustainability, including through the development and adoption of SAF, and this year’s NBAA-BACE featured sustainability programming and events throughout the show.

“Sustainability, including the availability and use of SAF, is key to the future of business aviation,” said NBAA president and CEO Ed Bolen. “We applaud airport and county leaders for partnering with us to make SAF available at Henderson Executive Airport this week. This initiative demonstrates that as it becomes more available, and people are increasingly aware of it, demand for use of the fuels will continually increase as well.”

Bringing about 25,000 attendees to the city, NBAA-BACE generated a total economic impact of approximately US$40.5 million ($53 million) over the course of the week, according to the Las Vegas Convention and Visitors Authority.

“With more than 24,000 meetings conducted in Las Vegas every year, business aviation has an important impact on the local economy,” said Steve Hill, CEO of the Las Vegas Convention and Visitors Authority. “As a community and an organization, we also share a mutual focus on sustainability. Southern Nevada is a leading example of water conservation efforts using less water today than we did 30 years ago. We are also a leading destination for renewable energy and commend NBAA for their SAF efforts especially while they are here in town.”

Source: Las Vegas Convention and Visitors Authority
(DEF) or replaceable diesel particulate filter (DPF) and produces 49 hp (36.3 kW) and 122 lb ft (165 Nm) of torque. The hydraulic system includes a 100 l/min auxiliary circuit capable of powering high-flow attachments including patch planers and trenchers.

JCB invented the backhoe loader in 1953 and is today the world’s leading backhoe manufacturer, with one in every two backhoes sold around the world made by JCB. The company offers 11 backhoe loader models in North America, from the compact-track-loader-sized 1CXT to the largest backhoe loader available in North America, the 4CX-15 SUPER. JCB also manufactures a military-specific backhoe loader, the High Mobility Engineer Excavator, for the U.S. military and allies around the world.

Source: JCB North America

Morbark, LLC recently introduced its powerful, mid-size, Rayco C275 forestry mulcher. The C275 is perfect for clearing small trees, underbrush, and a variety of unwanted vegetation across a wide range of environments, it delivers 275 hp (205 kW) in a compact, low ground pressure package.

The C275’s 412 l/min cutter system provides hydraulic power to the Predator mulcher head, which boasts a 196 cm cutting width, while the heavy-duty steel undercarriage and powerful final drives allow operators to tackle difficult terrain with confidence. The C275 also will accept a DENIS CIMAF mulcher head.

Other key features include Rayco’s exclusive track tensioning system with monitor, which alerts the operator to over-tension situations and provides easier access to track tension grease fittings; hydraulic tilt cab to access pumps and other components easily; and the hydraulic rear winch.

Source: Morbark, LLC
CASE Construction Equipment has upgraded its F Series compact wheel loader lineup with new adjustable electro-hydraulic controls. This added functionality allows operators to adjust the responsiveness of the lift and tilt bucket functions for improved control and efficiency on the jobsite.

Lift and tilt settings can now be adjusted with 2 new 3-way rocker switches (high, medium, low) mounted on the side console, allowing operators to adjust the responsiveness of the loader lift arms independently of the attachment tilt functions. These new programmable settings allow operators to program the machine’s response based on their personal preferences, or to better meet the demands of the job at hand.

The new electro-hydraulic controls also offer automated bucket metering functionality, providing operators more precise and consistent movement of the bucket edge while metering or sifting material into a truck or feed wagon.

A new E-inching pedal uses an electronically-controlled inching valve to provide greater response and more control in applications where the operator requires precise movements at slow speeds. The pedal has also been ergonomically positioned for improved operator comfort.

CASE Construction Equipment’s F Series compact wheel loaders provide operators with more reach, lift capacity, visibility and comfort compared to other light equipment. The F Series compact wheel loaders feature CASE’s proven maintenance-free Tier 4 final solution that requires no regeneration or related downtime. A compact frame and articulating rear axle provide stable lifting strength of over 3,700 kg at full height.

