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JULY 10, 2017

ISSUE
9

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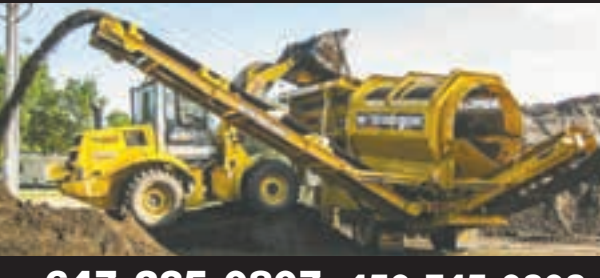
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EJ

FEATURED STORIES

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LETTER FROM THE EDITOR

Since accepting the editor role at Equipment Journal, I've frequently fielded the question "what do you know about heavy equipment?" from friends and colleagues.

At first glance, my answer was a firm "absolutely nothing."

However, the more I thought about it, the more I realized cranes, excavators and graders helped build many of the stories I've penned throughout my nearly 15-year career.

My first job in journalism was based in Iroquois Falls, a small community near Timmins, Ont. with an economy that relied almost solely on the forestry industry.

From there, my career took me to the Quinte Region where construction at CFB Trenton, as well as numerous infrastructure projects, often graced the front page.

During my four years at

the Orangeville Banner, proposed quarries and gravel pits were a recurring topic of discussion, protest and environmental analysis.

Most recently, I worked as an associate editor of several magazines covering restaurants and hotels.

While few subjects seem further from heavy equipment than the hospitality industry, I attended my fair share of ceremonial shovels in the ground and ribbon cuttings in front of new structures.

My point is that construction projects, and the machines used to finish the job, find their way into nearly all aspects of the news.

While I may not have a firm grasp (yet) on the technical aspects of the equipment, I understand the contribution these machines — and the people that operate them — make to building communities throughout Canada.

Bill Tremblay // Editor
editor@equipmentjournal.com

On that note, I want to hear from you, as I believe the success of any reputable publication is based on two-way communication, regardless of its focus or theme.

Whether it's a compliment, critique or news tip, feel free to contact me at bill@equipmentjournal.com or by phone at 416-459-5163.

Also, I encourage you to tag us in your posts on Facebook and Instagram @EquipmentJournal, or on Twitter @EquipJournal.

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John Deere's Grade Pro light

The new 620G and 622G tackles weight and fuel efficiency

New additions to John Deere's Grade Pro Series are designed for cities, townships and contractors that prefer lighter and more fuel-efficient graders on the job.

The 620G and 622G are equipped with the fuel-efficient Final Tier 4 6.8L John Deere diesel engine with 215 hp and 225 hp, respectively. The generous horsepower, torque and blade pull deliver the power and lugging ability to get through tough spots.

The 620G weighs in at 40,350 lbs., while the 622G weighs 42,060 lbs., making the machines suitable for applications that require a small grader. Eco mode, standard on all John Deere graders, helps optimize fuel usage,

decreasing operating costs by an additional five to 10 per cent, compared to the larger 670G and 672G models.

Luke Kurth, John Deere's Product Marketing Manager for motor graders, explained customers were asking for a light, fuel efficient machine.

"Our G-Series lineup is all about offering contractors and governmental customers the grader of choice," Kurth said.

All Grade Pro models will also see the addition of a dual joystick option along with ripper-stow automation, courtesy lighting and an updated high-resolution reverse camera monitor. The dual joystick option provides intuitive control for operators

who prefer joystick control to the standard antler rack.

"We're enthusiastic about the new dual joystick option as well," Kurth said.

"Now operators and owners can select from the traditional antler rack mechanical controls, interchangeable GP fingertip controls or dual joysticks, whichever they prefer."

As well, the John Deere open-architecture design lets customers employ their favorite brand of grade control system. GP models come factory-equipped with bulkhead connectors, sensor mounts, electrical wiring harnesses, integrated controls and moldboard mast mounts. 



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- Innovation that boosts productivity and efficiency, ultimately improving your bottom line
- Parts and components that ensure long life to maximize your investment
- The commitment of a family business that has thrived in the construction industry for nearly 150 years by keeping promises today – and knowing what customers will need tomorrow

Preparing your machines for the hot summer ahead

By Joe Topia, National Training Manager at Takeuchi-US.

The scorching heat is unforgiving and can be deadly to our machines on the job. While we cannot control the weather, we can prepare for it to help keep our equipment up and running to the best of its ability.

Wear and tear on a machine accelerates in extreme conditions, so preparation for weather is essential. Whether it is extreme cold or heat, working conditions have been proven to greatly impact performance and the longevity of machines. It is important to understand the environment you are working in and follow the operator's manual guidelines.

Proactive approach

Summer is a busy time for construction, so the last thing you or your crew need is your machine breaking down due to the rising temperature.

To ensure you have uptime instead of costly downtime, it is best to create a proactive plan.

First, it is a good habit to do the following on a regular basis:

- Keep your machines clean.
- Keep services up-to-date.
- Correctly grease the unit.

Always check the following before starting the machine:

- All fluids are up to the correct levels.

- Coolant is mixed correctly to your operating environment and temperature. The radiator is clean and free flowing.
- Fan and fan drive belt are adjusted correctly.
- Air flow passages are clean so the machine can exchange the hot air in the engine compartment with cool air from the outside (loader tower needs to be debris free). Without proper air flow the engine compartment can turn into a hot box, trapping the heat.

Extreme heat

When the temperature spikes, the components naturally work harder and can wear out quickly. With this in

mind, it is good to pay close attention to the following:

- The display on your machine to see if it is operating at optimum capacity, especially as the day goes on.
- If the machine is in stressed conditions, try to find some shade to help it cool faster. A stressed unit can be dangerous for the operator and anyone around the machine.
- Let the machine idle before completely shutting down.

- If your machine is equipped with Takeuchi Fleet Management, it is easy to check the engine temperature and catch any irregularities before anything too serious happens.
- Don't forget yourself — it is good to have plenty of liquids available for hydration.

