

EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

APRIL 15, 2019

ISSUE
5

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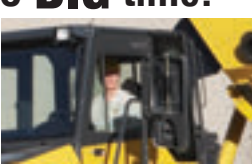
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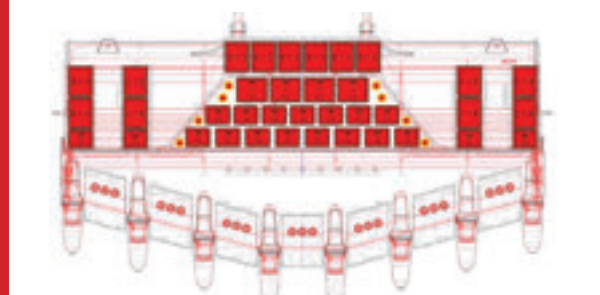
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CONNECT WITH US



A sneak peek at Deere's 850L dozer

John Deere worked with its Customer Advocacy Group to create the soon-to-be-released 850L dozer

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LETTER FROM THE EDITOR

A tip of the hard hat to innovation in safety

Edward Wheatley Bullard returned home from the First World War with an idea that would prevent countless injuries for years to come.

Inspired by the metal helmets soldiers wore in the trenches, Bullard (the son of a mining equipment dealer) began designing a helmet to protect the noggins of American miners.

In 1919, the “hard boiled hat” was patented by the Bullard company in San Francisco. Bullard’s invention was made from steamed canvas, glue, a leather brim and black paint.

Bullard’s hard boiled hat made its first major entrance into construction when work began on the Golden Gate Bridge in San Francisco in the 1930s.

The iconic construction site became America’s first “hard hat area” in order to protect workers from falling rivets.

This year, the hard hat is celebrating its 100th anniversary. And the Bullard company is still in the business of producing equipment to keep workers safe.

“We are proud of the role

Bullard has played in revolutionizing the safety industry,” said the company’s CEO Wells Bullard, who is also the great granddaughter of the hard hat’s inventor. “Our vision to advance human safety to enable long, healthy, productive lives through innovative solutions is our commitment to every customer who chooses a Bullard product.”

Today, it’s difficult to imagine a jobsite where protective gear isn’t a given. Safety is now paramount and a symbol of more than an effort to keep employees out of harm’s way.

“Companies that we’ve worked with — either as a prime contractor or owner — that have a high focus on safety are the companies that do well,” Phil Verster, president and CEO of Metrolinx, recently told the Ontario Road Builders Association. “It’s just true. If you focus on safety and you’re diligent in safety, it flows through the rest of your organization.”

It’s also difficult to imagine the innovations in safety digital technology will bring to the jobsites of the future.



Bill Tremblay // Editor
editor@equipmentjournal.com

Hyundai’s All Around View Monitoring (AAVM), for example, is a glimpse into how tech is evolving safety measures.

AAVM provides a 360-degree field of view for operators, and if a person is within the detection range of the machine a blue or red alert warning arrow will flash on the screen along with an audible alarm.

Sure, hazards still exist in mines and on jobsites, but think of the danger that would exist without innovators like Bullard.

His ability to extract a positive idea from the horrors of war deserves a tip of your hard hat. 🎩



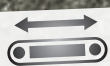
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Available-Extra, Like New Unit



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(5) KOMATSU HD325-7 (2013)
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CAT D6T XL (2013)
6985 Hours - 2995 Idle Hours, Cat Dealer
Maintained, Waste Handler, AC, Block Heater, 22"
Pads, NEW Undercarriage, SU Blade w/Trash Rack



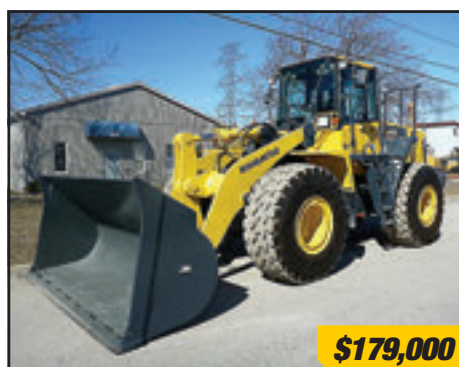
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(3) CAT D8T LGP (2016)
6553 - 8150 Hours, Cat Dealer Maintained
Since New, Block Heaters, Cab Precleaners, AC,
38" Pads, CAT SU Bld w/Tilt, Ripper Valve, Winch
and 4 Barrel MS Ripper are Available



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JOHN DEERE 772GP (2010)
6273 Hours, Well Maintained Ex-Municipal Unit,
AC, 17.5R25 Tires, Snow Wing, Front Lift Group,
14' Moldboard with 2' Extension



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KOMATSU WA430-6 (2011)
5632 Hours, AC, 5 CY GP Bucket, Coupler, 23.5R25
Tires, In Cab Bucket/Boom Positioner, Good
Clean Unit, We also have a Komatsu WA320-
7 Available



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JOHN DEERE 744K (2014)
6878 Hours, AC, Ride Control, 5.25 CY Bucket,
NEW 26.5R25 Tires, Fenders, All Needed Repairs
and Servicing Completed, Unit Only Worked in a
Light Application, Nice Unit, Very Clean



\$255,000

JOHN DEERE 644K (2015)
4290 Hours, AC, 3rd Valve, Michelin Tires, 7 CY
YD Bucket, Optional Bucket is Available, Rear
Camera, Very Nice Loader



\$295,000

CAT 972M (2014)
8691 Hours - 2723 Idle Hours, AC, Autogrease,
Rear View Camera, 6.25 CY Bucket, Stick Steer,
Ride Control, 26.5x25 Tires, Used in Stockpile
Application



\$465,000

CAT 980M (2014)
Unit Delivered New March 2015, 3552 Hours
- 1228 Idle Hours, Cat Dealer Maintained, AC,
7.5 CY Bucket, 29.5R25 Tires, Ride Control, Rear
View Camera, Cold Weather Arrangement



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(2) CAT 725C (2014)
4017-5482 Idle Hours, CAT Dealer Main-
tained, AC, 26 Ton, 6x6, Diff Lock, Tailgate,
Rear View Camera, 23.5x25 Bridgestones, Cat
Dealer Inspected, 1 of 2 Available



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CAT 730 (2008)
11295 Hours - Idle Hours: 7525, AC, Engine
Block Heater, 750/65R25 Flotation Tires, Box
Liner, 30 Ton, Heated Box, Good Straight Truck,
All Needed Repairs Completed



From \$325,000

(2) CAT 730C (2015)
4844-5488 Hours, AC, Block Heater, 750/65R25
Flotation Tires, Rear Cab Screen, Rear View Camera,
Heated Mirrors, 1 of 2 Units Available



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CAT 735B (2012)
6313 Hours - Idle Hours: 2943, AC, Block
Heater, Tailgate, Box Liner, Heated Box, 36 Ton,
26.5R25 Tires, Traction Control, Heated Mirrors,
Rear View Camera



From \$285,000

(4) VOLVO A30F (2012)
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Skyjack reaches new heights with new rough terrain scissor lifts

Skyjack has announced the release of its largest rough terrain scissor lift to date, while an even larger model is already in the works.

In February, the Guelph, Ontario-based company brought their newest rough terrain scissor lift to The ARA Show in Anaheim.

The SJ9253 RT is Skyjack's largest scissor lift with a working height of 17.98 metres and is the first model in its new full size rough terrain range.

This new range replaces Skyjack's existing SJ9233, SJ9243, SJ9253, and SJ9263 RT models.

"The decision to move forward with a new larger rough terrain range is twofold – improve the specifications and performance of our existing models, while also mitigating the cost impact of the new ANSI/CSA standards," said Corey Connolly, product manager at Skyjack. "We've enhanced our full-size models, but kept Skyjack's philosophy of simple reliability in the design. Features like our AxlDrive four-wheel drive system and easily accessible service components are still standard in our new rough terrain models."

Skyjack also has plans for an even larger rough terrain scissor lift that would make

work at six stories possible, increasing the number of applications these machines could be used for.

The SJ9263 RT with a working height of 21 metres is in its final design phase and is targeted to launch in the fourth quarter of 2019.

"Similar to what we did with our DC scissor lifts, we looked at what changes needed to happen to meet ANSI compliance, and dug further to see how we can make these more beneficial

for our customers," Connolly said. "We're increasing the number of job sites these machines can be used on, while also lowering our customers' overall cost of ownership."

The models boast increased working heights, increased capacities, faster function speeds and large work platforms across the range.

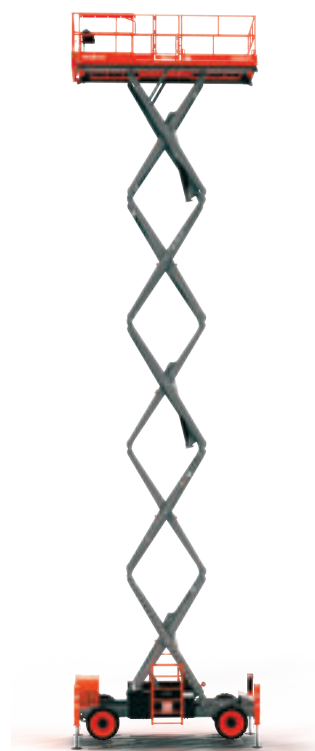
Also, the new rough terrain lifts feature an enhanced control system – maintaining Skyjack's proven colour coded and numbered wiring system,

while further improving the ease of troubleshooting and integration with the company's Elevate telematics solution.

"A key improvement to this range is Skyjack's Smart-Torque technology, which provides the machines with excellent torque and hydraulic performance, but with less engine horsepower," explained Barry Greenaway, product manager at Skyjack. "This system has been used on our TH series since 2015

and the fact that it doesn't require diesel particulate filter, diesel exhaust and no other active exhaust after treatment is extremely beneficial

to rental companies." Skyjack's redesigned full-size rough terrain scissor lifts will be available in the third quarter of 2019. 



2008 VOLVO GRADER G970, VCEG910A00042875, s/n 5 shank ripper w/3 shanks, A/C, less than 25 hrs on new engine/frame 6295 hrs.



2007 KOMATSU D85EX-15E, s/n 11294, 3300 hours, straight blade, double tilt, ripper 3 shank, A/C.



2007 KOMATSU PC300LC-7, s/n SNA88764 60 ft Pierce long reach and 12.5 ft. stick, aug. hyd., A/C 4060 hrs.

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Demag’s AC 45 City lands in North America

The new Demag AC 45 City crane has now made its way to North America. CraneWorks, a crane distributor in Canada and the United States has recently taken delivery of the newly introduced Demag crane.

With an overall length of 8.69 metres, a width of 2.55 metres and a height of 3.16 metres, the Demag AC 45 City has the most compact dimensions in its class, and is well suited for working indoors, as well as in tight urban environments.

Even though CraneWorks’ new Demag AC 45 City is compact, it is still capable of lifting a maximum capacity of 45 tonnes. It also has a main boom length of 31.2 metres and a maximum system length of 44.2 metres to

give it plenty of lifting height and reach whether operating outside or inside.

“We have a lot of customers who work in urban areas,” said Keith Ayers, CEO of CraneWorks. “It can be a real challenge if they don’t have the appropriately sized crane that can handle challenging lifts.”

Like many of the other Demag all terrain cranes in CraneWorks inventory, the Demag AC 45 City is equipped with an IC-1 Plus control system that determines the crane’s lifting capacity for every boom position in real time.

This feature helps reduce the amount of counterweight needed for lifting heavy loads.

Founded in 2002, Crane-

Works provides new and used equipment, manufacturer-backed and trained service, extensive parts inventories, and a modern rental fleet.

NHES draws thousands of attendees

Big crowds of heavy equipment professionals filled the halls of Mississauga’s International Centre for the 2019 edition of the National Heavy Equipment Show (NHES).

The two-day event took place March 28 and March 29, and welcomed 12,668 people, a similar crowd to previous events.

“The National Heavy Equipment Show remains one of the biggest events bringing the industry together in Canada,” said show manager Mark Cusack. “It was a pleasure to welcome even more companies to the show floor this year. This growth allowed us to highlight

more sectors, such as the expanded Gravel Pit showing huge equipment. On behalf of show management, we’re thankful for everyone who joined us. We’re already looking forward to 2021.”

Show attendees at the sold out event included a mix of industry professionals, job seekers, students and those training for specific trades and some families with young children.