F Series compact wheel loaders offer
multiple couplers and auxiliary hydraulics for increased attachment compatibility. Standard Z-bar linkage provides greater breakout force, while the XT linkage provides select models with parallel lift or bi-directional self-leveling when using forks and other lifting attachments for loading or lift-and-carry applications. Select models also offer optional high-speed axles which provide travel speeds up to 33.1 km/h.

Available options such as a deluxe cab, air-ride seat, Bluetooth radio and LED lights provide greater operator comfort for all day operation.

Source: CASE Construction Equipment

**iQ Power Tools’ Inaugural War on Dust a Resounding Success**

iQ Power Tools’ “War On Dust 2019” Campaign has been a huge success.

In early March, the iQ team and trailer hit the road, bringing awareness and education as part of its crusade against silica dust. The War on Dust crusaders visited over 40 facilities across the U.S., their primary focus being to raise awareness about the true dangers of silica. And, in addition to doing so, provided training on ways to eliminate dust and slurry mist at the jobsite.

These informative and in-depth and highly interactive presentations on the health hazards of silica, OSHA Standards and hands-on tool demonstrations were highly successful.

Attendees at this year’s Hardscape North America, held October 16-19, 2019 in Louisville, Kentucky, had the opportunity to see all the tools in action at iQ Power Tools’ booth.

Source: iQ Power Tools

**DICA Debuts Addition to ProStack Product Line**

DICA debuted a new addition to its ProStack® Cribbing product line at the International Construction and Utility Equipment Expo (ICUEE), held last October in Louisville, Kentucky. ProStack Slot Lock Cribbing Blocks are engineered to stack and lock together, giving users the ability to safely gain needed cribbing height in unlevel conditions. Developed with customer input, the new lighter weight and lower cost ProStack product is designed for use with the types of equipment used in utility, tree care, concrete construction, and crane and rigging markets.

“DICA’s ProStack Slot Lock Cribbing is a perfect fit for aerial devices, digger derricks, concrete pumpers, and boom trucks,” said Kris Koberg, CEO. “The combination of variable height, interlocking stackability and compatibility with SafetyTech Outrigger Pads gives operators the safety, stability, and versatility needed when working in unlevel environments.”

The setup of a SafetyTech Base Pad and 2 ProStack Blocks has a 45,000 kg working load limit and a max allowable pressure of 500 psi (34.4 bar). Slot Lock flanges interlock with a DICA SafetyTech® base pad and with each subsequent block layer when positioned in alternating directions. Each layer increases cribbing height by 12.7 cm, and the surface allows room for outrigger feet measuring up to 457 mm x 457 mm.

Each ProStack Slot Lock block weighs less than 13.6 kg, which minimizes operator fatigue and provides quick setup and breakdown times. Molded grips make it easy for one person to carry and position blocks, even when wearing gloves. TuffGrip® handles can be added as an option to facilitate carrying 2 blocks at once. DICA’s Hi-Viz orange TuffGrip handles are waterproof and resistant to UV light, hydraulic fluids, and road chemicals.

Unlike most cribbing solutions commonly deployed in the field, ProStack’s engineered material is extremely strong and impervious to weather and jobsite conditions. ProStack Cribbing is made from a combination of post-consumer recycled material and additives to produce a strong, reliable, and environmentally-friendly solution. All ProStack cribbing products are warranted for 25 years against rot, insect infestation, splitting, cracking or splintering.

DICA introduced ProStack Cribbing, the industry’s first engineered cribbing product, in 2017. ProStack Slot Lock joins the original ProStack Pyramid Lock product line.

Source: DICA

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Alliance Tire Americas, Inc. (ATA) is introducing its new radial Alliance 585 multi-surface backhoe/loader tire, which employs a unique block-lug hybrid design and steel-belted construction to deliver higher performance and longer service life than bias-ply tires. The company is pricing its new, steel-belted Alliance 585 radial backhoe/loader tire aggressively to reduce the current barriers preventing construction machinery owners from adopting radial tire technology.