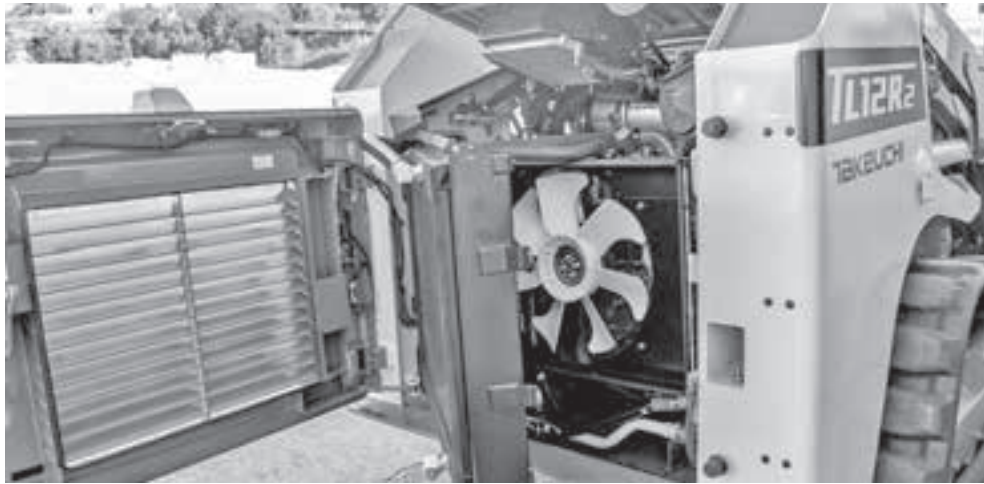
When working with a well-built machine, it is not unusual to take on an indestructible mentality—the idea that, sure we can move that rock as big as a

house, climb straight up the side of the bank, or cross the deep pond or river.

We need to understand the purpose and limitations of our equipment and ensure that we take special precautions for extreme operating conditions.

Remember a machine is a tank with a bucket; if maintained correctly by servicing and greasing regularly, it will hold up to extremely harsh conditions.

A proactive effort will pay off in the long run. **EJ**





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\$239,000

KOMATSU D65WX-17 (2014)

4038 Hours, AC, 6-Way PAT Blade, 30" Pads, MS Ripper, Rear View Camera, Lock Up Torque Converter, Never in Rock



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CAT D6N LGP (2014)

2711 Hours, AC, 6 Way PAT Blade, 33" Pads, Grade Control, Winch is Available, 2012 Model Available



\$305,000 EA.

JOHN DEERE 844K II (2012)

5144 Hours, John Deere Warranty, AC, 7.25 CY Teflon Lined Bucket, Scale, Michelin Tires, Rear Camera, Heated Seat, Well Maintained, 2 Units Available



\$345,000

CAT 980K (2012) - FORESTRY SPEC

8203 Hours - Idle Hours: 3059 - Load Factor: 19%, AC, 3rd Valve, Rear View Camera, Choice of Bucket, 29.5x25 Michelin Tires, Cold Weather Arrangement



\$489,000

CAT 980M (2014)

Unit Delivered New March 2015, 3157 Hours - 1228 Idle Hours, Cat Dealer Maintained, AC, 7.5 CY Bucket, 29.5R25 Tires, Ride Control, Rear View Camera, Cold Weather Arrangement



\$165,000

CAT IT38H (2012)

4155 Hours - Idle Hours: 2030, AC, NEW 20.5R25 Radial Tires, Quick Coupler, 3.75 CY GP Bkt w/BOE, Third Valve, Ride Control, 60" Cat Forks, CAT Dealer Inspected



\$220,000

JOHN DEERE 750K LGP (2014)

John Deere Powertrain Warranty - 3653 Hours, NEW Undercarriage at 3628 Hours, AC, 33.5" Pads, 6-Way PAT Blade, Wired for Grade Control



\$369,000

CAT 725C (2014)

2908 Hours - 1171 Idle Hours, CAT Dealer Maintained, AC, 26 Ton, 6x6, Diff Lock, Tailgate, Rear View Camera, Cat Dealer Inspected, 2 Units Available



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VOLVO A40G (2014)

5154 - 5908 Hours, 43 Ton, AC, Diff Lock, 29.5R25 Tires, Autolube, Rear View Camera, Power and Heated Mirrors, Box Heater, Tailgate, 2 Units Available



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JOHN DEERE 850K WLT (2014)

3894 Hours, AC, 6 Way PAT Blade, 30" Pads, Multi-Shank Ripper, Rear Camera, 1 of 2 Available



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CAT 815F (2000)

11464 Hours, Cab, S Blade with Tilt, Wheel Tip Cleaners, Nice Working Compactor, 2002 Model Available



\$245,000

KOMATSU PC490LC-10 (2012)

5728 Hours, AC, 71" Bucket, 11'2" Stick, 35.5" Pads, Pattern Changer, Rear View Camera, Dual Work Mode, Excellent Work Ready Excavator



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KOMATSU WA500-6 (2008)

13085 Hours - General Purpose Bucket, Good 29.5R25 Tires, Good Running Loader, WA500-7 Models Available



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CAT 816F II (2008)

7532 Hours, Ex-Municipal Unit, Block Heater, AC, Cat Plus Wheels, Striker Bars, Cat Blade, Sold with Warranty



\$325,000

KOMATSU WA500-7 (2013)

5992 Hours, NEW Engine 860 Hours Ago Under Warranty, AC, 7.3 CY GP Bucket, 29.5R25 Michelin Tires, Good Clean Loader, 2015 Model Available

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The Demag AC 300-6

Smaller machine, longer reach

Demag has released its first crane in the 350-ton classification that is equipped with a luffing jib. The new six-axle Demag AC 300-6 all-terrain crane features an 80 metre main boom, which is capable of performing jobs at heights as tall as 78 metres or 74 metres without having to rig a jib.

The luffing jib rigging system is the same as on the AC 350-6 and AC 1000-9 cranes and provides safe and quick rigging.

Demag claims the machine tackles demanding workloads at a lower operational and transport cost by combining long reach with a strong load chart to give operators the ideal fit for efficient work at height or on reach.

The AC 300-6 is ideal for tower crane erection, with a class leading lifting capacity of 16.5 ton on fully telescoped 80 metre main boom.

The crane also includes intelligent motor management system and the IC-1 Plus control system, which provides real time calculation of the lifting capacities and supports operators in safe crane operation.

As well, the machine is equipped with asymmetric outrigger positioning, allowing the AC 300-6 to perform jobs that are usually reserved for larger machines.

The compact design of the Demag AC 300-6 all-terrain crane features a carrier length of 15.3 metre and a width of 3 metre.

The crane is easy to position on the jobsite, thanks to its active all-wheel steering that allows excellent maneuverability in tight spaces, according to the company.

On the road, the Demag AC 300-6 crane meets axle load limits from 13.2 tons to 17.6 tons and travels up to 85 km/h.