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Carlson Paving to unveil new City Paver models at bauma

Carlson Paving Products is set to enter a new market with the introduction of two new wheeled pavers at bauma in Munich, Germany.

The global debut of the CP60 and CP65 wheeled asphalt pavers represent the company’s entry into the international 1.8 metre city paver market.

“The introduction of the CP60 and CP65 marks a historic milestone for Carlson,” said Chris Colwell, president

of Carlson Paving Products. “As a major manufacturer of small pavers and market leader in asphalt screed technology in North America and Australia, these city pavers are a natural fit as we expand our product offering to a wider global audience.”

Carlson’s wheeled city paver models specialize in a wide array of paving applications including motorized and non-motorized pathways, urban streets and country lanes.

eliminating spillage of mix and simplifying end of day cleanout.

To develop the CP60 and CP65, Carlson leveraged its history of high performance screeds into the next generation of 1.8 metre platforms. According to the company, the result is exceptional ride uniformity, mat quality and pre-compaction. This is achieved by the EZC34 electrically heated screed, with a standard pave width of 1.8 to 3.4 metres. Available in vibratory and tamper bar models, the EZC34 platform can be built out to 4.5 metres with bolt-on extensions.

“Bauma 2019 truly sets the stage for Carlson as it brings value-driven, high performance platforms for international contractors,” Colwell added. “We are excited to visit with existing Carlson customers and introduce the brand to attendees from all across the world.”

Furthermore, the full colour LED touchscreen display provides easy-to-read instrument gauges, access to material speed controls and screed settings.

Both operator seats also swing out 30 degrees for forward and rear visibility, while clear line of sight to the augers and head of material are provided with see through grating. 

High torque engine

With its 74 hp Deutz high torque engine, available in Tier 4 and Tier 3 engine packages, the CP60 and CP65 deliver laydown rates of up to 250 tonnes per hour, while achieving transport speeds of up to 16 km per hour.

Material flow is delivered via independently controlled, proportional 24 cm-wide conveyors. As well, 33 cm diameter auger flights move material outboard, while the manual or optional power adjustable augers are infinitely variable for a uniform head of material.

For wide paving, both paver models are equipped with manually telescoping tunnels.

The CP60 and CP65 can also be optioned with a hydraulic power apron,



Carlson’s CP65 City Paver delivers laydown rates of up to 250 tonnes per hour.



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Budget 2019 receives positive reaction from construction sector

Budget 2019 has earned a mainly optimistic reaction from Canada's construction industry.

On March 19, Finance Minister Bill Morneau tabled the last budget before Canada's next federal election.

Budget 2019 proposes a one-time transfer of \$2.2 billion through the federal Gas Tax Fund to address short-term priorities in municipalities and First Nation communities. The cash will double the government's commitment to municipalities and provide infrastructure funds for communities of all sizes nationwide.

Eligible categories for the top-up include roads and bridges, public transit, water treatment, sport and recreation and cultural tourism.

The deficit for this year is pegged at \$19.8 billion, which is anticipated to decline to a deficit of \$9.8 billion by 2024.

"AED commends Minister of Finance Bill Morneau and the government for tabling a budget that addresses many of the construction equipment industry's priorities," said Brian P. McGuire, AED's president and CEO. "Infrastructure investment and dealing with the skilled labour shortage are top issues for equipment dealers in Canada and the government has demonstrated a commitment to tackling these important matters. AED looks forward to continuing to work together to ensure continued growth and job creation in the construction equipment sector and Canada's broader economy."

Budget 2019 addresses labour shortage

To encourage more young people to consider training and work in the skilled trades, the government proposes to provide Skills Canada with \$40 million over four years, starting in 2020, and \$10 million per year ongoing. This investment will enable Skills Canada to encourage and support a coordinated approach to promoting skilled trades and technologies to youth through skills competitions and by providing resources to better equip them for careers in the skilled trades.

To bolster these efforts, the government also proposes to invest \$6 million over two years, starting in 2019, to create a national campaign that promotes the skilled trades as a first-choice career for young people.

The campaign will work to change the perception around careers in the skilled trades, promoting

their merits, including high demand, high wages and continual professional development.

In 2019, the government will appoint co-chairs to begin work on the campaign, lead initial consultations and explore partnerships to assist with promotion of the skilled trades.

"By creating workplace opportunities for students in construction during their studies, we hope to inspire the next generation who will build our future sustainable communities," said Mary Van Buren, president of the Canadian Construction Association (CCA).

Apprentice support

Budget 2019 also proposes to develop a new strategy to support apprentices and those employed in the skilled trades. The strategy aims to support existing programs, including the Apprenticeship Incentive and Completion Grants, address the barriers to entry and progression for those who want to work in the skilled trades and support employers who face challenges in hiring and retaining apprentices.

"The CCA continues to applaud the efforts of the government on the Investing in Canada plan, particularly the \$2.2 billion top-up to support municipal and local priorities," Van Buren said. "We believe these proposed measures will indeed help 'build a better Canada' and look forward to working with the government on their timely adoption."

Canada Training Benefit

Budget 2019 also proposes a new Canada Training Benefit to help people plan for, and secure, necessary training.

To deliver the new program, Budget 2019 proposes to invest more than \$1.7 billion over five years, and \$586.5 million per year ongoing. Eligible workers between 25 and 64 would accumulate a credit balance of \$250 per year, up to a lifetime limit of \$5,000.

The accumulated credit can be used to fund half the cost of training fees at colleges, universities and eligible institutions providing occupational skills training. Furthermore, workers will be able to use the new Employment Insurance (EI) Training Support Benefit, which provides up to four weeks of income support every four years to cover expenses while receiving training.

Tariffs

The Canadian Construction Association (CCA),

however, said it is disappointed the federal government didn't take more action to restore investor confidence in Canada.

"CCA had wished to see a fiscal remedy for the ongoing steel and aluminum tariffs, some relief for our heavy construction sector that is facing new challenges with carbon pricing, and a strong commitment to improving the flow of infrastructure funding," said Mary Van Buren, president of the CCA.

Prompt payment

The National Trade Contractors Coalition of Canada (NTCCC) applauded the government's move to make prompt payment the law on all federal government contracts in Canada.

"Trade contractors, tradespeople, suppliers and families in Canada's construction sector have been waiting a long time for this," said Sandra Skivsky, chair of NTCCC. "The government has listened to the concerns of trade contractors, suppliers and tradespeople, and is focused on making construction more efficient in Canada."

Since the last election, NTCCC has led efforts to have prompt payment introduced federally. Canada has lagged behind other countries and now has the opportunity to learn from best practices internationally and domestically, according to the NTCCC.

"Our coalition represents the largest trade contract-



Cranes tower over CIBC Square, a \$3 billion development on Bay Street in Toronto.

or associations in Canada, who are responsible for over 80 per cent of the work performed in the construction sector," Skivsky said.

"To say we're excited would be an understatement, but we are looking forward to seeing the drafted legislation and

taking part in the process."

Payment delays steadily increased in Canada since the economic downturn in 2008.

These bottlenecks have limited efficiency by slowing projects and increasing disputes between prime contractors and sub-contractors.

The NTCCC has worked closely with Public Services and Procurement Canada, and Members of the House of Commons and Senate of Canada to build momentum for a made-in-Canada approach to legislating payment timeframes. ■

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For technician access, the service doors on the 850L are 50 per cent larger than the previous model. Deere also designed



The 850L dozer will be available in new John Deere-designed, factory configurations such as waste handler, forestry protections, pipelayer-ready models and mechanical angle blades. 

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Volvo CE's Canadian parts distribution centre officially opens

Volvo Construction Equipment customers in Canada will now see a significant reduction in parts delivery time, following the opening of a new distribution facility.

On March 26, Volvo officially opened its new parts distribution centre in Milton, Ontario. While the centre carries parts for Volvo and Mack trucks, it is also the first Canadian facility to stock parts for Volvo Construction Equipment.

The new 16,856 square metre parts hub will serve as an advantage for Volvo's more than 40 dealer locations across Canada.

"The ability to draw critical parts in a timelier fashion to get them to our customers is a big key. It's a differentiator for us," said Oliver Nachevski, vice president and chief operating officer of Strongco — a Volvo CE dealer with 25 locations in Canada. "It means a lot to our customers and Strongco."

Previously, Volvo shipped parts to its Canadian dealers from the United States. However, clearing customs often added to the delivery time. For Strongco, shipping parts

directly from Canada will save days on certain parts orders.

"Twenty-four hours is what Volvo's motto is. We're trying to make sure we can do that as well," Nachevski said.

For Great West Equipment customers, parts are already quickly arriving at their destination. Stephen Roy, Volvo CE's president for sales region Americas, explained a Great West customer in Whitehorse, Yukon received their parts order the day after making the request.

"It's about 6,500 km from (Milton) to Whitehorse, and the next day at 2 pm he had his part," Roy said. "I think that type of feedback from our customers and dealers shows this investment is well worth it."

Volvo opened its first Canadian parts centre for trucks in Mississauga, Ontario in 2001. The new distribution centre, which is three times the size of the Mississauga facility, began shipping truck parts in May of 2018 and construction equipment parts began shipping in December.

"The purpose of this new facility was to really support the construction business, as we had big need and demand," said Bob Hochwarth, Volvo Group's vice president of service market logistics for North America.

Hochwarth also noted the parts centre staff were able to make the move from Mississauga to Milton in a matter of 10 days.

"It took a lot of blood, sweat and tears from the employees that are here today to make that happen," Hochwarth said. "I'm really proud of this facility and the work of the team here."

The Milton facility will stock nearly 85,000 parts and handle more than 800,000 order lines per year.

"We understand, from a customer standpoint, that if we don't have the part, we let you down and we impact your



Oliver Nachevski, vice president and chief operating officer of Strongco.

business," Roy said. "This facility helps us get to that high uptime standard."

Parts centres for Volvo Trucks are already well-established throughout North America. Looking ahead, Volvo plans to use its established truck network to expand the availability of construction equipment parts throughout the continent.

"This is the first of many planned investments from Volvo Construction Equipment in North America," Roy said. 



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2001 LORAIN LRT 250D CRANE, 1877 hours, Rayco tech., repainted, Currently being transformed into heavy duty swing telehandler. **POR**

Caterpillar tweaks its M Series medium wheel loaders

Cat has updated its M Series medium wheel loaders to include numerous new tech features designed to lower operating costs, enhance operator comfort, meet emission standards and expand productivity measurement tools.

The 2019 product update applies to Cat's 950M to 982M medium wheel loaders.

Periodic updates allow Caterpillar to bring new features to market more quickly and frequently than new product introductions.

Remote flash

Remote flash is one of the new features available on the new wheel loaders. The feature allows dealers to push software update files to the customer's machine and authorizes the user to initiate installation via the dealer service portal. Any authorized user with Caterpillar Corporate Web Security ID and a mobile device can initiate flash, which takes 30 minutes from initiation to completion. The service is provided at no cost to dealers for machines with cellular Product Link with remote-flash-compatible software.

Extended service intervals

Tier 4 Final and EU Stage V models save maintenance costs by extending engine oil, engine oil filter and hydraulic oil filter change intervals from 500 hours up to 1,000 hours. Based on estimated comparisons of total engine and hydraulic fluids, filters and sampling costs during a 6,000-hour period, maintenance costs can be reduced by 16 to 23 per cent. As well, several fuel and engine oil filters are being converted from spin-on to cartridge-type. The benefit of cartridge-type filters includes fewer parts to replace at servicing as the housing is retained, easier disposal of used elements and less costly replacement parts.

The next generation of seats and suspensions offers three trim levels — comfort, deluxe and premium plus — and feature high-visibility, seat-adjustment controls, as well as ride stiffness adjustments.

A new suspension for deluxe and premium plus trim levels increases dampening at the top and bottom of seat travel, providing additional suspension stability and the ability to avoid hard stops at travel limits.

The ride stiffness of the seat suspension is adjust-

able to different settings, allowing operators to tailor seat dampening to individual preferences and to the application. This feature was previously included only with EH steering (joystick and wheel).

Payload management

The Cat Advanced Productivity application is a web-based tool used to visualize production-related data and complements Cat Payload and Cat Production Measurement 2.0. The tool is accessed from VisionLink and includes a user-customizable report dashboard, cycle-by-cycle downloadable data and a list of features for truck and material identification lists.