“Cost-per-hour analyses conducted in the field with a variety of tire brands indicate that the cost of ownership of radials can be one-third that of bias-ply tires due to the extended service life they provide,” said Ryan Lopes, Alliance Tire Americas’ national product manager for Materials Handling and Solid Tires. “We are pricing the Alliance 585 radial and aligning our other radial tires more on a level with our competitors bias tires, resulting in a compelling business case for construction professionals to access radial technology for backhoes and loaders that was previously out of reach.”

ATA is introducing its Alliance 585 radial in the popular 340/80R18, 400/70R18, 400/70R20, 400/80R24, 460/70R24 and 500/70R24 sizes, and 5 more sizes are in development.

The radial construction of the Alliance 585 ensures a long, rectangular footprint that puts more of the tire’s unique block-lug pattern – and more horse-power – in direct contact with the ground. The results include better traction, less slip, higher fuel efficiency, lower heat buildup and better ride quality.

Radial steel under-tread belts and reinforced sidewalls in the Alliance 585 resist punctures, and its unique non-directional tread aligns large, deep blocks in patterns that approximate multi-angle curved lugs.

“The tire is designed to deliver a low-scrub, long-wearing ride on hard surfaces and excellent grip and self-cleaning on loose soils,” said Mr. Lopes. “The heat-dissipating properties of the Alliance 585 make it especially suited to backhoes that shuttle back and forth over distances of more than 1,000 yards or that travel a significant number of road miles.”

Source: Alliance Tire Americas, Inc.
The Carlstar Group recently announced the launch of the new Carlisle-branded Versa Turf tire. Designed with a radial construction for reduced turf impact, the Versa Turf minimizes turf disturbance while maximizing traction with its 60% deeper tread depth compared to a standard R3 tire design.

This new design builds on the highly-valued features offered in The Carlstar Group’s market-leading ATV, Lawn & Garden, and Agricultural tires.

“We are so excited to bring this new construction to the market,” said Brian Preheim, market Segment manager at The Carlstar Group. “The Versa Turf is the perfect blend of R1 traction with R3 turf protection. The tire is strategically constructed to optimize tire-to-soil impact without damaging the turf.”

The tire is engineered with superior mud-shedding performance by featuring self-cleaning breaker bars in the tread and rounded shoulders. This design reduces turf damage during turns while improving traction in all conditions. Additionally, the radial construction and tread design make this tire to have in snow and ice.

The Versa Turf tires come in sizes 18x8.50R10 (6L09621) and 26x12R12 (6L0915).

The Carlisle-branded specialty tire and wheel line provides a comprehensive product portfolio for outdoor power equipment, powersports, trailers, agriculture, construction, industrial, and tube/flap market segments. A staple on original equipment machines for work and for play, the Carlisle brand is well-known among leading manufacturers as well as aftermarket retailers in the tire and wheel industry.

Long recognized as a leader in the industry, the Carlisle brand offers best-in-class quality, cutting-edge technology and product performance.

Source: The Carlstar Group
DEUTZ Corporation exhibited its growing, versatile line of engines at the International Construction & Utility Equipment Exposition (ICUEE) held October 1-3 in Louisville, Kentucky.

“Like our other industry shows, ICUEE provides us with the invaluable opportunity to visit with attendees one on one,” said Steve Corley, chief sales officer for DEUTZ Corporation. “However, at ICUEE, we also get the chance to see many of our OEM partners, who are exhibiting DEUTZ-powered equipment at their own booths. It’s great to be able to talk to them about how our power solutions are working for their customers and get their feedback.”

The D1.2 is designed to better meet the growing number of customers who want to efficiently power machines like aerial platforms, welders, trenching equipment and mini skidsteer loaders, as well as equipment for lawn and garden and pump applications.

The TCD 2.2 L3 uses a DVERT® oxidation catalyst (DOC) that enables maintenance-free operation under all application and ambient conditions for Tier 4. All DEUTZ 75 hp TCD engines are able to provide high levels of torque that compensate for their lower horsepower, which is particularly useful for load-lifting machines like telescopic handlers.