As well, it has 800 kg of extra payload capacity for carrying extra lifting accessories. It includes an axle load monitor, displayed on the dashboard, to help customers drive within the road-legal weight.

Like all Demag cranes in

this product family, the AC 300-6 may be configured to comply with the variable axle weight limits in most of North America and many other countries by connecting different types of boom dollies or removing the boom. ■



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- New CAT 420 pin on front buckets, c/w bolt on edge\$1250 ea
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- 420IT front buckets, one like new, one used in very good shape.
- 320 hyd quick coupler, 54" GP bucket, new Cat 60" ditching bucket.
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- Numerous new Cat surplus cutting edges and bucket teeth.

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- Rebuilt IT28B transmission p/n 8P9853\$15,800 exchange
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At Movin' On 2017 in Montreal, Michelin unveiled VISION, its new concept tire that is airless, customizable and both a wheel and tire.

Michelin unveils new VISION at Movin'On

At Movin'On 2017, Michelin introduced VISION, its concept tire, which is a concentration of technologies. This concept tire, which is airless, connected, rechargeable, customizable, and organic, is both a wheel and a tire.

It is inspired by nature, is perfectly integrated into the framework of a circular economy, and embodies Michelin's vision of the sustainable mobility of the future. The materials used, which were both bio-sourced and are biodegradable, minimized the tire's environmental footprint.

"It is as beautiful as the nature which inspired it," said Terry Gettys, Michelin Executive Committee Group member and Executive Vice President of Research and Development.

VISION is the world's first tire that recharges.

With the aid of 3D printers, it is possible to use just the right amount of rubber on the tire and thus extend its life depending on needs, thereby ensuring mobility in all situations.

The tread design is optimized and its depth is reduced in order to reduce its thickness and make the tire more efficient in terms of materials. VISION does away with air, relying instead on an interior architecture

capable of supporting the vehicle, ensuring the solidity of the wheel and thus guaranteeing both comfort and safety. VISION can neither explode nor blowout.

Equipped with sensors, VISION provides real-time information about its condition.

What's more, thanks to Michelin's mobile application, it's possible to simply make an appointment to change the tire's destination, depending on the user's needs.

Michelin also announced that each tire sold in North America this year will be equipped with an RFID tag. The RFID tag gives the tire a unique identification number, which can be read with a scanner.

By 2020, Michelin wants to drive a 20 per cent increase in the revenue generated by our tire businesses. The powerful growth in the global mobility market and the rapid move to urbanization represent opportunities for our excellent energy-saving solutions. By 2020, we want to double the revenue generated by our service activities.

They aim for 360 degree optimization in the management of tires with the goal of reducing their environmental footprint while maintaining safety, productivity and cost controls. **EJ**





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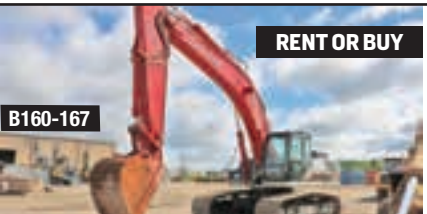
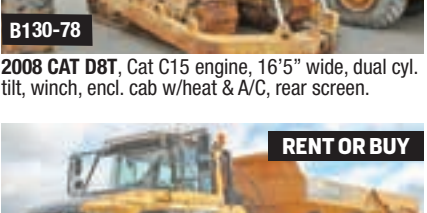
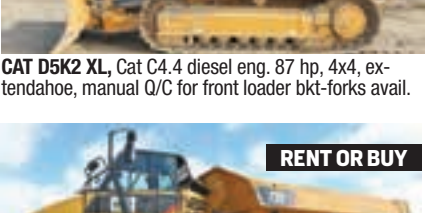
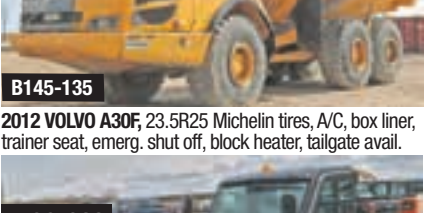
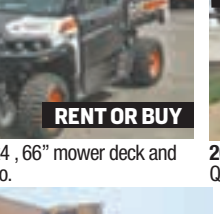
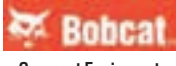
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 \$12,500 B140-29 1987 FORD L8000, 12.5 ton boom truck, Ford eng. 210F-210 hp, Allison auto. trans. MT653, A/C w/air seat.	 RENT OR BUY B145-135 2012 VOLVO A30F, 23.5R25 Michelin tires, A/C, box liner, trainer seat, emerg. shut off, block heater, tailgate avail.	 RENT OR BUY B145-127 2013 CAT 730, 6 wheel drive, body liner, exhaust heated body, operator monitor, air cold weather starting.
 \$109,000 B100-683 2016 BOBCAT E85, 8.5 metric tonne, long arm 15'6" dig depth, cab w/heat & A/C, 36" bucket, steel tracks.	 RENT OR BUY B100-632 2015 BOBCAT 3650, diesel 4x4, 66" mower deck and snow blower, blade attached too.	 RENT OR BUY B200-346 2015 AMMANN ASC130PD, Cummins diesel eng. QSB 4.5 Tier III, 13 ton roller, encl. cab w/heat & A/C.
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In the Iron with Toromont Cat: Fuel saving tips

Toromont Cat produces a podcast called *In the Iron with Toromont Cat*, where they discuss tips, tricks and best practices.

This issue we focus on fuel saving tips, where Construction Solutions Manager Brian Davis shares insider techniques that can save money.

Davis states that aside from the environmental benefits of limiting emissions, fuel accounts for about 35 per cent of a machine's operating costs. Reducing your fuel consumption can generate significant savings in your overall operating costs.

New fuel saving technology

Engine technology has come a long way as new Tier 4 engines feature better fuel economy without losing power.

Davis explains one of the easiest ways to reduce fuel consumption is to use your machine's eco mode feature. While convincing operators and some owners to adopt the practice of using eco mode may prove difficult, Davis explains the feature is worth considering, as not every application requires a full throttle operation. Eco mode coupled with proportionate flow and load-sensing hydraulics gives you just as much power and implements control as you need it with the added benefit of saving you around 20 per cent on your fuel bill.

When operating a bulldozer, Davis suggests eco

mode for finish grading. If operating an excavator, high production isn't always needed and eco mode is an excellent alternative for applications that do not require maximum dig depth or reach.

Aside from carrying a load with an uphill grade, wheel loaders should always use eco mode. Other applications suitable for eco mode include backfilling trenches, fine grading, or in light clearing, grubbing or utility work.