Other key features include a new mobile friendly user interface, time series data, multiple asset comparison, fleet or individual asset key-process-indicator target settings and support for multiple machine types.

New configurations

New configurations in the medium wheel loader lineup include the 982M forestry machine and the 982M high lift.

The new 982M Forestry Machine is capable lifting 12,700 kg with a pin-on mill yard grapple. Changes from the standard 982M include a larger tilt cylinder, upgraded rear frame and heavier counterweight.

The 982M high lift, compared with the standard lift version, increases dump clearance under the bucket pin from 4.7 metres to 5.1 metres. Configuration changes from the standard 982M include a new lift arm, new tilt cylinder, new tilt link and the counterweight from the 982M Aggregate Handler.

Advansys GET

The Advansys ground-engaging-tool (GET) system included in the product update is a Cat tip system designed with features that result in less drag and higher productivity. The new tip shapes place wear-resistant material in the most vulnerable areas, resulting in longer service life. A stronger adapter nose equals up to 50 per cent less stress, and improved adapter-nose geometry reduces sliding wear on adapter surfaces. New 980M and 982M wheel loader buckets are released with weld on adapters; 950M to 982M bolt-on adapters are interchangeable with the former J and K Series.

Among the package of updates for medium wheel loaders is a new universal coupler for models 966M to 972M.

The new coupler eliminates width interference with multiple tools and a reduced offset increases breakout force by 4 per cent.

Furthermore, new LED and halogen work and roading light packages increase safety when working in dark conditions. 



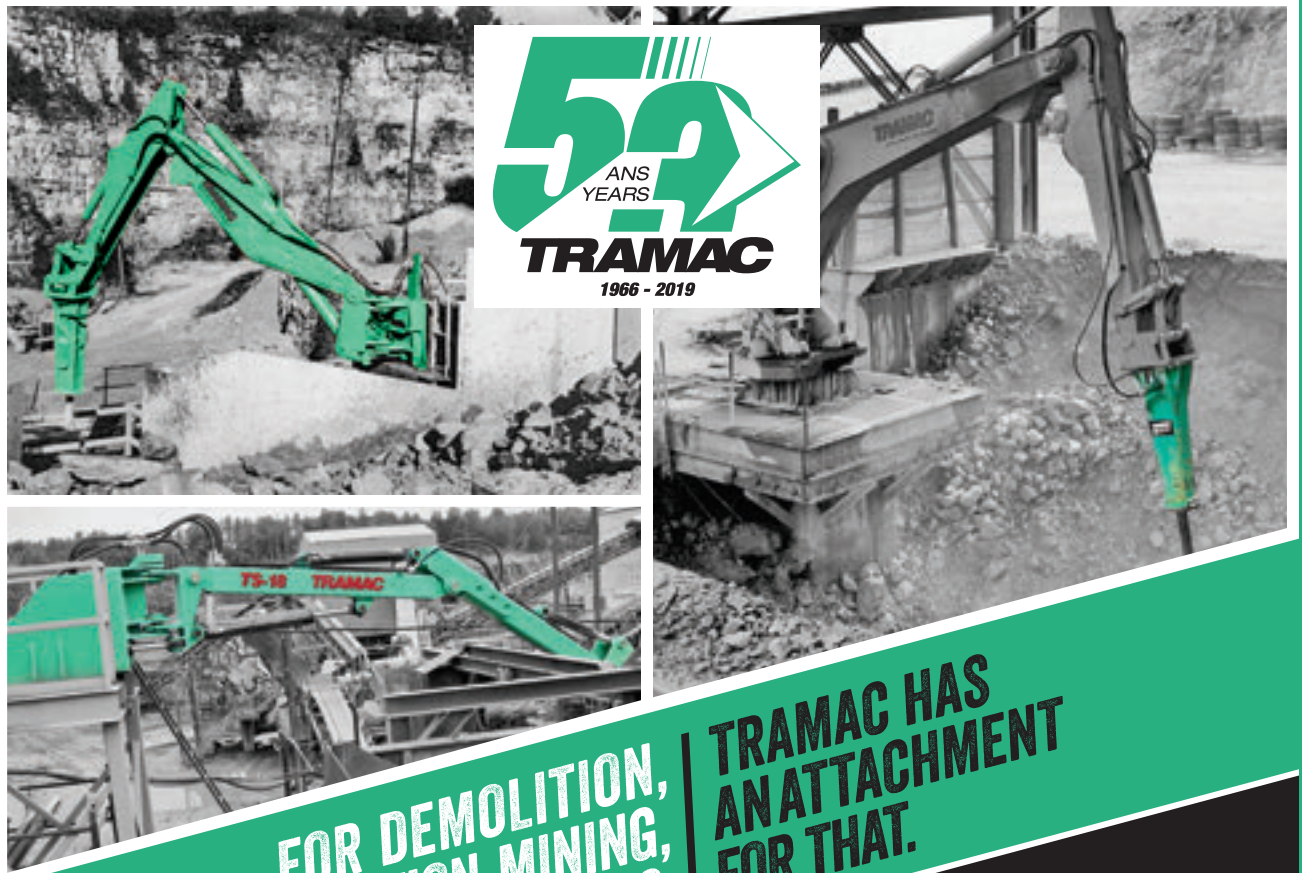
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Pettibone reaches new market with the Traverse T1258X

The introduction of Pettibone’s new Traverse T1258X telehandler also marks the company’s entrance into the 12,000-pound (5,443 kg) capacity market.

The new Traverse model becomes part of the industry’s only new telehandler product line with a traversing boom carriage that is capable of moving loads by travelling horizontally.

By providing up to 178 cm of horizontal boom transfer, the Traverse allows operators to place loads at full lift height without needing to coordinate multiple boom functions.

The T1258X has a specified lift height of 17.8 metres with an identical landing height. By contrast, traditional fixed boom pivots typically have a true landing height that is less than the promoted lift height, as users must account for withdrawing the forks out of the load with enough rearward travel for the fork tips to clear the landing zone. The traversing boom allows for maximum forward reach of 14.6 metres.

The new telehandler is powered by a 117-hp Cummins



QSF 3.8 Tier 4 Final diesel engine that helps the machine achieve its maximum load capacity of 5,443 kg.

The engine is mounted on a side pod for easy service access, while allowing excellent curbside visibility and ground clearance of 48 cm.

The T1258X is built on Pettibone’s next gen X-Series platform. Drivetrain and axles are optimized to provide greater tractive effort with minimal tradeoff on top end speed.

A pintle hitch mount adds versatility for towing. Built for use on rough terrain, the unit offers full-time four-wheel-drive with limited-slip front axle differential. Tight steer angle capability provides an efficient turning radius of 4.36 metres. The Dana VDT12000 Powershift transmission offers three speeds, forward and reverse.

Pettibone’s hydraulics deliver controllability and an overall comfortable operating feel, while enhancing efficiency and cycle speeds.

Cylinder cushioning dampens the end of strokes — both extending and retracting — to avoid the wear-and-tear of hard, jarring stops, while also helping prevent the potential spilling of a load.

The telehandler also uses a single lift cylinder that improves operator sight-lines, and has twin hydraulic lines for tilt and auxiliary plumbing.

Featuring formed boom plates and less welding, the machine’s 4-section boom offers greater strength while reducing weight. The design also minimizes boom deflection for better control and accuracy when placing loads.

Boom overlap has been nearly doubled from previous models to provide smoother operation and reduce contact forces on wear pads, thereby extending service life. A bottom-mounted external extend cylinder further reduces the load on wear pads by up to 50 per cent. This cylinder location also provides greatly improved service access to internal boom components. Heavy-duty extension chains help ensure stable boom functions and longevity. Service is further simplified by fastener-less wear pads.

The operator cab maintains Pettibone’s ergonomic seat, pedal, joystick and steering wheel positions.

An optional 18 cm digital display with integrated back-up camera is also available. As well, the cab offers enhanced climate control, flat bolt-in glass, split door design, openable rear window, USB accessory plug, lockable storage under the seat and water-resistant components for easy interior washdown.

All-steel fuel and hydraulic tanks are built to resist damage. The 113.5 litre fuel tank offers ample volume for a full day’s work at 100 per cent load, and the lockable fuel-fill is in a clean, accessible location.

Other features include non-tensioned boom hoses, split-system electrical circuit panels, a 12-volt accessory plug in the engine bay and heavy-duty LED lighting.

Additional options include a sling hook for additional load security, solid or foam-filled tires, and a wide variety of attachments, including a 3 metre tower that can extend the machine’s lift height beyond 20.7 metres. 



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ABC Recycling finds self-sufficiency with Sennebogen

When ABC Recycling expands its material handling fleet, it aims to ensure any future maintenance issues can be dealt with in-house.

“It’s difficult to find heavy equipment mechanics, generally,” said John Anderson, of ABC Recycling. “If we don’t have the people we need on our own payroll, we can end up waiting a long time for machine service. Having our own team of factory trained technicians makes a huge difference.”

Anderson is ABC’s director of maintenance in British Columbia. His goal of self-sufficiency is one reason ABC has been growing its fleet of Sennebogen material handlers over the past decade. His Sennebogen sales representative, Logan Strohm, of Great West Equipment, is sympathetic to the cause.

“We have 11 service branches here in BC, but that still leaves our techs with a lot of territory to cover,” he said. “That’s why we recommend that customers take advantage of the free factory training that Sennebogen offers.”

With eight recycling yards under the ABC Recycling flag in BC and one in Alberta, the firm has been operating in the region since 1912. A service crew in Burnaby supports the Sennebogen machines there and in nearby Surrey. The

fleet includes Sennebogen 835 M and 830 M models, equipped with both grapples and magnets.

“We’ve had very good success with these machines,” Anderson said. “The 835 seems to be the right machine for everything we do: whether feeding stationary shears and balers, or loading trucks and rail cars.”

Anderson’s maintenance staff, as well as operators, have attended the Sennebogen Training Center in Stanley, North Carolina. The training centre, part of the 9,290 square metre head office complex built by Sennebogen LLC, provides classroom instruction as well as hands-on training with a demonstration module and full-size machines in a three-storey high indoor bay. The Level I course and the Level II advanced program for technicians are five-day programs offered free to dealers and their customers.

“It’s a very impressive facility,” Anderson said. “And while you’re there, you also get to see the extent of their parts inventory. As well as regular and routine service items, they also have a huge inventory of major components.”

ABC technicians and operators also take an active role in ABC’s purchase process for new equipment. According to Anderson, the maintenance

team appreciates Sennebogen’s simplified access to routine service points. The layout of maintenance components has been well designed, with most service and diagnostic items accessible from ground level. Hydraulic diagnostic ports are easy to reach, electrical fuses and relays are all arranged together in the main panel, accessed on one side of the machine from ground level. As well, auto-lubrication is standard equipment on Sennebogen machines, which further simplifies maintenance tasks and extends the life of major components.

Anderson listens to his operators’ recommendations, as well.

“They are in the machine eight hours a day. We want to be sure they have a comfortable operating environment along with good functionality,” Anderson said. “They like the Sennebogen Maxcab for its visibility and its two-camera system. They tell us the seating is comfortable and the machine is easy to handle.”

The parts warehouse also attracted ABC to Sennebogen machines. Anderson notes that, where many machines are designed with proprietary components, Sennebogen uses commonly available parts wherever possible for power, hydraulics, electrical and other service requirements. This approach

advances Anderson’s goal of self-sufficiency.

“We can get all the parts we need from our dealer, of course, but we can also source parts locally,” Anderson said. “With their Cummins engines, we can find routine parts almost anywhere. Some parts might be a challenge for us to bring across the US border, but our dealers are able to help with expediting that too.”

In the long run, the simplicity and serviceability of the Sennebogen machines lead to a lower lifecycle cost for ABC.

“We do track all that detail here,” Anderson said. “Run time, fuel, maintenance, labour and spare parts, all

go towards our total cost of ownership analysis.

Using industry standard

components and Cummins service parts saves money for us.”