Other products on display at the DEUTZ booth included the TCD 2.9, TD 3.6 Power Pack, TCD 4.1 and a DEUTZ Xchange remanufactured engine.

“We developed the D1.2 and the TCD 2.2 L3 as engines as unique solutions for 2 rapidly expanding equipment categories,” said Robert Mann, DEUTZ Corporation president and CEO. “While we’re pleased to introduce those new engines, we’re also proud all the power solutions we had on display. Our booth reflected our commitment to the future, spotlighting our DEUTZ Genuine Parts and Fluids, our exhaust treatment technology and our E-DEUTZ hybrid engines. Visitors had a great opportunity to learn more about what the future has in store at DEUTZ.”

Source: DEUTZ Corporation

Hyundai’s Electric-Powered Compact Excavator at ICUEE

Hyundai Construction Equipment Americas unveiled the prototype of a fully electric-powered compact excavator at the International Construction and Utility Equipment Exposition (ICUEE) held October 1-3 in Louisville, Kentucky.

Hyundai and Cummins Inc. collaborated in developing the electric-powered Hyundai R35E compact excavator. It was one of 7 Hyundai compact excavators on display at ICUEE.

“Hyundai is pleased to collaborate with a global industry leader like Cummins to address what both companies expect to be a burgeoning demand for electric-powered compact excavators,” said Stan Park, vice president of distribution and marketing, Hyundai Construction Equipment Americas. “Cummins sought out Hyundai for this project after it found growing interest – especially in the rental market – in fully electric-powered machines.

“Through our collaboration, we have produced an excavator in the highly popular 3.5-ton (3.2 t) size class, that we expect to be well received not only in the rental market, but in municipalities focused on ‘green initiatives’, in urban construction where machine noise can be an issue, and in applications that are exposed to fire hazards,” added Mr. Park. “Hyundai is committed to this type of technology. The R35E will not be our only fully electric-powered excavator.”

Powered by Cummins BM4.4E flexible battery modules (4.4 kWh each), the Hyundai R35E excavator prototype is designed to support a full work shift and charge in under 3 hours. The machine eliminates all gaseous emissions and substantially reduces noise, making it ideal for use in urban and suburban construction.

The excavator contains 8 modules connected in a series configuration to provide a total energy of 35 kWh. Mounted near the base of the excavator, the Cummins-designed and built battery modules use lithium-ion technology to achieve a higher energy density and proprietary control technology to maintain the battery state-of-charge for a longer zero-emission range. The modular design also allows for scalability to other applications and duty cycles.

Source: Hyundai Construction Equipment Americas
Last month, at the 2019 International Construction and Utility Equipment Exposition (ICUEE), International Truck introduced a new configuration for its all-wheel drive International® HV® Series, featuring a high visibility hood and set-back axle that allows for improved visibility and maneuverability.

“Our customers are truly at the center of everything we do. We’re constantly working with them to find the best solutions for their business,” said Mark Stasell, vice president, Vocational Truck Business, Navistar. “We received customer feedback requesting improved visibility and maneuverability with vocational fleets, so we immediately started working on plans to make it a reality.”

“The HV Series that you see in our booth today is a direct result of those discussions and of listening to our customers,” continued Mr. Stasell. The high visibility hood and set-back axle are extremely important for the vocational industry, especially for utility companies working in remote areas where a 4x4 chassis and maximum maneuverability are necessary. In addition, the new configuration provides an added level of safety around the vehicle.

“While the performance improvements are obvious, this configuration also helps improve safety around the worksite,” said Mark Stasell. “Safety is always a top concern, and the improved visibility provides the driver with better awareness of what, and who, is around the vehicle; improving the safety of the driver, the vehicle and everyone on site.”

The new configuration is yet another example of the company doubling down on its efforts to improve its existing presence within the vocational market. Earlier this year, the company launched its Diamond Partner Program, which focuses on building stronger relationships and communication between truck equipment manufacturers and International® dealers. Since its launch in March, the program has accumulated over 130 partners.