Other fuel saving tips

Ensure your machine is properly maintained at all times.

For instance, ensuring your machine's tires are properly inflated will allow you to avoid an increase in rolling resistance caused by soft tires. Avoiding an increase in rolling resistance will help you burn less fuel.

Also, pay attention to the maintenance of ground engaging tools like the cutting edges and teeth on buckets, as improper care will allow them to lose their effectiveness long before they wear out. Sharp tools will penetrate the material more effectively, ultimately burning less fuel.

Another helpful tip is to ensure your machine operators are adequately trained in running these machines according to the manufacturer's recommendations. Proper training will make your machine operators knowledgeable in employing eco options such

as Auto Engine Idle, which drops your engine r.p.m. to idle when the machine is waiting or has stopped working. When your engine spins at a lower r.p.m., it burns less fuel. Another eco feature that can be used is Auto Engine Shutdown, which shuts off your engine after a predetermined amount of time.

While idle time may not seem like a significant factor to consider, industry experts estimate that idle time can account for 40 to 50 per cent of a machine's run time.

Tips for reducing idle time

Limit your idle time at shut down as most machines only need two to three minutes. Also, turn off trucks while waiting for more than five minutes. Aim to restrict morning warm-ups to three to five minutes; machines don't need a half hour to warm-up during cooler temperatures. Turn your machine off any time it isn't in use, such as during lunch or break times, or employ your machine's automatic shutdown feature, if it is available. 

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Wacker Neuson celebrates its 50th birthday in Canada

While Wacker Neuson is commemorating its 50th anniversary in Canada, the company is celebrating more than the half-century milestone.

In June, Wacker Neuson invited its clients to its headquarters in Mississauga, a relatively new base for the company.

Last year, Wacker Neuson moved into a 34,000 square-foot facility, nearly triple the size of its previous home.

"We wanted to be able to showcase the increased warehousing capacity in the GTA," said Troy Murphy, Managing Director of Wacker Neuson Canada.

The new floor space was acquired to facilitate growth of the company's utility products.

As well, Wacker Neuson now imports compact equipment directly to Toronto, rather than Michigan.

"We needed more space to warehouse locally for immediate demand," Murphy said, noting

the new building will also help accommodate the company's future growth in Canada. "That's what justified a threefold expansion in footprint."

Wacker Neuson's Mississauga headquarters, which is the main distribution hub for east of Manitoba, also recently hosted the company's first Canadian contracted dealers meeting.

New technology

The open house served as an opportunity to showcase new features in the company's equipment roster.

M-Drive, for example, is available on the WL34 and WL38 wheel loaders.

The skid steer-inspired technology allows the operator to manually set RPM, eliminating the need to work both the throttle and inch-brake.

The drive system is designed for applications with highly repetitive tasks and fast cycle times.

"We've introduced a system that will allow you to run the machine at full throttle all the time but still move the loader slowly," Murphy said.

"M-Drive essentially takes a wheel loader and turns it into



Wacker Neuson commemorated its 50th anniversary in Canada by inviting its clients to its headquarters in Mississauga – a new 36,000 square-foot facility the company moved into last year. The open house served as an opportunity to showcase new features in the company's equipment roster.

a mechanism of control that is more similar to a skid steer."

Alongside the M-Drive, customers were able to test drive the 5055e, an electric all-wheel steer loader.

The zero-emission loader creates new opportunities for the vehicle

class, as it allows operators to work inside buildings, tunnels and where noise restrictions are in place.

The machine is a concept that was introduced at Conexpo, but Wacker Neuson is evaluating marketplace acceptance for the 5055e in Canada.

The battery that powers the electric wheel loader provides four hours of continuous use, depending on the workload, which Murphy explained equals a typical workday.

"When you look at the average duty cycle of any loader on a job-site, they don't run continuously 99 per cent of the time," Murphy said.

"They run for 20 minutes and they're off for 20 minutes. So, four hours of continuous run time in an eight or 10-hour workday is a lot." 



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A black and white photograph of four people—three men and one woman—standing side-by-side under a large canopy tent. They are all smiling at the camera. The man on the far left is wearing a light-colored jacket and dark pants. The woman next to him is wearing a light-colored jacket and dark pants. The man in the center is wearing a dark jacket and dark pants. The man on the far right is wearing a light-colored jacket and dark pants. The background shows some equipment and a building.

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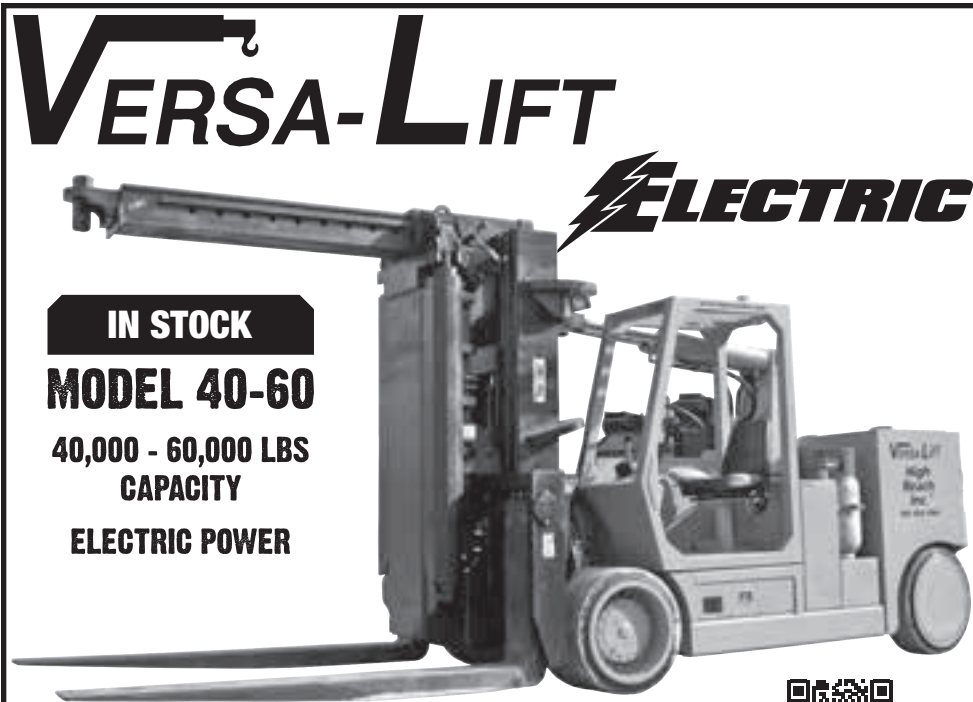
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Blastcrete Equipment introduces mixer with one tonne capacity

The new MX-20MT mixer/pump from Blastcrete Equipment Company provides twice the output of the company's popular MX-10 mixer/pump yet has nearly the same compact footprint.