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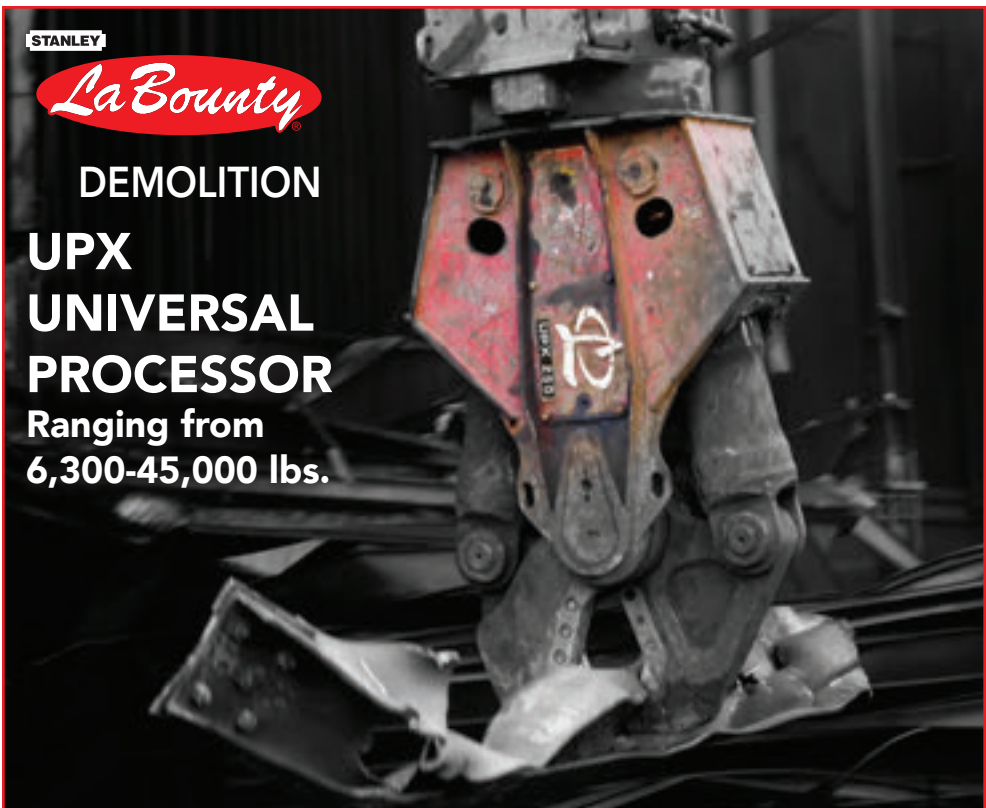


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Case expands DV series with 3 new vibratory rollers

Case Construction Equipment has introduced three new additions to its DV Series of vibratory rollers. With models available in both double drum and combination (front drum with rear pneumatic tires) configurations, these rollers are nimble enough to work in a variety of residential and commercial construction applications where the operator may encounter tight quarters, curbs, structures and other obstacles. Designed with a high

curb clearance, no overhangs and drum widths of 130 cm and 138 cm, the new roller models are ideal for walkways, residential driveways, bike paths, tennis courts, parking lots and other small- to mid-size compaction applications. The drums can be offset to further improve accessibility, and to improve performance during turns. Visibility is also enhanced with enhanced sight lines and an adjustable work station that allows the oper-

ator to get the best vantage point down to the drums. **The new models include:**

- DV36D asphalt roller: (43.5 hp; 3,760 kg)
- DV45D asphalt roller: (43.5 hp; 4,690 kg)
- DV45CD combination roller: (43.5 hp; 4,318 kg)

The DV Series combines a compact size with many of the same features found in larger compaction machines. A 43.5 hp Tier 4 Final engine deliv-

ers high centrifugal forces and frequencies at lower rpms, making the machine more fuel efficient, while selectable dual frequencies (2,700/3,420 vpm) further improve productivity and allows operators to dial the machine in to meet the compaction needs of the job. Operators can also select between either automatic or manual vibration engagement to meet their preference and to help avoid damage to the asphalt during starts and stops, while the offset tapered drums reduce asphalt tearing during operation around curves. The units come standard with a 189 litre water tank with a pressurized water system to ensure all-day water supply and consistent water spray to the drum. DV Series rollers are compatible with the Case ACE Force Intelligent compaction system — a technology designed to improve compaction quality, requiring fewer passes to reach target specs and resulting in savings in time, fuel costs and machine maintenance — as well as avoiding pitfalls related to under- or over-com-



paction. ACE Force also generates reports for applications where exacting specifications and records of compaction performance are required. DV Series rollers feature an iso-mounted operator platform that minimizes vibration and reduces operator fatigue. A standard lateral-sliding seat provides operators with superior visibility to the drum edges on both sides of the machine. 



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1978 SMI 5250, GM - GM, low hours, fresh paint. **\$39,500.**



1983 VOHL DV-4000, J.D. motor, tel-chute. **\$44,500**



SMI 7200 ribbon blower, rebuilt 1997 G.M. V-12. **\$48,500.**



1990 SMI 5250A c/w 2 GM diesels, front & rear, 2000 T.P.H., very clean, low hrs. **\$65,000.**



1997 RPM TECH P-3500 dump blower, Cummins KT-450. **\$59,000**



1983 WESTERN STAR, 6x6, Cummins 270 HP, 18-46 axles, good condition! **\$57,000.**



1988 JETAIR II, Cummins, high-velocity air duct, very clean. **\$55,000.**



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Bomag's BW 151 AD-5: fatigue-free operation

Bomag's new BW 151 AD-5 is designed as a fatigue-free tandem vibratory roller that's ideal for a variety of paving applications.

The roller's compact frame delivers a tight, 439-cm turning radius for maneuverability on parking lot, industrial and city development applications.

At the same time, a 168-cm drum width offers high-production compaction on large commercial, country road and highway applications.

As well, an oversized operator platform on the BW 151 AD-5 roller offers ample space for storage of items like lunch boxes and coats, while improving operator comfort. Upgraded to create fatigue-free operation and improved visibility, the suspended premium seat slides the length of the platform and swivels for an unobstructed view of the drum edges, critical when working close to obstructions.

Since the platform is mounted away from the powertrain, the operator of the BW 151 AD-5 is protected from machine heat, exhaust and vibration for a more comfortable environment.

Compaction adaption

Dual vibration frequencies and amplitudes, plus individual control of front and rear drum vibration, gives the operator flexibility in adapting roller compaction to application requirements. Large 110-cm diameter drums put more of the drum in contact with the surface to prevent mat pushing and shoving as well as improve mat quality. Built for optimum rolling speed while maintaining proper impact spacing for surface smoothness, the roller features a high-end 4,200 vpm frequency.

The BW 151 AD-5 is powered by a 74.3 hp Tier 4 Final diesel engine. Bomag's exclusive Eco-mode operation automatically matches engine speed to load demand without losing power or productivity, delivering up to 30 per cent fuel savings over full engine speed operation and lowering operating noise levels. The roller's optional Ecostop feature automatically



shuts off the engine after a predetermined interval to avoid unnecessary fuel burn through excessive idling.

Tech heavy

Helping to meet compaction specifications faced by paving contractors, the Bomag BW 151 AD-5 offers a host of technologies to increase mat quality, reduce over-compaction and save time and money. Bomag's intuitive Economizer compaction measurement system takes the guesswork out of rolling by delivering real-time compaction progress on the control panel's LCD display. As material stiffness increases, more lights illuminate in the display to let the operator know when optimum compaction is achieved and prevent fracturing the aggregate in the mix. Economizer saves contractors time, money and fuel by eliminating unnecessary passes and allowing for the correction of "soft" spots in the mat.

Asphalt Manager features vectoring drum vibration from true vertical to true horizontal. Helping novice operators achieve the same compaction results as a seasoned veteran, Asphalt Manager's operation requires only entering the asphalt lift thickness. Vibration direction and compaction force is automatically controlled, based on material stiffness and temperature. As well, Asphalt Manager automatically matches vibration direction to the roller's travel direction, preventing ripples in the mat.

For contractors who need to provide complete documentation of jobsite compaction, Bomag Compaction Management (BCM) system generates continuous compaction charts in real-time using GPS data to increase mat quality.

For contractors already using a mapping system, the intelligent compaction (IC) interface is designed for easy third-party mapping system integration, since the IC interface allows the third-party system to tap into the roller's onboard sensors and machine data, eliminating the time and cost required for third-party sensors to be installed.

EasyService concept

Bomag's exclusive EasyService concept on the BW 151 AD-5 allows contractors to maximize roller uptime by minimizing service time. Special hermetically sealed bearings boast lifetime lubrication, eliminating grease zerks at all machine hinge points. The roller's single-unit engine hood swings up and out of the way to deliver unobstructed access to the engine compartment and components.

Furthermore, accessible external service drain points enable all fluids to be quickly drained without spillage.

The roller's pressurized water spray system is designed for long-life with a redundant, dual-pump design that ensures the roller will finish the job in the event one pump malfunctions. Two spring-loaded flexible polyurethane scrapers per drum evenly distribute the water across the entire drum width to keep it clean and can be pivoted out of the way for roading and cleaning.

Wind protected to ensure drum coverage, the water spray nozzles feature a quick disconnect design for easy cleaning or replacement. 







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Liebherr introduces fast-erecting crane with 65.5 metre hook height

Liebherr’s 125 K, the largest fast-erecting crane on the market, is now available worldwide.

The new 125 K is specially developed for civil engineering requirements such as bridges as well as industrial building construction.

In this field, high load capacities and large radii are required for projects with limited lead times.

The 125 K has an initial hook height of 29.5 metres as standard.

As well, five tower sections may be additionally inserted to reach a total hook height of 41.5 metres. This means that even major construction projects can be mastered. If the hook height still isn’t sufficient, the 30-degree luffed jib position enables a 65.5 metre hook height.

The Liebherr crane has an 8,000 kg maximum load capacity and with a 55-metre radius at the jib head. The crane is able to lift 1,300 kg, thanks to its Load-Plus function. Its flexibility is also demonstrated by its five radius options, ranging from 35 to 55 metres.

Flexible deployment

Construction site conditions are becoming increasingly tight and therefore require construction cranes to have compact dimensions to match. With a 3.2 metre slewing radius, the Liebherr 125 K fast-erecting crane is consequently able to fit into very small spaces. Thanks to its variable slewing radius, which can be extended to 4 metres, the amount of transportable ballast can be reduced – which in turn reduces costs.

In addition to familiar features such as the Micromove fine positioning mode and Liebherr’s two-line operation Speed2Lift, further improvements have also been included in the design.

For example, site lighting is now available with LED floodlights to ensure even better site illumination.

An external K-cabin is also available for the 125 K — an advantage for larger sites where 125 Ks are typically in action — that provides the crane operator with a view of the entire construction site.

Simplified transport

Until now, large fast-erecting cranes could only be transported via semi-trailer. As not every customer has access to a suitable tractor vehicle, Liebherr has now expanded the transport options.

The 125 K can also be towed as a trailer by a conventional truck. For this, Liebherr Tower Cranes now offers the axle system LiTRAX.

Liebherr has developed a new 80 km/h high-speed axle that is suitable for the current fast-erecting crane range. It can be used in a modular manner and consists of three units: a front axle as well as one rigid and one steerable rear axle. As a result, a 53 K or a 65 K.1 can be transported using the front axle and only part of the rear axle. For an 81 K.1, a tandem axle can be assembled using two individual rear axle modules.

Therefore, with these three units, it is possible to select the optimum combination for all Liebherr fast-erecting cranes, enabling them to be compact and flexible on site.

Electronic braking

The axle system is equipped with state-of-the-art operation safety technology such as an electronic braking system that ensures fast response when braking.

The highlight, however, is the electronic stability control system. Sensors measure the lateral acceleration and detect tilting tendencies early on. Breaking intervention is specifically applied to individual tires and the axle is stabilized.

This prevents loss of control, especially in the case of unexpected braking maneuver or difficult weather conditions, and ensures a significant increase in crane transport

safety, according to Liebherr.

The front axle has a steering angle of 180 degrees, as well as a steered rear axle of 27.5 degrees in both directions.

This makes tight maneuvers with a small radius possible and also means that the cranes can be positioned in tight spaces. 

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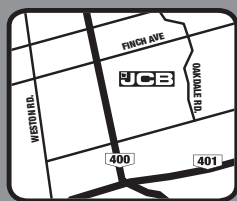
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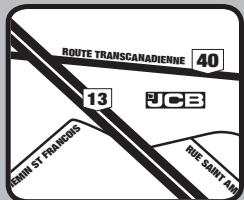
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Terex Finlay to premiere new screener and feeder at bauma

Terex Finlay will introduce the new 883+ mobile heavy-duty screener and the new TF-75L low level feeder on the world stage at bauma in April.