“International is not sitting back; we have the best products and the best vocational team in the industry,” said Mr. Stasell. “We are hard at work, listening to our customers and stakeholders to constantly improve. We’re extremely excited to have this configuration now available for our customers, and we have a number of other exciting things in the pipeline to continue our journey to becoming the premiere partner for the vocational truck industry.”

Source: Navistar International Corporation

Terramac® Hosts a Successful ICUEE

Terramac met with thousands of attendees at their exhibit during the record-breaking ICUEE 2019 tradeshow, which took place October 1-3 in Louisville, Kentucky.

ICUEE attendees experienced the debut of Terramac’s compact RT6U crawler carrier for utility applications, which was displayed with a Terex Commander 4047 digger derrick, as well as the heavy-duty RT14U equipped with a Terex RMX 75 aerial device. Terramac also highlighted the units’ ability to accommodate a wide variety of utility support equipment, including: lineman winches, vacuum excavators, boom lifts, concrete mixers and service cranes. Terramac’s recent partnership with Custom Truck One Source was another highlight at the show.

“Terramac utility carriers are built with a unique extended frame and hydraulic mount system. This specialized design makes the process of mounting support equipment on a Terramac carrier seamless and efficient,” said Ronnie Rose, product manager for Track Equipment at Custom Truck One Source. “We enjoy working with Terramac because they are constantly improving the capabilities of their machinery. The ICUEE attendees were very excited to learn about our new partnership.”

“ICUEE 2019 was the perfect opportunity to showcase our latest units and technologies, while allowing us to connect with Terramac dealers as well as current and potential customers,” said Mike Crimaldi, CEO of Terramac. “We are very pleased with the positive outcome and look forward exhibiting again.”

Source: Terramac® LLC
Autocar® Trucks Announces New DC™-64M Concrete Mixer and DC-64P Concrete Pump Truck Models

Autocar® Trucks recently announced the launch of 2 new models purpose-built to serve the concrete and construction industry: the Autocar DC-64M, for concrete mixers, and the DC-64P for concrete pump applications. The Autocar DC is a completely new conventional truck engineered from the ground-up for severe-duty vocational applications. Autocar’s guiding mission is to build trucks to be “Always Up”, that is, to stay in service despite the challenges they face, year-after-year. The Autocar DC-64M and DC-64P bring several notable innovations that make them uniquely suited for their respective vocations.

“The new DC models are the result of extensive input we received from our advisory board of concrete professionals. Every inch of these trucks has been reviewed and improved based on the decades of experience of people operating concrete mixer and boom pump trucks. We’re grateful for their help and proud to bring to this market trucks that are honestly customer-built,” said Eric Schwartz, managing director of Autocar Trucks.

The Autocar DC’s cab is totally new and was designed by Autocar from the beginning for exceptional productivity, durability – and especially safety – in the concrete industry. The totally new cab structure is built from a combination of steel, judiciously chosen aluminum components, and corner castings, to withstand years of abuse the concrete industry dishes out. The workspace of the cab maximizes productivity for drivers from the biggest guys to petite women, with everything visible and within easy reach, while the wide, raked windshield provides exceptional visibility for safety. The interior uses authentic materials like polished aluminum bars for door pulls and steel sheets as dash panels along with a full steel structure inside the dashboard.

The Autocar DC-64M and DC-64P join the other DC models as the first trucks ever built to feature ultra-high-strength 160,000 PSI steel frame rails, 24% stronger and lighter than the rails on other trucks.