The machine is designed to give contractors a high-output, easy-to-use unit for ideal productivity on shotcrete and refractory work in a variety of applications, including steel mills, cement plants and petrochemical plants.

It is mounted to a single-chassis trailer for convenience as well as fast and easy transportation, setup and cleaning.

The MX-20MT features a one tonne mixer with a high-speed hydraulic agitator that keeps materials blended and in suspension as it flows to the four-inch swing-tube piston pump.

The pump operates with up to 2,200 psi pumping pressure for consistent installation of as much as 20 tonnes of material per hour.

Customers can vertically pump refractory material in excess of 300 feet and load the hopper with as much as 2,500 lbs. of material.

"To achieve high output often requires a

separate mixer and pump, which doubles transport cost to jobsites as well doubles the setup time," said Blastcrete President Tripp Farrell.

"We resolved these challenges and built a machine that is safe and simple to use."

As the ability to move and

design that attaches to a mixer to contain dust as the mixer fills.

The machine is equipped with a 173 hp John Deere Model 6068HF water-cooled diesel engine.

As well, the MX-20MT features electric braking and

"To achieve high output often requires a separate mixer and pump, which doubles transport cost to jobsites as well doubles the setup time."

- Tripp Farrell, Blastcrete President

set up a unit in tight spaces using a forklift can be essential, the MX-20MT can be set up with a single person, in an effort to save labour and time.

Blastcrete also preserved the popular swing-out hopper in its latest model, providing users with quick cleanup and maintenance.

Blastcrete offers an optional 2,000 PSI hydraulic pressure washer for easier cleanup and an automatic lubrication system to ensure proper greasing of the swing-tube pump.

The MX-20MT is also compatible with Blastcrete's DustAway system, which consists of a bulk bag

lights for enhanced safety when travelling.

Lifting eyes on the platform allow operators to use a crane to lift the machine and place it on a flatbed for travelling longer distances.

Blastcrete offers the MX-20MT with an optional skid-mounted framework that reduces the overall length, width and height of the machine. Blastcrete also offers the unit with electric motors.

The engine on the MX-20MT is placed away from the mixer and receiving hopper to prevent the possibility of thermal transfer that causes refractory materials to set prematurely. ■

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Toromont Cat shines light on new tech

This spring, Toromont Cat opened its dealerships' doors to highlight various technological advancements now available on their machines.

Dubbed Technology Days, Toromont Cat invited its customers to several of its dealerships, from Winnipeg to Cornerbrook, Newfoundland, to explore new features offered by Caterpillar.

"The whole point of what we've been doing is to try and highlight some of the integrated technologies that are now part of our Caterpillar Equipment family," said Brian Davis, Construction Solutions Manager for Toromont Cat. "Each of the product groups have been busy putting different features in the machines."

For excavators, one of the new features available GRADE with Assist, a two-dimensional grading system that is fully upgradable to 3D.

"When you're cutting to grade with the excavator, it will automate the function of the boom and the bucket on the machine," Davis said. "It's a completely integrated system that comes from the factory. That's the big one for excavators."

Cat Production Measurement is another new feature available on excavators,

which allows operators to track load weight in real time via an in-cab monitor.

"We were able to demonstrate that at a couple of our events as well," Davis said.

For dozers, Toromont highlighted Slope Assist during Technology Days, which allows operators to automatically maintain blade angles while grading,

getting them smashed off. It is definitely a big step in machine control."

For wheel loaders, customers were able to test the 972M XE, which is equipped with an advanced powertrain and Cat Production Measurement.

"We kept it pretty broad. We showed a lot of the different families of equipment," Davis said.

"The whole point of what we've been doing is to try and highlight some of the integrated technologies that are now part of our Caterpillar Equipment family."

- Brian Davis, Construction Solutions Manager for Toromont CAT.

through the use of onboard sensors.

Another feature displayed during Technology Days was Grade with 3D, an integrated GPS solution to help control blades. On previous Cat machines, GPS sensors were mounted on the corner of the blade. Grade with 3D moves the sensors to the roof of the tractor.

"There's nothing to set up in the morning, or take down at night. It's much safer than having to climb up on a blade to mount receivers," Davis said. "And without having the stuff on the corners of the blade, there's no fear of

Toromont Cat representatives invited about 60 to 80 tech savvy customers to each of its events.

"The idea was to not just invite the entire customer base," Davis said. "We wanted the people that are interested in technology and have adopted it, or are thinking about adopting it."

Based on feedback from their guests, Davis said he would like to organize more events highlighting Cat's new technologies in the future.

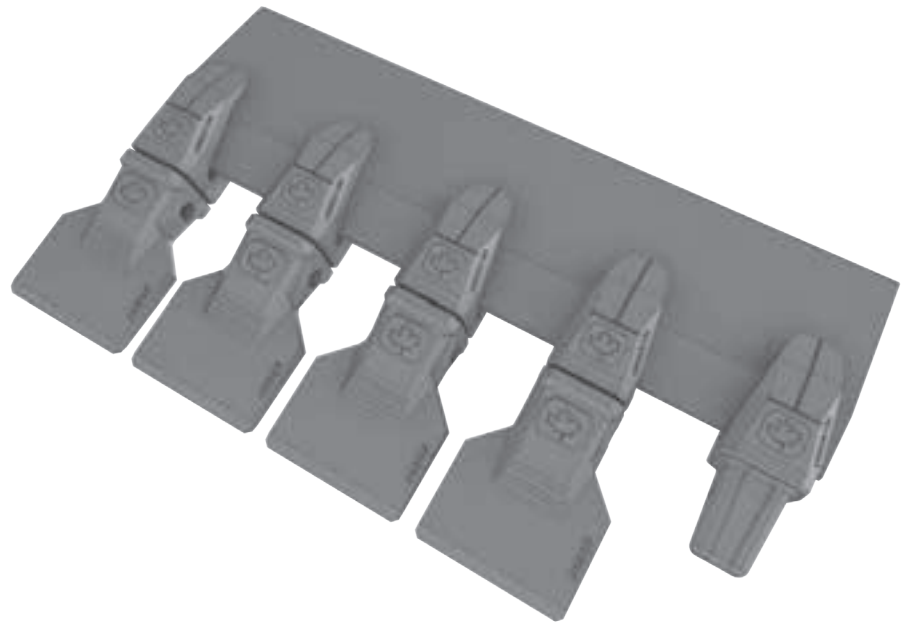
"The technology is mind-blowing when you've never been in the seat before," Davis said. ■

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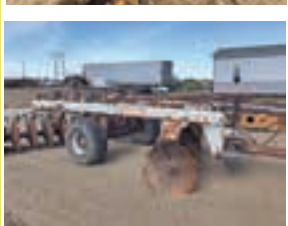
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Manitou Group unveils two new telehandlers

The introduction of two new telehandlers makes Manitou Group the first market operator to offer a rotating telescopic machine with a load bearing capacity of seven tonnes for a height exceeding 20 metres.