The new Terex Finlay 883+ mobile heavy-duty screener features a triple shaft screen-box that is ideal for working in dry and sticky applications including quarry, mining, sand, gravel, construction and demolition debris as well as recycling applications.

The triple-shaft design of the new screenbox employs an oval motion stroke to generate an aggressive screening action, reducing plugging and blinding over the screen decks to provide a quality product with high tonnage output.

"Our business has been built upon the core values and beliefs of delivering dynamic and innovative world-class leading products that our customers can depend upon," said Paul O'Donnell, Terex Finlay global business line director.

Terex Finlay TF-75L

The Terex Finlay TF-75L low level feeder has been designed to maximize productivity and reduce on-site operational costs in a range of applications and feed material types.

The large 7 cubic metre hopper with a feed in height of 190 cm and width of 350 cm enables low level feeding directly from excavators, grab cranes and wheel loaders.

For on-site safety and quick setup, the hopper is fitted as standard with hydraulically

folding sides. Tracked mobility and the ability to feed material from all three sides enable the TF-75L to be easily incorporated into open and closed circuit static and mobile crushing and screening circuits.

Alongside the new introductions, Terex Finlay will also demonstrate its T-Link telematics system and the OMNI system, a new product that interacts with mobile crushing and screening equipment.

"We look forward with excitement to bauma 2019 as we showcase new products and demonstrate the capability and functionality of both our T-Link telematics and OMNI systems," O'Donnell said. "We encourage visitors to the show to stop by our booth and take in a demonstration to see how our new OMNI system interacts with mobile crushing & screening equipment and will ultimately be a game-changer in the industry."

At its bauma booth, Terex Finlay will also demonstrate its second generation J-1160 mobile jaw crusher. The heartbeat of the machine is Terex 1000 x 600 mm jaw crusher.

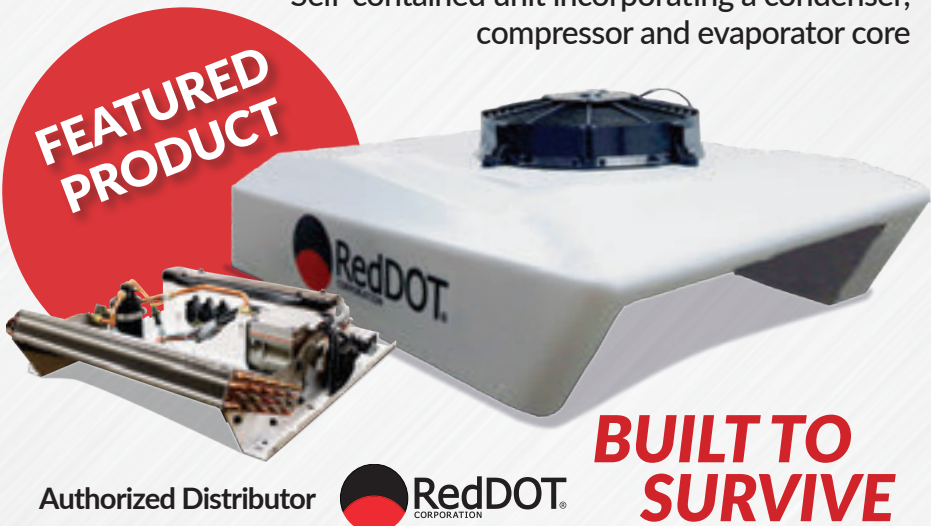
Rounding out the display is the Terex Finlay TC-80 self-powered 24.4 metre tracked stockpiler. The conveyor's design allows the machine to be folded small enough to fit inside a 12 metre container. As well, hydraulic angle adjustment and belt speed adjustment ensure optimum performance in every application. The conveyor also features a maximum discharge height of 10.5 metres and capacities of up to 500 tonnes per hour. 

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The seven commandments of buying a compact utility tractor

By James Little
Dealer development manager
Kioti Tractor

Whether you're a first-time or a 12-time compact tractor buyer, it's a big decision with implications across the board — including cost, efficiency and functionality. So, don't make the decision lightly. Use these seven commandments to help guide the process of buying a new or used compact utility tractor.

Prioritize a tractor that will suit your primary needs.

Will this tractor principally operate on 2 to 10 acres? Or, do you operate a fleet of tractors on dozens to hundreds of acres? Maybe you need a tractor for small plots of land, but move it from location to location throughout the day. Do you have multiple folks operating your machines? What are the primary implements and attachments you'll need to perform the type of work your jobs call for? Consider these questions as you begin your search for the best tractor to suit your needs.

Narrow down your options by prioritizing your top three needs. Then, bring your dealer in to help you make the final decision.

Consider the weight and lift capacities you will need and find a tractor that meets those thresholds.

Tractor sizes are determined by horsepower, weight, size and lift capacities. The type of work or projects you'll undertake will directly inform the level of capacity you'll need.

When considering weight — a lighter tractor is great for projects like lawn work, whereas a heavier tractor is critical for pulling, towing and work in fields, on construction sites or in the woods. When considering lift capacity — how much weight will you be lifting with your tractor, and how often? For example, a bale of hay weighs a different amount than a load of dirt and these tasks require different attachments.

Think through where and how you'll use your equipment, and bring those to your dealer to help you assess the optimal weight and lift capacities for you.

Pick a dealer you trust and trust their counsel.

As you're assessing your needs, first do your online research: There's a wealth of information on manufacturers' websites, in forums and online. Then, seek the counsel of a dealer you trust. If you're buying your first tractor, do some shopping around to find the dealer who you feel comfortable with. The dealer's reputation is an important factor in choosing the right dealer. Trust is critical in the customer-dealer relationship.

The dealer is the most knowledgeable resource you have. They know these ma-

chines in and out and can answer your questions and address your concerns. Another reason choosing a dealer you trust is critical; it's their responsibility to guide you toward the best tractor for your needs.

For example, as a buyer, you may think you need or want a 70-hp tractor, but you're really only working on two acres. Or vice versa, you arrive at the dealership interested in a 20 hp tractor, but have 60 acres and want to run an 2.4 metre bush hog attachment.

In the first instance, the dealer should direct you toward a 25 hp option. In the second, you need a 60 hp option. A good dealer will direct you to the product best suited for you and will guide you through the entire purchasing process.

Calculate the cost and know your budget.

Be clear on your budget range as you begin the research process. It will help you eliminate unnecessary, or unattainable, tractor options and prioritize the brand and specific series for consideration. When you're calculating your final costs, be sure to include line items for the attachments and implements you'll need, as well. And, go ahead and think about ongoing budget considerations — from fuel to transport to maintenance. That way, you won't be surprised by extra costs on the day of purchase or in year two or three of ownership.

Continued B5



Wacker Neuson expands excavator lineup with two new models

Wacker Neuson continues to expand its range of excavators with the addition of two new compact models.

The 3.6-ton EZ36, and 2.6-ton EZ26, compact excavators with a minimal tail swing design are suitable for a variety of applications.

The 3.6-ton class excavator is among the most popular size in the market, so Wacker Neuson looked at features and benefits that would stand out in the crowded market.

EZ36

The EZ36 combines the technology and operator comfort of a larger machine in an economical package.

With a dig depth of 3.5 metres and reach 5.64 metres, the EZ36 offers the performance of a conventional track loader with improved maneuverability and stability on a minimal swing machine.

The user-friendly operating concept and cab starts with an ergonomic joystick, jog dial, key pad and 9 cm display all within easy reach and view.

The large cab offers ample head and leg room, adjustable seat and armrests, as well as ample storage compartments, mobile



phone cradle and USB port.

The ISO/SAE control pattern change over switch is located in the cab, allowing operators to select their preferred pattern quickly.

For operator comfort, the machine is equipped with air conditioning and a

unique four position adjustable wind-shield that is ideal for ventilation and job site communication.

The dual flange roller system on the undercarriage improves lateral stability while digging and loading, as well as reduces noise and vibration while travelling.

When it comes to power, the EZ36 combines the 24.5 hp Yanmar engine with a load sensing hydraulic system to optimize a powerful machine in the less than 25 hp class.

To boost production, the machine may be equipped with the optional power angle dozer blade with float function.

All daily service checks are easy to see and reach with removable covers and a large hood. The tilting cab and removable ROPS make routine maintenance more convenient and less time consuming.

EZ26

The EZ26 also offers a modern design, comfortable cab with wide entry, ergonomic controls and quick maintenance access.

The 2.6-ton unit is ideal for working in tight spaces and for landscape and backyard projects.

As well, the excavator is easy to transport with eight tie downs, six on the track and two on the dozer blade. Powered by a 20.4 hp Yanmar Tier 4 Final engine, the EZ26 has a dig depth of 2.75 metres and a maximum reach of 4.7 metres.

Both the EZ36 and EZ26 are available with the Wacker Neuson's exclusive Vertical Digging System (VDS). VDS allows progressive tilting of the superstructure by up to 15 degrees to compensate for slopes, saving up to 25 per cent on material and time costs. 

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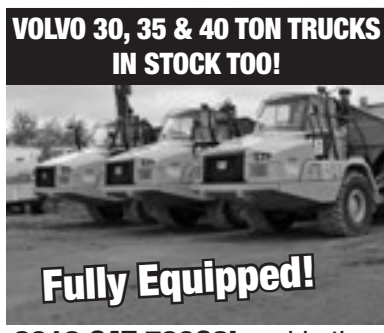
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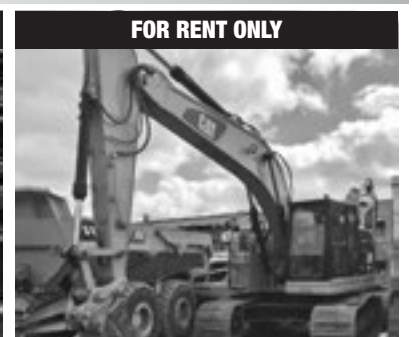
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Continued from B3

Maintenance packages keep your tractor healthy, long-term.

Purchasing a tractor is a big investment decision. Consistent maintenance is key to helping ensure a long-life span for your equipment.

When you purchase, have your dealer walk you through the equipment’s recommended daily and weekly maintenance routine. They will likely recommend you check your oil levels and air filter, grease your loader and check for wear on the tires (just to name a few) before or after every use. Refer to your owner’s manual for proper maintenance on everything.

You’ll also agree upon a maintenance package with the dealership. Your first service should be a complete 50-hour service. Take your tractor to your authorized dealer so his trained mechanics can do the job. This preventive maintenance will make sure you’re spotting any potential problems early and can address them before it’s a full-blown job-stopper.

Warranties are a big deal. Compare your options.

Warranties are critical. If anything goes wrong with your equipment, you want the assurance and peace of mind that it will be fixed quickly and with minimal cost to you. Do your research and ask your dealer questions



about different warranty options based on the equipment you’re interested in and how hard you’ll be on it. Remember, if a better warranty may make your purchase cost a little more expensive, it’s likely worth it in the long run.

Listen to it, test drive it and trust your gut.

At the end of the day, it’s your new tractor, and you’ve got to love it. Use your senses when making the final decision. Before you jump into the operator’s seat, listen to the tractor and how she hums. Then, climb in and

give it a test ride. Does it feel natural? Is it comfortable? Is it easy to reach levers and buttons? Ask your dealer if they have a pile of dirt to test a loader on, or if you can test a backhoe to experience the power of the tractor and attachments in action.

When the customer comes back from a test drive with a smile on their face, I know the tractor has done its job. As you seek the new tractor that brings a smile to your face, follow these seven commandments and don’t look back. 



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Terry Dolan, Hy-Brid Lifts president and CEO.

Custom Equipment announces next generation of Hy-Brid Lifts

To better align with user needs, Custom Equipment has released the next generation of Hy-Brid Lifts.

The line is being divided into three series — the Push-Around Series (PA Series), Pro Series (PS Series) and Zero-Turn Series (ZT Series) — to simplify the selection process.

This includes a number of safety and productivity enhancements to the existing products, as well as the introduction of two new

models: the PA-1030 and ZT-1630.

“We know the challenges contractors face on the jobsite every day, which is why we never stop working to design equipment that makes their work easier and safer,” said Terry Dolan, Hy-Brid Lifts president and CEO.

“The reclassification of lift series will make it easier for end users to find a productive lift that is the best fit for their needs.”