FPT Industrial Gains 2 Titles at the FIA European Truck Racing Championship 2019

For the second year in a row, FPT Industrial, together with IVECO, was awarded Team and Drivers’ champion at the FIA European Truck Racing Championship 2019. IVECO was the technical sponsor of the “Die Bullen von IVECO”, the partnership between the Hahn Racing and Schwabentruck Teams, while FPT Industrial is equipping the trucks during the race. Being the protagonist of such a competition is not an easy game, it means being able to balance power, durability and reliability during all the stages of the championship. And with its Cursor 13 engines, specifically-customized for this mission, FPT Industrial was the perfect partner for the crews. The engines at the heart of the competition were in fact specifically-engineered for such a challenging rally and the customization was undertaken at FPT Industrial’s Arbon, Switzerland, Research & Development center. The 13 l engine is renowned for its reliability in on-road long haul missions, as well as in agricultural applications, such as in large tractors and combine harvesters.

IVECO supported the Team with the Stralis 440 E 56 XP-R 5.3 t race truck which delivers an impressive 1180 hp, a truck specifically-designed to reach 160 km/h, the maximum speed allowed by sporting regulations. The Schwabentruck Team has represented CNH Industrial brands for the past 10 years, while Team Hahn competed with a Stralis race truck for the third year running.

“Once again we are honored to be the heart under the hood of Schwabentruck and Hahn Racing’s Stralis trucks. Our Cursor 13, which was specially-designed for the race, demonstrated a balance of performance and durability in challenging and demanding conditions, in perfect symbiosis with the talent of the teams,” said Annalisa Stupenengo, president of FPT Industrial. “This is further proof of the excellence of our products, the result of
on the market, completely eliminating the need for frame liners in nearly all mixer applications.

“This breakthrough results from the requests of mixer operators who were frustrated by corrosion caused by moisture and muriatic acid penetrating the gap between frame rails and liners,” noted Tom Harris, Autocar’s vice president for Concrete Mixer Trucks.

“We’ve routed air lines and self-cleaning electrical harnesses on separate sides of the frame rail to make service easier. But even more importantly, everything is mounted away from the frame rail channels where concrete and liquids accumulate, so that will avoid additional problems we’ve all had to deal with before,” he pointed out.

The DC also features the new Autocar Always Up® display, with prominent warnings and dynamic gauges, it not only tells the operator or technician what fault has occurred, the “one-touch diagnostics” actually shows them how to fix it.

“The DC-64M incorporates a raft of improvements and features specific to concrete mixer trucks, such as rear-engine PTOs and asymmetrical self-leveling front suspensions. And every DC-64P will be custom-engineered for the specific pump body the pumper selects. So suspensions and multiple steer, drive, and auxiliary axles will all be selected and placed for optimal weight distribution and Autocar’s industry-leading maneuverability,” added Eric Schwartz.

The Autocar DC powertrain initially includes Cummins X12 engines up to 500 hp and 1,700 lb ft of torque, with additional engines and specs available in the future. Transmissions are Allison RDS4500 and 4700 series for maximum torque at low speeds and easy drivability on-road and in tricky construction sites.

Source: Autocar, LLC

Unimog Trucks
Tow a 200 t Metro

The new M52 metro line in Amsterdam is 9.7 km long, 7.1 km of which runs underground. If a train breaks down, help is needed quickly. To this end, 2 Mercedes-Benz Unimog road-rail trucks stand ready to help. Working in tandem, these Unimog road-rail vehicles are powerful enough to pull even the heaviest, 200 t metros out of the tunnel up the 4% climb.

This tandem operation has been possible since Amsterdam’s GVB transport company received their second Unimog road-railer. Like the first vehicle delivered in 2017, the current truck is also a U 423 model capable of delivering 231 hp (170 kW) and 663 lb ft (900 Nm) of torque. In order to apply the power to the rails effectively, the vehicles are equipped with a torque converter clutch. The rail guidance system necessary for rail transport and the control for tandem operation are from Zagro in Bad Rappenau, Germany.

The new Unimog U 423 with a closed box body, a wagon brake system and hydraulic re-railing equipment is a flexible multipurpose vehicle for GVB Amsterdam that is used for a huge variety of operative and maintenance tasks. The 2017 Unimog U 423 on the other hand is equipped with a loading crane instead of a box body. It is used by GVB for renewing points, for example, or towing machinery.