Unveiled at Manitou Keynote, the MRT 3050 and MRT 2470 complement a particularly wide range that is suitable for high-rise construction work.

In front of an audience of about 200 people gathered

at the group's headquarters, Manitou Keynote was broadcast on all its social networks and those of its subsidiaries, allowing several thousand internet users to follow the announcement live.

To meet the needs of the European construction market, Manitou created the MRT 3050, which lifts up to five tonnes and has a maximum lifting height of 30 metres. The MRT 3050 combines precision and safety, thanks to easier mainten-

ance access for the operator and stabilizers with a deployment length of up to 6.25 metres.

These are now fitted with a strain gauge system, which ensures accurate and secure detection of the pressure of the stabilizers on the ground. The user can also check the extent of deployment thanks to a dashboard display. Equipped with a two-ratio hydrostatic transmission, the MRT 3050 has a maximum speed of 40 km/h. It

is equipped with a Mercedes 176 hp Final Tier 4 engine.

The MRT 2470 is Manitou's second addition to their product line. With a boom reach of 24 metres for a load-bearing capacity of seven tonnes, the MRT 2470 responds to the needs of heavy high-rise construction.

"In order to provide our customers with the best solutions, we have incorporated many innovations into these models, giving users better



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performance and greater security," said Arnaud Boyer, Vice President of Marketing and Product Development. "Manitou group has initiated a new era of rotating telehandlers".

Like the MRT 3050, the new MRT 2470 benefits from a new chassis. With a new counterweight, this rotating telehandler maintains ideal stability, even with a maximum load at 24 metres.

With its hydrostatic shift-on-fly transmission option, this model allows

the operator to choose between a manual or automatic gearbox. With two ratios, the maximum speed of the MRT 2470 is 40 km/h. Cab access is facilitated with a wider footboard aligned with the cabin. Optionally, the operator has the benefit of an electronic stairway with an extra step that slides out when the stabilizers are deployed, making it easier to get in and out of the cab. The machine can be raised 23 cm when the stabilizers are completely deployed. 

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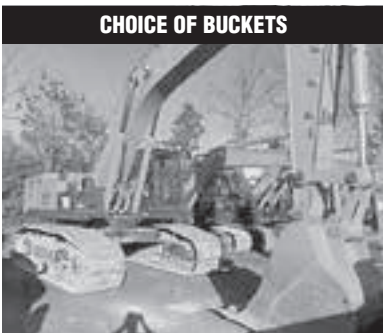
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Cummins delivers roadmap to electrification

Municipal buses will drive the advancement of electrified powertrains.

During a news teleconference from Cummins distribution headquarters in Indianapolis, Indiana, the company's chairman and CEO Tom Linebarger explained demand is guiding which markets will see electrification first.

With a social demand for reduced emissions and noise, transit buses will be the first vehicles to hit the road with electrified powertrains within the company's commercial and industrial scope.

Linebarger added the opportunity for electrification also exists within material handling and underground mining,

due to enclosed spaces where zero emissions are an added benefit.

"That's where we'll see the first moves on electrification, where people will be willing to pay more, or there will be subsidies available first," Linebarger said. "Those will be the ones to drive volume and improvement on technology and development,

which will drive costs for the rest of our applications."

For transit, Cummins plans to release a full-electric powertrain by the end of 2019, and a range-extended electric vehicle will hit the road in 2020.

"Longer term, we believe electrified power will come to all our markets, in one way shape or form, but it may not be tomorrow or next year, despite all the chatter you may be hearing," said Julie Furber, Cummins' Executive Director of Electrification Business Development. "Later, we see trucks, off-highway, mining and forklifts turning to electrification."

The cost of batteries, and other electronic components used in electric vehicle has fallen rapidly in recent years, helping make electric vehicles a reality outside of passenger cars.

"What this means for some of our markets, with the right duty cycles and operational characteristics, is that

electrified powertrains are already becoming economically viable," Furber said.

per cent of its total sales on research and development, that number will climb.

"We believe electrified power will come to all our markets, in one way shape or form, but it may not be tomorrow or next year, despite all the chatter you may be hearing."

However, some of the electrification technology Cummins is developing won't be economically accessible for about 20 years. This year, Cummins launched its Electrification Business Group, to spur development of new electric powertrains. While the company traditionally spends about three to four

Electrification won't consume the entire R&D budget. Cummins continues to develop new technology for diesel, natural gas and hybrid vehicles. Chief Technical Officer Jennifer Rumsey explained the size and weight of a battery for long-haul trucking would be counterproductive, encour-

aging development of other options.

"We are looking at hybridization as a way to achieve efficiency advantages," Rumsey said. "But full electric for a long-haul vehicle, we think that is quite a way into the future."

Linebarger noted emerging technology within Cummins customer base has created a 'critical juncture' for the company.

"We are really excited about the technology changes that are going on in our industry, and what we think we can do with those technologies to serve our customers better," he said. 