PA Series

The Push-Around Series, featuring the all-new PA-1030, enables users to manually maneuver the units into place and hydraulically reach the desired work heights.

The push-around lift segment is quickly becoming one of the fastest-growing segments of lifts, as maintenance and safety managers look for alternatives to ladders or scaffolding. The PA Series lifts have a small footprint and numerous features that make them a safe alternative. Falls from a ladder remain a top cause of injury on the worksite.

Users will find reduced fatigue and improved safety by eliminating repetitive climbing. A large work platform boosts productivity, allowing for ample room for the operator, tools and materials. The auto-lock brakes and total-lock rear casters prevent unintended movement, increasing safety.

Pro Series

The Pro Series includes the PS-1030 and PS-1430.

The PS Series lifts address specific needs of professionals working indoors in applications that require operators to work at elevated positions for prolonged periods of time, including construction and facility maintenance.

Contractors will see increased productivity and flexibility with these easy-to-manuever lifts, replacing the need for 5.8 metre lifts on a jobsite.

The machine's lightweight design allows access to delicate surfaces or fresh concrete early with the lowest floor-loading pressures in the industry. In addition, the lifts' compact size gives it the ability to fit through standard doorways and elevators, simplifying movement through buildings.

ZT Series

The Zero-Turn Series includes the ZT-1230 and the all-new ZT-1630. The ZT



Series is the most compact series in the lineup, which allows for access to areas other lifts can't.

The lifts' innovative point-and-go style drive provides unrivalled maneuverability in confined spaces. Users are able to move the lift little by little or rapidly with the joystick controls. It also includes the built-in tool tray and signature lightweight design of Hy-Brid Lifts, which allows for easier access to sensitive flooring.

The scissor stack supports the weight of the platform with four points of contact while most lifts are supported by only one point of contact, making the ZT series lifts a safer and more secure choice.

The ZT Series of Hy-Brid Lifts provide a 140-cm working platform and up to 215 cm with the extended platform.

The all-new ZT-1630 is compliant with the new ANSI standard A92.20. This regulation, which will become effective December 2019, covers design, calculations, safety requirements and test methods for mobile elevating work platforms.

“We were one of the first to introduce low-level lifts, and we've been experts at it for more than 30 years,” Dolan said.

“Our commitment to innovation and safety has allowed us to be ahead of the ANSI standards and ready to introduce the next generation models. We will continue to build and establish trust through innovation, honesty and a focus on our customers' needs.”

Custom Equipment highlighted the new line of lifts at The ARA Show in Anaheim, California. 

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ASV introduces new mid-range compact track loader

ASV Holdings has released a new mid-range machine to its RT series of compact track loaders.

The new radial-lift RT-65 Posi-Track compact track loader is ideal for digging and ground engagement work in construction, excavation, landscaping, snow-clearing and rental applications.

“The RT-65 is everything our customers look for in a compact track loader, including industry-leading serviceability, reliability and power,” said Justin Rupar, ASV Holdings Inc. vice president of sales and marketing. “We built the machine with unmatched ease-of-maintenance features that make operators’ lives easier. The machine also features a robust design and high performance so contractors can get their jobs done faster and with minimal downtime.”

The RT-65 serviceability features include a swing-out radiator, top hood and side doors that allow access to all sides of the engine compartment, including filters and other daily checkpoints. The unit’s cooler swings out with the door, giving operators total access for easy cleaning and improved machine performance due to the cleaner cooler.

To improve the draining process, ASV included drain plugs on all service items, including drive motors, the hydraulic tank, radiator and the engine oil pan. The plugs are within reach and do not require the oper-

ator to remove the tracks to reach them. The RT-65 features easy-to-access spin-on, frame-mounted filters for single-wrench service, rather than hose-clamp-mounted filters. As well, zerk fittings on the end of all pins simplify greasing.

In addition, the machine features a direct-drive pump, eliminating the labour-intensive belt servicing that comes with belt-driven pumps.

Steel sprocket rollers

The RT-65 also includes steel sprocket rollers that are replaceable individually, saving both time and cost compared to other machines that may require replacement of the entire sprocket.

The RT-65 is equipped with a turbocharged 67-hp Deutz 2.2-litre diesel engine, which produces 184 foot-pounds of torque that the drive motors transfer to ASV’s patented internal-drive sprockets. Internal rollers reduce friction loss in the undercarriage, resulting in maximum power being transferred to the track regardless of drive speed. The Tier 4 Final engine requires no regeneration, exhaust sensors or diesel exhaust fluid.

ASV built the RT-65’s auxiliary hydraulic system with 3,300 psi of auxiliary pressure and 84 litres per minute standard flow. The company also offers an optional 103 litre per minute high-flow system for more demanding attachments, such as trenchers, milling attachments, landscape rakes and augers.

The hydraulic system features large line sizes, hydraulic coolers and direct-drive pumps, transferring more flow and pressure directly to the attachment.

The direct-drive pumps optimize performance over belt-driven pump systems, allowing the machine to efficiently run attachments.

The RT-65 features a rated operating capacity of 873 kg and a tipping load of 2,495 kg. It is 1.67 metres wide and has a 3 metre lift height. Standard joystick controls make operation easy and intuitive, while a self-levelling system allows attachments to stay at a set position while lifting. Operators can use the unit with all standard attachments.

Posi-Track

ASV manufactures its loaders with its patented Posi-Track undercarriage. The system allows customers to use the RT-65 as an all-season, all-weather machine with maximum control, flotation, traction and pushing



power in steep, wet, muddy and slippery conditions. The system features a flexible rubber track with internal positive drive sprockets to provide superior traction and track life. The open-rail and drive-sprocket design results in increased sprocket and bogie life along with easier and faster undercarriage cleaning. All of the wheels are exposed in the undercarriage, allowing material to spill out, reducing the risk of abrasive material getting trapped and wearing away at components. In addition, the RT-65 contains 12 contact points per track and 38-cm-wide tracks,

equalling a ground pressure of 4.3 psi.

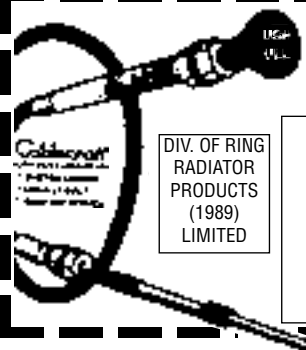
The RT-65’s many contact points and guide lugs also virtually eliminate the risk of track derailment.

The dedicated frame for the RT-65 results in a 32-cm ground clearance. This allows the unit to travel over logs, stumps, rocks and other obstructions with less risk of getting hung up. The purpose-built chassis also provides a 37-degree departure angle, decreasing the risk of the machine getting stuck when starting to climb a steep hill.

The Posi-Track system

also contributes to operator comfort. The RT-65 features a suspension system made up of two independent torsion axles per undercarriage, allowing for a smooth ride over every type of terrain and speeds as fast as 18 km per hour.

ASV customers can choose from several options to further improve the RT-65’s comfort and performance. Optional 41-cm-wide extreme terrain tracks lower the machine’s ground pressure to 3.9 psi while a smooth turf track allows minimal risk of damage during operation on highly manicured surfaces. 



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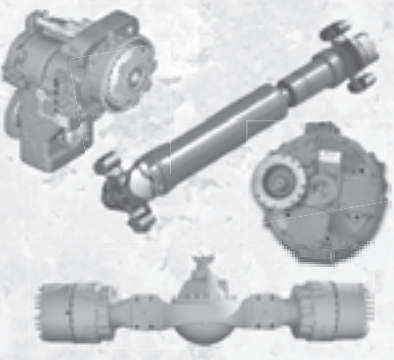
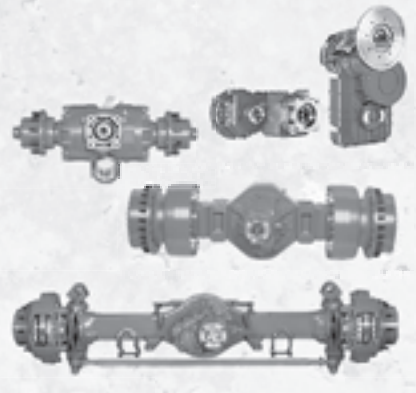
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2012 Volvo EC160DL, 2400 hours, dozer blade, hyd. coupler, triple grouser pads, heated air suspension seat, 1 pump double acting hyd., RV camera, A/C, pilot control pattern changer. **\$110,000**



2011 Volvo EW180C, 2100 hours, aux. hyd., coupler, 36" bucket. **\$165,000**



2013 Volvo EC140DL, 2550 hours, 36" bkt, coupler, hyd. thumb, rear camera. **\$126,500**



2006 Volvo EC240, coupler, thumb, full piping and hyd., extra work lights, 1.5y bucket. **\$49,900**



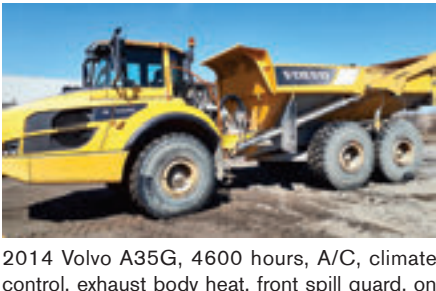
2012 Volvo EC380 DL, 8600 hrs., 36" triple grouser, air susp. seat, O/C, 60" bkt. **\$149,900**



2013 Volvo A40F, 6100 hours, exhaust body heat, front spill guard, tailgate, colour RV camera, heated RV mirrors, extra work lights, warranty remaining. **\$349,000**



2014 Volvo A40G 3770 hours, rear vision, heated mirrors, tailgate, air ride KAB seat. **\$475,000**



2014 Volvo A35G, 4600 hours, A/C, climate control, exhaust body heat, front spill guard, on board weigh system, colour RV camera, radio w/ blue tooth, tailgate. **\$410,000**



2014 Volvo A25F, 2300 hours, tailgate, camera, heated mirrors, Kab seat. **\$376,500**



2015 Volvo A25G 3300 hours, AC, suspension seat, rear view LCD camera, tailgate, auto engine shutdown, extra worklights. **\$320,000**



2013 Volvo A40F, 7400 hrs, KAB air susp. seat, rear camera, tailgate, newer tires. **\$255,000**



2015 Volvo A25G, 4100 hours, AC, suspension seat, rear view LCD camera, tailgate, auto engine shutdown, extra worklights. **\$272,900**



2014 Volvo A40G, 2900 hours, rear vision, KAB air ride, tailgate, auto engine shutdown. **\$489,900**



2016 Volvo DD120, 115 hrs, 78", HF 8 amp., adv. compaction, drum spray water pump. **\$230,000**



2014 Volvo L150G, boom susp, limited slip rear axle, 3rd fn hyd., auto lube, rear camera. **\$175,000**



2016 Volvo MC 115 C, 110 hours, cab with heat & A/C, 2 speed, high flow. **\$59,500**



2014 Volvo MTC85 C demo unit, 2 speed, 50 hours, Heat/AC, deluxe package, 72" bucket. **\$66,850**



2016 Volvo MC85C, 80 hrs, heat & AC, boom susp., 2 Speed, 72" low profile bkt. **\$42,500**



EQUIPMENT FEATURE

TRUCKS



Class 6 capability in a Class 5 size

Ford is adding new engines, greater connectivity and smart new driver-assist technology across its commercial vehicle lineup — on everything from the plows that clear streets to the utility trucks that restore power after a storm.

First, Ford has introduced the F-600 Super Duty chassis cab medium-duty truck.

The F-600 delivers the capability of a Class 6 truck — including a maximum GVWR of 9,980 kg — in a Class 5 Super Duty package.

With the F-600, Ford aims to ensure its customers no longer have to choose between a truck that doesn't have enough payload to carry all the tools they need to a jobsite and a truck that's too big.

Updates to Transit, Super Duty chassis cab, medium duty trucks, E-Series and stripped chassis complete the refresh of Ford's entire commercial vehicle lineup that began 13 months ago with the introduction of the 2019 Transit Connect.

The new vehicles debuted at The Work Truck Show in Indianapolis in early March.

"For 34 years, Ford has consistently sold more commercial vehicles every year than any other manufacturer because we listen to our customers then get to work developing the products and

technologies they need," said Mark Buzzell, Ford's director of fleet, lease and remarketing operations. "The updates we're announcing were driven by our customers' focus on improving safety, reducing cost and increasing uptime and productivity. Giving our customers the freshest lineup plus driver-assist technologies and connectivity is a great example of Ford delivering smart vehicles for a smart world."