GVB, the Amsterdam municipal transport corporation, runs underground trains, trams, city buses and the city ferries. The company transports 227.1 million passengers per year, and with a staff numbering about 5,000 it is one of Amsterdam’s major employers.

Source: Daimler
**Appointments**

Aquajet Systems AB welcomes Keith Armishaw as its first North American business development manager. Mr. Armishaw works closely with Aquajet’s regional sales teams to grow awareness of Aquajet’s Hydrodemolition solutions in key markets across North America. Additionally, he is focused on enhancing support for current customers through industry-wide educational initiatives that increase understanding of the benefits of Hydrodemolition.

“We are excited to welcome Keith to the Aquajet team,” said Roger Simonsson, Aquajet Systems AB managing director. “For the past decade, he has developed a thorough understanding of our product and its benefit to Canadian customers. As more and more contractors and decision makers across North America recognize the value of Hydrodemolition as a safe, efficient alternative to traditional demolition and cleaning techniques, Keith’s application knowledge and experience will help to support customer success across a variety of industries.”

Keith Armishaw joins the Aquajet team with 24 years of experience in the market. He was previously employed at Pomapción Inc., a Quebec-based distributor of Aquajet and other brands, where he worked his way from service technician to service manager and finally to sales. In 2009, Keith Armishaw’s focus shifted to the sale of Aquajet products in Quebec, the Maritimes and later in Ontario. At the time, the only Aquajet Hydrodemolition robot in the province of Quebec was a single HVD machine and its accompanying PP700 power pack. Today, there are more than 30 Aquajet machines operating in Eastern Canada.

*Source: Aquajet Systems AB*

Western Global, provider of portable tanks and dispensing equipment for the storage and handling of fuels, lubricants and other fluids, welcomes Dean Nasato as the regional sales manager of the rental and equipment division in Canada. He will provide support for Canadian customers.

The rental and equipment division was formed by Western Global in early 2019, and Mr. Nasato will be the first dedicated rental representative in the Canadian region. He brings more than 30 years of experience to his new role, with previous positions in rental equipment sales and general construction equipment sales.

Dean Nasato most recently spent 19 years at Wacker-Neuson as a district manager, selling construction equipment to the rental channel. Prior to that, he held a sales role at Atlas Copco (previously Kango) where he sold general construction equipment.

Mr. Nasato served as associate director for the local Ontario Canadian Rental Association (CRA), as well as the national CRA. He was also involved in the CRA Ontario trade show and he was on the CRA Ontario golf tournament committee.

*Source: Western Global*
The personal interests that develop at an early age are often the ones that will last a lifetime. From fixing equipment on the farm with her father, to becoming the first woman in the Kenworth dealer network in Canada and the U.S. to achieve the prestigious Kenworth Certified Master Technician status, Jennifer Lesnik always knew she had the skillset to work on heavy equipment as a profession.

“Growing up on a farm, my family didn’t use outside help when equipment broke down. We would fix it ourselves,” said Ms. Lesnik. “I enjoyed learning from my dad how to work on equipment, getting my hands dirty, and solving problems on my own. I knew early on that I wanted a job that would involve fixing things.”

With family history and a special appreciation for the trucking industry, Jennifer Lesnik decided the right career path for her was to service heavy-duty trucks. In 2007 she started her career with the Edmonton Kenworth group as a dealer service technician.

Now in her 12th year as a service technician, working at several Edmonton Kenworth dealer locations, she has achieved Kenworth’s highest service certification – Kenworth Master Technician. She becomes the 44th Kenworth Master Technician in the Edmonton Kenworth dealer group.

To become a Kenworth Master Technician, dealer technicians need to complete a comprehensive training system that includes classroom, online and self-study components. Through online modules, exams, and other evaluations conducted by course instructors, Kenworth Master Technicians must show they have mastered the skills needed to successfully perform all diagnostics, repair, and maintenance procedures to keep customers’ vehicles running their best. It is estimated that it takes more than 570 hours to complete all coursework and training to earn the special certification, on top of the 6,000 hours of training that is required to become a Licensed Journeyman Heavy Equipment Technician in Canada.