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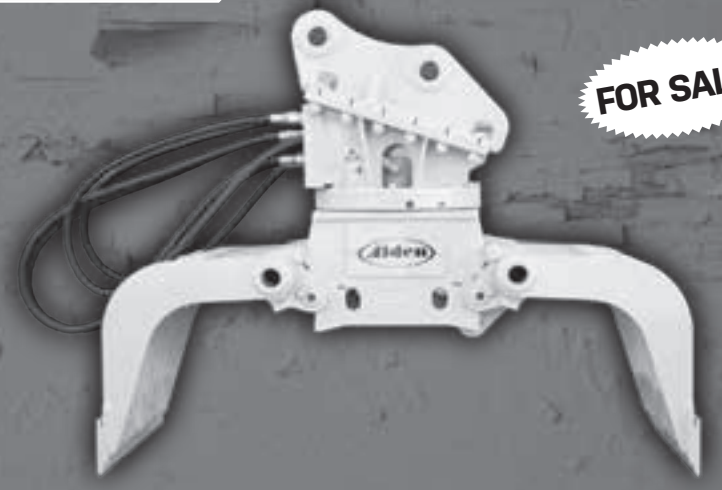
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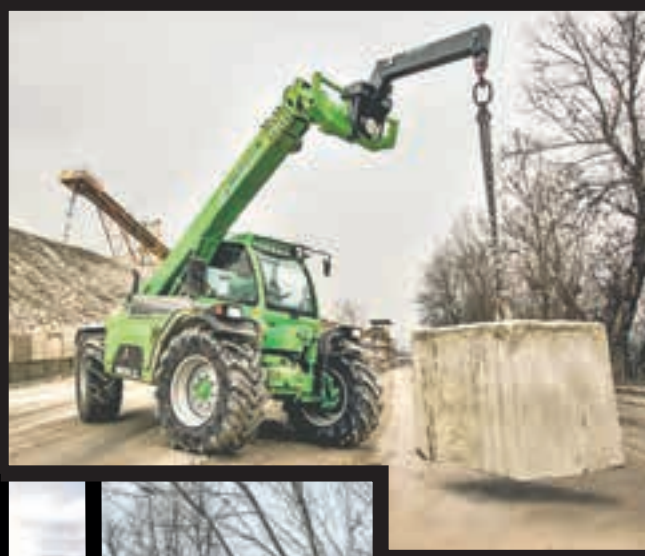
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CAT 416 BACKHOE, s/n 42M-5731, stk# 207-12, for parts.



2006 JCB 212 BACKHOE, s/n 60975304, stk# 212-03, needs engine or for parts.



2006 JCB 212 BACKHOE, s/n E0947378, stk# 212-03, needs engine or for parts.



JCB 212S BACKHOE, s/n SLP212AS3E0938628, stk# 169-12, for parts.



1986/1988 JCB 1400B BACKHOE
Stk# 193-13



JOHN DEERE 310SJ BACKHOE, s/n T0310SJ171767, stk# 199-18, for parts.



2000 JOHN DEERE 410E BACKHOE, s/n T0410EX873597, stk# 189-03, for parts.



2008 MANULIFT MERLO, stk# 226-02, s/n B8576079, for parts.



1987 GROVE 8440G CRANE, 40 ton, TM5300, boom dmg, Cummins power, s/n DR1SS27005DL, stk# 213-07, for parts.



ALLIS CHALMERS HD4



1988 FIAT ALLIS FD7



1985 JOHN DEERE 750 DOZER
s/n 750D318355T, stk# 205-15



2003 CASE 1650 DOZER, s/n HHA260111, stk# 201-03, for parts.



CAT D7 DOZER, s/n79204085, stk# 204-03



MITSUBISHI BD2F DOZER, s/n SLPJS103YE0702792, stk #205-15, runs.



1976 TEREX 82-20B DOZER, s/n 69745 stk# 226-17, for parts..



ALLIS CHALMERS GRADER, stk# 221-02, runs.



1986 CHAMPION 740 GRADER, s/n 740-127-218-17239-86, stk# 215-08, runs.



WABCO 660B GRADER, stk #167-07, snow wing, for parts.



DYNAPAC LP 850P COMPACTOR, s/n 48500188, stk# 195-10, runs.



1994 GOMACO GT3600 CURB & GUTTER MACHINE, s/n MC19019, stk# 200-20 for parts.



1998 CAT GENERATOR, stk# 223-15, s/n 98A-02737-S



2008 MARATHON GENERATOR, no crank shaft, s/n WA5643980308, stk# 219-15.



NEW HOLLAND FX38 FORAGE HARVESTER, s/n 245230002, stk# 215-08, for parts.



2002 CASE 580 LOADER, s/n 011X9XL0, stk# 201-12, for parts.



CASE TRACK LOADER, s/n 1020084, stk# 175-15, for parts.



CAT 941B CRAWLER LOADER, s/n 80H5774, stk# 206-08, for parts.



CLARK 1700B LOADER for parts
stk# 218-04



1976 FIAT-ALLIS 645B LOADER, s/n 16L04806, stk# 219-04, for parts.



2006 HYUNDAI HL770XD-7 LOADER, s/n ON0110302, stk# 205-02.



JOHN DEERE 350 CRAWLER LOADER, for parts.



JOHN DEERE 544E LOADER, stk# 221-13, for parts.



1986 JOHN DEERE 644D LOADER, stk# 165-05, for parts.



1998 JOHN DEERE 744H LOADER, s/n DW7441666040, stk# 211-04, for parts.



2002 JOHN DEERE 744H LOADER, s/n JD744HX580607, stk# 219-18, for parts.



2005 JOHN DEERE 755C CRAWLER LOADER, Series II, s/n LU755CX007255. stk # 194-05.



2003 KOMATSU WA380-5L LOADER, s/n A52038, stk# 207-18, for parts.



KOMATSU WA-75 LOADER, s/n 21499, stk# 218-03, for parts.



TEREX 72-51 LOADER, s/n 9260898, stk# 218-04, for parts.



TEREX 72-51B LOADER, s/n 9260848, stk# 218-04, for parts.



TEREX 7231 LOADER, stk# 218-04, quick attachment, runs.



VOLVO L150E LOADER, s/n L150EV9166, stk# 195-09, for parts.



2008 ASV POSI-TRACK RC-100 SKID STEER, s/n RSD03398, stk# 219-04.



1988 JOHN DEERE 7720 COMBINE, s/n H07720X630650, stk# 228-07, for parts.

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s/n 31035N, stk# 207-13, for parts.



MITSUBISHI FORK LIFT,
s/n 868811, stk # 193-16 for parts.



SELICK FORK LIFT,
s/n 336001502, stk# 195-02, for parts.



2007 CASE CX225SR EXCAVATOR,
s/n DAC857387, stk# 204-12, for parts.



2000 CASE 9050B EXCAVATOR,
stk# 199-11, for parts.



1997 CASE EXCAVATOR,
s/n# JEE0040320, for parts.



CASE 220B EXCAVATOR,
s/n 220059674529, stk# 193-20, for parts.



CAT 235B EXCAVATOR,
s/n 9PC00448, stk #123-08, for parts.



1990 CAT EL200B, s/n 7DF00927, for parts



2006 CAT 314 CCR FELLER BUNCHER,
s/n KJA00198, stk# 194-12, for parts.



2002 CAT 320CL EXCAVATOR,
s/n ANB01237, stk# 165-11, for parts.



1994 CAT 330L,
3306 engine, s/n 5YM00452, stk #236-17



1994 CAT 330L,
3306B engine, s/n 5YM00869, stk #238-04



CAT 330BL EXCAVATOR,
s/n 060R0393, stk #209-20, for parts.