Connected

All Ford commercial vehicle product lines have been updated with standard modems with 4G LTE Wi-Fi for up to 10 devices to help keep drivers and crews connected while on the job or on the road.

The new Ford Telematics and Ford Data Services are available across the lineup to help commercial customers operate their fleets more efficiently.

Ford Telematics and Data Services enable fleet managers to enhance uptime and asset utilization, optimize running costs, improve driver behaviour and protect their fleets using Ford OEM-grade telematics software, integrating with the company's existing telematics service provider or taking vehicle data directly into their own IT systems.

Smart driver-assist

A single traffic accident can have a serious impact not just on the drivers and passengers involved, but on a fleet's bottom line. Automatic emergency braking can help drivers avoid or mitigate collisions in some cases. It is standard on 2020 Transit and 2019 Transit Connect and available across the rest of Ford's commercial vehicle lineup.

As well, additional elements of Ford Co-Pilot360 technologies will become available on Ford commercial vehicles for the new model year.

For F-650 and F-750 medium duty trucks, plus E-Series and F-53 and F-59 stripped chassis, traction control, hill start assist and auto headlamps are standard. Optional elements on these lines include adaptive cruise control, electronic stability control, lane departure warning, Driver Alert System and auto high-beam headlamps. Super Duty chassis cab adds standard auto high-beam headlamps and available lane departure warning.

7.3-litre V8 engine

Ford's all-new 7.3-litre V8 gasoline engine, which debuted last month in F-Series Super Duty pickups, is also available in Super Duty chassis cab, F-650 and

F-750 medium-duty trucks, E-Series and F-53 and F-59 stripped chassis.

The V8 engine generates more torque and power than the 6.8-litre V10 engine it replaces.

Its compact package provides greater maintenance access for technicians and because it has two fewer cylinders, it also uses fewer parts than the outgoing V10, resulting in less downtime at the shop and lower long-term ownership costs, according to Ford.

Based on decades of commercial engine experience, the engine uses a new cam-in-block, overhead-valve architecture with cast iron block and forged steel crankshaft for durability. Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workload. As well, oil jets cool the pistons under heavy loads.

A proven platform

For customers that need additional payload or need to mount heavier upfits, but don't want to move into a larger truck, the all-new Ford F-600 chassis cab fills the sweet spot between the F-550 and F-650. Although the overall vehicle is the same size as an F-550, the F-600 uses an upgraded driveline and chassis components, as

well as higher-weight rated 19.5-inch tires and wheels to help achieve a higher GVWR. With Ford's choice of gasoline or diesel powertrains and 4x2 or 4x4 drivetrains, the F-600 lets fleets spec the truck they want.

The F-600 will hit the market in early 2020 and be available in mid 2020.

F-600 customers can choose from two engines — the 7.3-litre gas V8 or the third-generation 6.7-litre Power Stroke diesel.

An all-new 10-speed TorqShift automatic transmission is available across all engines with available live-drive power takeoff provision with up to 300 foot-pounds of torque.

Transit is significantly updated for 2020 to make it more capable and easy to drive. Upgrades include two all-new engines with a new standard 10-speed transmission.

Exterior updates include an available power sliding door for Transit cargo van and passenger van, as well as three new grilles. Interior accommodations are upgraded with new fabrics, a new instrument panel and available 20 cm touchscreen with SYNC 3.

F-650 and F-750

Offering a choice between the new 7.3-litre gas engine

and 6.7-litre Power Stroke V8 diesel allows customers to spec the performance, efficiency and cost benefits based on their needs. Both engines are paired to Ford's six-speed TorqShift heavy-duty automatic transmission.

An updated instrument panel includes a new steering column, wheel and cluster, while new standard AM/FM stereo radio with Bluetooth functionality and USB ports makes getting in the cab and driving the new F-650 or F-750 as familiar as driving a Super Duty pickup.

Production of model year 2021 F-650 and F-750 begins in early January 2020.

E-Series evolution

Available in cutaway and stripped chassis models, E-Series is getting an update with new content for 2021. An updated interior features a refreshed instrument panel including new cluster, steering wheel and standard AM/FM stereo radio with Bluetooth functionality and USB ports. A new upfitter interface module provides a more seamless experience with installed equipment.

Two engine calibrations for the all-new 7.3-litre V8 engine lets E-Series customers choose the ideal horsepower and torque application for their needs. 

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AMTA opens safety training facility

The Alberta Motor Transport Association (AMTA) has officially opened its state-of-the-art safety training facility at the Edmonton International Airport (EIA) site.

The facility will function as a commercial transportation hub for safety training and development, as well as research and technology innovation.

The centre will also play a key role in strengthening education for commercial drivers across the province.

According to AMTA President Chris Nash, the facility demonstrates the industry’s commitment to continuous improvement for the commercial transportation industry.

“For the AMTA, road safety is paramount. We are confident that this facility will help to improve commercial driver’s skills and enhance road safety for all,” Nash said.

In addition to numerous classrooms specifically designed for driver education, the facility also includes a five-acre training track designed to give drivers comprehensive real-life road experience and vehicle-use training. The site is also home to two simulators where drivers will be able to experience different road and travel challenges.

“We are extremely pleased with the priority that AMTA continues to place on road safety,” said Brian Mason, Minister of Transportation for the Government of Alberta. “We are confident that by strengthening opportunities for commercial drivers to learn and improve we will be making our roads safer.”

The facility and training track are on seven acres of EIA land forming part of Airport City. AMTA has reserved 13 adjacent acres with plans to expand the facility as the AMTA continues to evolve.

Tom Ruth, EIA CEO welcomes the AMTA to its location. According to Ruth, the facility is a “welcome addition” of the Alberta Aerospace and Technology Centre at the EIA Airport City and the simulator represents a third addition to simulator equipment housed at Airport City.

The Alberta Motor Transport Association is a not-for-profit, advocacy and safety training association functioning as the voice, the standard and the resource for commercial transportation in Alberta. For more than 80 years its work has encompassed a broad range of environmental, social, economic, safety and compliance matters that impact Alberta’s highways. 

Cemen Tech expands Accu-Pour capabilities

AP Office and AP Mobile are cloud-based solutions that provide concrete producers with intelligent mixers.

Cemen Tech has introduced AP Office and AP Mobile, a new set of tools in its Accu-Pour technology suite available for volumetric concrete mixers.

AP Office and AP Mobile are an all-new cloud-based productivity solution that provides users with a complete view of their concrete business operations.

The Accu-Pour technology suite is designed to make an impact on operations of all sizes, giving its users more control over their business.

AP Office

AP Office is a front-end solution for scheduling, dispatch and fleet management functions.

Utilizing the latest in telematics technology, the software allows business owners to keep track of the status and location of each mixer in their fleet in real-time. AP Office also documents and stores all key mixer production statistics, which allows users to make accurate real-time business management decisions.

AP Mobile

Designed for mobile devices, AP Mobile allows users to wirelessly send and receive production data between AP Office and the mixer, as well as view real-time mixing parameters. Once a pour is complete, final job data syncs automatically with AP Office.

Traditionally, communication with a mobile concrete mixer flowed in one direction — from the unit back to the office typically in paper form. Now, with both AP Office and AP Mobile working jointly in real-time, information goes to the unit and then directly back to the office.

After an order is placed, dispatch enters the job parameters into AP Office. AP Mobile then receives those parameters and wirelessly sends all information to the mixer. The operator completes the pour, while all production data is automatically sent back to AP Office for analysis.

AP Office also simplifies assignments and orders by allowing users to create one order, then divide it into multiple trucks if needed and still track under a single job. With smart scheduling, users know where their fleet is at any time, where they’re headed next, and if adjustments are needed before the next job begins.

“This year, Cemen Tech celebrates its 50th year in business, so the timing couldn’t be better for us to announce the latest in the Accu-Pour tech suite to move our industry forward in big steps,” said Cemen Tech President and CEO Connor Deering.

“The continued development of our Accu-Pour suite with the new AP Office and AP Mobile modules shows our commitment and leadership in developing the most innovative and advanced volumetric concrete production solutions for the industry. AP Office is not limited to only Cemen Tech equipment, it can be used by anyone who owns a volumetric mixer.”



Real-time data

Thanks to a nearly endless stream of real-time data, Accu-Pour acts as a business partner. This partner presents known and unknown information, allowing managers to control and run the business based on current and precise data.

Analysis isn’t limited to real-time as all data can be custom exported to many popular accounting programs. 

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LOOKING BACK

TRUCKING



Pictured here in 1957 is a newly delivered Autocar float tractor and Canadian-built King float trailer at work on its maiden run for the Ontario Hydro Electric Commission.

One of only six built for heavy hauling, this Autocar tractor was equipped with a six cylinder Cummins NTO diesel engine of some 262 hp and was geared to 56 km.

Equipped with 12:00x24 steer tires and 14:00x24 drive tires it was not quick, but easily able to handle the large hydro transformers.

The King Trailer plant, located in Woodstock, Ontario, built the float trailer to a rated load of 113 tonnes.

However, the float was upgraded by King to 136 tonnes to accommodate larger transformers and boilers. It also moved components during construction of the Bruce Nuclear

Plant in the 1970s.

In action until 2004, the Autocar and King float were donated by Ontario Hydro to the Bruce County Heritage Association for preservation.

It is currently displayed at their Paisley, Ontario show site — a true Heavy Hauler of the era.

To see more than 60 restored pieces of vintage construction equipment in action, be sure to attend the Historical Construction Equipment Association (HCEA) Canada's 2019 events, including the Wheels and Tracks Event to be held June 8 & 9 at the Simcoe County Museum near Barrie, Ont.

HCEA Canada is a Proud Community Heritage Partner of the Simcoe County Museum..

“ Furthermore, they keep on getting better and better.”



Jeremy Root (son), James Root (owner and Dad) of Root Enterprise, Jesse Root (son) and Steve Brown, sales specialist for Bobcat of Stratford, stand amongst their fleet of Bobcat machines (aka, Mini, Tucker, Max, Taz and Brutus).

In the beautiful little town of Sebringville, Ontario, you will find Root Enterprises. They have served Stratford and its surrounding areas for over 26 years offering excavation and hauling services. They also provide services such as drainage/ waterproofing, trenching, laser grading, post holes, sweeping, concrete breaking, bridge work, etc.

The owner, James Root, started in the industry doing concrete finishing. When working for another company, James had many ideas to add growth and efficiency to the company. His employer at the time rejected his ideas, telling him “you are a finisher, not a dirt mover”. Unbothered by this, James started doing side jobs and before long he decided it was time to go out on his own and start his own company.

When looking for his first machine, he found that



Dan Brown, owner of Stratford Farm Equipment (Bobcat of Stratford), was the only dealer that took him seriously and was willing to help him get started. The first Bobcat® machine he purchased was a 543 skid-steer loader. His next purchase was a 331 compact excavator with the best of the best features at the time, including heat and A/C. “With 6900 hours on it, it never had anything go majorly wrong with it. We then made the switch from tire machines to tracks and will never go back”, stated James.

They now have a T110, T650 and T770 compact track loader, and an E35 and E63 compact excavator. They also have many buckets, a sweeper, laser grader, breaker and auger to name a few of their many attachments. Bobcat has a lot of attachments to choose from and they are built tough. Their breaker just got rebuilt after 15 years. They never even broke a tip. “Furthermore, they keep on getting better and better,” said James. “Things like improved ventilation around your feet, ride control, 2 speed, deluxe instrumentation panel with integrated keyless start and the drive motor oil being easily accessible without the need to remove tracks. These Bobcat machines do even more than they should be able to.”

Both his boys Jesse and Jeremy work for the

company as well. Jesse runs the excavators and Jeremy runs the skid-steers and dump truck. When they were asked what the one thing is you like best about the Bobcat machines, Jesse answered “100% reliable” while Jeremy answered “comfort; it’s a huge deal!”

“Both Dan and his son, Steve Brown, have treated us extremely well and take good care of us. We have been working with Steve for 7 years now and he has been very easy to deal with. The service/parts department at Bobcat of Stratford have been terrific too. They teach us things so we can do regular maintenance on our own. Otherwise, they come to us or our jobsite to do the work. They have lots of parts in stock and they never leave us hanging,” stated James.