As a Kenworth Master Technician, she will respond to disabled trucks within a 160 km radius of Edmonton Kenworth – Leduc. Ms. Lesnik is certified to work on an array of components, such as PACCAR engines and PACCAR and Allison transmissions. She pilots a medium-duty Kenworth service truck equipped with all the tools she needs to diagnose and fix a majority of the mechanical issue’s trucks may have on the spot. If a customer is in need of service back at a terminal, she will gladly make time to work on the down truck.

Kenworth Master Technicians attend to customers without the benefit of working with a team. The expectation is that technicians who earn Kenworth Master Technician status have the knowledge they need to efficiently provide service to their customers and answer any maintenance-related questions they may have.

In a male-dominated industry, she often finds she is the only woman in the workplace. But she says that is not a problem for her as she continues to prove that women are just as capable as men when servicing trucks.

“Every so often, I’ll meet with a customer and they will have a surprised look on their face when they see me,” said Jennifer Lesnik. “I don’t think it’s on purpose, it’s just that there are so few women that work in our industry. But once I get to work, they soon realize that I know my way around a truck and are appreciative of the work that I’m doing.”

According to Jennifer Lesnik, the support she’s received from her Edmonton Kenworth during her tenure with the dealer group has allowed her to be confident in her pursuit of achieving Kenworth’s highest service certification.

Source: Kenworth Truck Company

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Mopar Customized Concept Truck at SEMA Show

The Mopar brand displayed a total of 14 customized vehicles and hundreds of Mopar products at the SEMA Show, held November 5-8, in Las Vegas.

Customization of classic trucks is a hot trend in the aftermarket world, so Mopar designers rescued a 1968 Dodge D200-series heavy-duty pickup truck to transform it into the Candied Delmonico Red and Dairy Cream Mopar Lowliner Concept for this year’s SEMA Show.

Source: FCA US LLC
Agenda

64th Canadian Technical Asphalt Association conference
November 24 - 27, 2019
Montreal, QC Canada

INFRA 2019
December 2 - 4, 2019
Montreal, QC Canada

Landscape Ontario’s Congress
January 7 - 9, 2020
Toronto, ON Canada

The ARA Show
February 9 - 12, 2020
Orlando, FL USA

bautec 2020
February 18 - 21, 2020
Berlin, Germany

The Work Truck Show
March 3 - 6, 2020
Indianapolis, IN USA

CONEXPO-CON/AGG 2020
March 10 - 14, 2020
Las Vegas, NV USA

SaMoTer 2020 31st International Construction Equipment Trade Fair
March 21 - 25, 2020
Verona, Italy

SMOPYC
April 1 - 4, 2020
Zaragoza, Spain

Atlantic Heavy Equipment Show
April 2 - 3, 2020
Moncton NB Canada

2020 North American Snow Conference
April 19 - 22, 2020
Cleveland, OH USA

Hannover Messe
April 20 - 24, 2020
Hannover, Germany

Expo Grands Travaux
May 1 - 2, 2020
Saint-Hyacinthe, QC Canada

CIM 2020 Convention
May 3 - 6, 2020
Vancouver, BC Canada

WasteExpo 2020
May 5 - 7, 2020
New Orleans, LA, USA

AORS Municipal Public Works Trade Show
June 3 - 4, 2020
Barrie, ON Canada

5th International Rental Exhibition (IRE) / APEX access show
June 9 - 11, 2020
Maastricht, the Netherlands

steinexpo
August 26 - 29, 2020
Homberg/Nieder-Offleiden, Germany

MINExpo 2020
September 29 - 30, 2020
Las Vegas, NV USA

bauma CHINA
November 24 - 27, 2020
Shanghai, China

inter airport south east asia
February 24 - 26, 2021
Singapore
“CONEXPO-CON/AGG has provided us the resources needed to create greater efficiencies and synergies.”

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