Thanks James, Jesse and Jeremy



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The Mack Granite is available with several engine options.

Mack Granite now includes standard shock absorbers for Auxiliary Axles

Mack Trucks' factory-installed auxiliary axles on Mack Granite models now feature standard shock absorbers for improved ride comfort, durability and tire life. Mack made the announcement at the Work Truck Show in Indianapolis in early March.

By absorbing and helping reduce excessive vibrations, the shocks help improve durability of the auxiliary axles and the complete vehicle.

They also help prevent uncontrolled axle hop and

increase auxiliary axle tire life, cutting tire costs for customers. The smoother operation also reduces vibration transferred to the cab to improve driver comfort.

"Mack's factory-installed auxiliary axle options offer an integrated solution that improves lead time to customers who need to meet stringent bridge laws," said Tim Wrinkle, Mack Trucks construction product manager. "And now, with standard shock absorbers, we're lowering those customers' total cost of ownership, while improving the everyday comfort of their drivers."

Mack auxiliary axles feature Huck Bolt installation for added durability.

The auxiliary axles are factory aligned and their operation is fully integrated. In addition to laser-engraved axle up/down switches on the dash, operation of the axle is preprogrammed to raise when reverse is selected and during key-off.

Mack's auxiliary axles with standard shock absorbers are available on Mack Granite axle forward and axle back models. Available in multiple configurations to meet a wide variety of customer

applications, the Mack Granite is available with several engine options including the 11-litre Mack MP7 and the 13-litre Mack MP8. The Mack mDRIVE HD 13-speed automated manual transmission is standard.

The 13-speed mDRIVE HD improves job site startability, while maintaining on-road fuel efficiency.

For Mack Granite models, a commonly used switchgear has also been relocated and placed within easy reach of drivers, while new Mack seats were designed in partnership with Sears Seating.

Mack also recently introduced the Parameter Plus package for Mack Over The Air. The remote programming solution allows for remote software updates and the setting of vehicle parameters.

The new update enables customers to make up to 50 parameter updates per 12-month period on all model year 2018 and newer Mack vehicles equipped with Mack GuardDog Connect.

Previously, customers were able to make just two parameter updates per year as part of their Uptime contract subscription. 



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Daimler Trucks acquires majority stake in Torc Robotics

Daimler Trucks and Torc Robotics are partnering in a one-of-a-kind combination to commercialize highly automated trucks.

Going beyond an OEM/supplier relationship, the companies signed an agreement for Daimler Trucks to acquire a majority stake in Torc Robotics for an undisclosed sum.

“Torc is not a start-up, but one of the world’s most experienced companies for vehicle automation. Torc takes a practical approach to commercialization and offers advanced, road-ready technology, plus years of experience in heavy vehicles. Torc’s Level 4 system has been shown to operate well for both urban and highway driving in rain, snow, fog and sunshine,” said Roger Nielsen, CEO of Daimler Trucks North America (DTNA), which includes the Freightliner brand.

As part of the agreement, the Torc team will work closely with Daimler Trucks’ developers, particularly with the research and development team of Daimler Trucks North America in Portland, Oregon.

Torc will continue to develop its Asimov self-driving software and testing at its Blacksburg facility. At the same time, DTNA will focus on further evolving automated driving technology and vehicle integration for heavy-duty trucks

at its Automated Truck Research and Development Center in Portland. The DTNA team is working on a truck chassis suited for automated driving, particularly the redundancy of systems needed to provide the maximum level of reliability and safety.

Under the agreement, Torc will remain a separate entity retaining its name, team, existing customers and facilities in Blacksburg.

The partnership with Daimler Trucks will enable Torc to expand its team significantly, engage into the trucking market and service its growing customer base in other markets.

Founded in 2005, Torc has integrated its self-driving solutions on ground vehicles ranging from SUVs to 300-ton mining trucks.

The company employs around 100 people.

Torc has tested its on-road and traffic capabilities in demo self-driving cars that successfully logged robotic testing in more than 20 states while operating on both public roads and closed courses with zero accidents.

The testing included a coast-to-coast trip across the United States and extensive driving in densely-packed streets such as those located in Las Vegas, Nevada. Torc’s inclement weather capabilities were featured at CES 2019.



Daimler Trucks North America CEO Roger Nielsen shakes hands with Torc CEO Michael Fleming.

“Bringing Torc Robotics within the Daimler Trucks family creates a unique and powerful team of innovators to put highly automated trucks on the road.

Daimler Trucks and Torc Robotics complement each other perfectly in terms of resources, expertise, and skill sets. We are forming the ideal combination between Torc’s expertise on agile software development and our experience in delivering reliable and safe truck hardware,” said Mar-

tin Daum, member of the board of management at Daimler AG, responsible for Trucks and Buses.

“Together, we will provide a sustainable way for our customers to meet the ever-growing freight demand and benefit both the economy and society.”

Level 2 automated

With Active Drive Assist and Detroit Assurance 5.0 with Active Lane Assist Daimler Trucks is the first to bring partially automated driving

features into series production.

The new system can independently brake, accelerate and steer. Unlike systems that only work above a certain speed, Active Drive Assist/Detroit Assurance 5.0 make partially automated driving possible in all speed ranges for the driver, also another first in a series production truck.

The active lateral and longitudinal assistance package is powered by a new state-of-the art radar and camera fusion system. 📺

Thunder Creek expands its multi-tank diesel hauling platform



Thunder Creek’s multi-tank diesel platform now includes a medium duty truck body.

Thunder Creek Equipment has expanded its multi-tank platform of diesel fuel hauling solutions to include a new medium-duty truck body.

The new Multi-Tank Upfit can haul bulk diesel on the road without requiring a commercial driver’s license (CDL) or HAZMAT endorsement.

Each truck is outfitted with eight independent 435 litre tanks, for a total capacity of 3,483 litres, which are only connected when a common manifold is opened at the pumping

station.

“This is the natural evolution of the multi-tank concept, allowing contractors, heavy equipment owners and fuelling services to haul diesel in the platform that makes sense for their business,” said Luke Van Wyk, vice president of sales for Thunder Creek Equipment. “This will allow fuel to be delivered in the field by trusted employees without requiring a CDL or HAZMAT endorsement.”

The new Multi-Tank Upfit is currently compatible with the Ford F550 chas-

sis. Thunder Creek plans on engineering the body for additional Class 5 and Class 6 trucks.

The rear utility box of the new design contains the diesel pump and the manifold system.

Options include a variety of meters for measuring, security and tracking, numerous reel options and lengths, a powerful 4-micron filter to ensure greater fuel quality, and colour schemes that match what is available with the Thunder Creek line of fuel and service trailers. 📺

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ON THE MOVE

NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

Kevin Fox honoured by IEDA

The Independent Equipment Dealers Association (IEDA) recently held its annual meeting and expo in Orlando where Kevin Fox of the Ontario-based Dewitt Equipment Company was honoured for his leadership and service.

Fox was the first Canadian nominated to the role of IEDA president in 2016, after serving for a year as director and then the following year as vice president.

Fox has held the role of IEDA president for the past three years, and will now hold the role of IEDA past president, an active role in the organization.

"Kevin has been a great asset to the IEDA in the last five years, and his level-headed approach to problem solving and decision making bodes well around the boardroom table," said IEDA executive director Kristen Williams.

"I have learned a great deal from Kevin during his tenure with the board, and look forward to his continued insight in his role as past president."

The IEDA is a support network for independent used heavy equipment dealers worldwide, and Fox's experience in the heavy equipment industry made him a great candidate to serve on the IEDA board of directors.

Fox began his career in the equipment business as a contractor.

He started with Case Power & Equipment in 1982, where he worked as a sales rep for 18 years. In 2000, he joined a local Caterpillar dealer as a tractor sales rep and worked his way to the role of branch manager for Orillia and Peterborough. Through the years, Fox developed a reputation for integrity and straight dealing. In 2011, he left Cat to join Matt Dewitt and start Dewitt Equipment Company.

"We found and joined the IEDA with the express intent of safeguarding our new business and our customers," Dewitt said. "The IEDA has provided us with a vetted, professional network of quality equipment dealers across the United States, Canada and overseas."

During Kevin's service and time spent with the IEDA, the group enhanced both of its online websites at iedaused.com and iedagroup.com. The IEDA exhibited for the first time at ConExpo in 2017, and will plan to exhibit at the industry conference again in 2020. In addition, the IEDA added a Sponsor Level Affiliate program in 2017, allowing OEM dealers and auction companies to affiliate with the group at



Kristen Williams and Kevin Fox

a formal level, and has since brought on fourteen sponsor level companies.

Moving into 2019, Luke Brenner with Heavy Equipment Co. will take the role

of IEDA president as Kevin Fox takes the role of past president. Fox will continue to participate in board meetings and decision making throughout 2019.

Shear Power welcomes Brian Howorth

Brian Howorth may be new to Shear Power, but with nearly 40 years in the construction industry, he is a well-seasoned addition to the company.

Howorth began his sales career working at Glenlion Industries where he spent eight years working alongside his father John Howorth. After this, he spent the next 23 years selling John Deere equipment with Truck & Tractor, then moved onto Ontrac and finally Nortrax.

"We have a new fully equipped 10,000 square foot repair facility, and the staff to exceed our customers' expectations and that's important to me," Howorth said.

With more than 30 years of involvement selling heavy equipment in the Toronto area, Shear Power is keeping Howorth in his element as the new GTA territory manager.

Shear Power's focus on customer satisfaction, was a large motivator for the move, according to Howorth.

Terex names new global sales director

Lee Maynard is the new global sales director of tower cranes at Terex Cranes.

Maynard was previously the Terex Cranes director of sales Europe and Russia in the mobile cranes business.

He also serves as the general manager for the United Kingdom and Ireland, and will continue in this role until a successor is found.

Maynard will be based from the Schaffhausen Terex Global office in Switzerland and in his new role, will develop long-term strategies and identify growth opportunities in the global tower crane market with the objective of increasing the company's worldwide market share and profitability.

In addition, Maynard will be taking over management duties for the global Terex Tower Cranes Sales Team in Europe, Middle East, Africa, Russia, North America, East Asia, Australia and New Zealand.

A qualified engineer, Maynard has been with Terex Corporation since 2001 as a result of the acquisition of German crane and excavator manufacturer Atlas, and since then has been in a number of pos-



Lee Maynard

itions of increasing responsibility. After switching from engineering, Maynard was a regional sales manager for Terex Construction, and in 2010 became the UK and Ireland general manager for mobile cranes.

In 2012, he assumed responsibility for the European sales and service organizations for mobile cranes as part of the management team.



Mani Iyer joins LiuGong North America

LiuGong North America (LGNA) has announced Mani Iyer as its new president, effective Feb. 1.

Iyer has already visited LiuGong's China headquarters, meeting senior executives, who assisted with the transition into the company.

"Mani Iyer's track record in the equipment industry and his commitment to personal and professional growth is impressive," said LGNA Chairman Kevin Thieneman. "His ability to deliver business growth, his passionate and decisive management, and his belief in corporate and employee responsibility will be a perfect fit at LiuGong. We are very pleased to have Mani join the LiuGong team."

In the first week serving as president, Iyer attended the AED Summit in Orlando, meeting with LiuGong's North American dealers, prospective new dealers and other business partners.

"We have a passionate organization and growing dealer representation across North America," Iyer said. "They exemplify what we stand for – passion, partnership and growth. We have a lot to do and I am looking forward to a delightful year ahead."

Prior to joining LiuGong, Iyer served as president and CEO of Mahindra Americas, where he led the nearly unknown brand to a "top 3" position in the North American market. Iyer brings more than 26 years of multidisciplinary and multicultural achievement while serving in a wide variety of leadership positions in North America, South America and Asia.

His areas of expertise include international equipment sales and marketing, business strategy and development, product management, supplier development, supply chain management, product support and service, manufacturing and quality assurance. Iyer was honoured as the first-ever Mahindra Auto & Farm Sector Hall of Fame Recipient for Sustained Outstanding Performance through 2017. He has also served in many professional affiliations including AEM, IAC, OFI, CII USIBF, SAE, EPA and CARB.

Iyer earned his MBA from the University of Houston, has a Post Graduate Diploma in Foreign Trade from World Trade Centre Mumbai, and a Bachelor's Degree in Automobile Engineering from Bombay University, India.

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