2012 DOOSAN DX 225LC EXCAVATOR,
s/n B0006801, stk# 221-12, for parts.



HITACHI UX60 EXCAVATOR,
stk#222-12, for parts.



1999 HITACHI EX200LC EXCAVATOR
s/n 14C798, stk# 205-03



1996 HITACHI EX270LC EXCAVATOR,
s/n 158-7515, stk# 161-21, for parts.



HITACHI EX300LC EXCAVATOR, electronic load sensing sys., burnt, s/n 1SL7493, stk# 222-04, parts.



1994 HITACHI EX400LC-3 EXCAVATOR,
stk# 223-13, s/n 166-5183, for parts.



HYUNDAI EXCAVATOR,
stk# 203-16, for parts.



2001 HYUNDAI 180LC EXCAVATOR,
s/n EI01FI10442, stk# 228-15, for parts.



2001 JCB JS160 NL EXCAVATOR,
s/n E0702792, stk# 214-15, for parts.



1993 KOMATSU PC220LC, s/n 380137.



1998 JOHN DEERE 653E FELLER BUNCHER,
s/n T0653EX843343, stk# 181-21, for parts.



2001 JOHN DEERE FELLER BUNCHER,
s/n10310028X, stk# 229-13



2005 JOHN DEERE 50D MINI-EXCAVATOR,
s/n 244178, stock# 206-13, for parts.



2008 JOHN DEERE 200D LC EXCAVATOR,
stk #193-08, for parts.



1998 JOHN DEERE 690 ELC EXCAVATOR,
s/n EL543215, stk# 221-14, for parts.



1998 JOHN DEERE 790 ELC EXCAVATOR,
s/n EX015659, stk# 221-11, for parts.



1985 JOHN DEERE 792 EXCAVATOR,
s/n CK0792-L000814, stk# 193-15, for parts.



JOHN DEERE 892 ELC EXCAVATOR,
s/n FF892EX012040, stk#227-22, for parts.



2008 KOBELCO ED195 EXCAVATOR,
s/n YL04U0322, stk# 205-01, for parts.



2000 KOBELCO SK 210 LC EXCAVATOR,
s/n Y007U0352, stk# 161-04, for parts.



KOMATSU PC200LC-5 EXCAVATOR,
s/n 48079, for parts.



1993 KOMATSU PC220LC, s/n 7DF00927, for parts



2006 LIEBHERR 904 EXCAVATOR,
s/n WLH20441K2K027586, stk# 198-16, for parts.



1995 LIEBHERR 912 LITRONIC EXCAVATOR,
s/n X346-0665, stk# 219-18, for parts.



2 LINK-BELT 225 SPIN ACE,
s/n ECAJ37193 & ECAJ50477, stk#229-20 & 21



2003 NEW HOLLAND EC215 EXCAVATOR,
s/n 721645, stk#221-14, for parts.



2010 VOLVO EC160CL, 2,400 hours, stk #231-09.
s/n VCEC160CH00120768



VOLVO EC210CL EXCAVATOR,
s/n 00110257, stk# 201-04, for parts.



2004 VOLVO EW170 EXCAVATOR,
s/n EW170C03543, stk# 167-05.

One size doesn't fit all

Find the right truck and body for your application

By Josh Swank, vice president of sales and marketing for Philippi-Hagenbuch Inc.

Maximizing output and productivity are main objectives for every operation.

For off-highway hauling, volumetric capacity, weight distribution and heaping may limit the productivity of standard truck bodies. To get the most out of a truck, it's important to consider the size and type of equipment used for loading, an operation's haul cycles and the materials being hauled.

Different materials all have varying densities and characteristics that make it virtually impossible to design a single, standard body that's ideal for every application. To optimize output, businesses often turn to custom manufacturers to match materials with truck designs, creating truck bodies that fit their specific operations.

The first step in engineering a truly custom truck body is for the manufacturer to work with the customer to understand the characteristics of the materials being hauled

and then consider how the materials will pile or heap inside the truck body. Typical bodies are designed around a single angle of repose, or the angle of maximum slope at which a heap of any solid material will stand without sliding over itself. For example, coal generally heaps at three-to-one while overburden has a ratio closer to two-to-one.

In a predictive load modeling process, multiple angles of repose are obtained by examining photographs and 3D scans of material as it lies in a truck.

This data is used to simulate a load profile. During the simulation, the load is put into a virtual bed and moved around to achieve optimal distribution of weight and centre of gravity.

Engineers are then able to modify the body design to support load-bearing areas while minimizing steel in areas that don't require extra support.

Angles of repose aren't the only characteristic affecting a truck body's design. Weight plays a critical role for most

applications — and the concerns extend beyond the rated capacity of a truck.

With coal, certain regions of the world have clean coal, which makes it lighter, while other areas have thin coal seams that contain large amounts of impurities and naturally weigh more per cubic yard.

It is not uncommon for generic truck bodies to underhaul by 10 to 15 per cent when transporting coal.

A 200-ton truck, for example, might underhaul 20 to 30 tons per cycle, which adds up to significant shortfalls while increasing transportation costs.

To maximize productivity, the truck body must be designed to achieve the optimal volumetric capacity, carrying enough material to reach the truck's maximum gross vehicle weight rating.

Custom bodies can also be designed to meet unique challenges posed by different off-highway sites.

From tunnels and overhead obstacles to the specific loading equipment and conditions, each of these



Customized haul truck bodies, such as these designed by Philippi-Hagenbuch, can increase productivity by taking into account specific load characteristics.



Overburden materials vary among mines, which is why engineers scrutinize material information, including 3D scans, photographs or video, from each mine to determine the best truck body design for that application.

site-specific requirements should be taken into consideration when designing

custom bodies. The width and height of the bodies can be engineered to work with different loading equipment. Sizing a truck body to complement the bucket capacity and length of a loader may help prevent spillage and maximize the equipment's capability.

For improved off-loading efficiency, operators may choose to add special liners to the floor and corners of the body to prevent materials, such as oil sands, from sticking.

Another option for improved off-loading is rear-

eject bodies, which push material out with a blade while leaving the truck bed down.

This can enhance productivity while providing a safer alternative to end dump bodies.

As the benefits of these small details add up, the results go a long way toward boosting efficiency, productivity and profits as well as the longevity of a haul truck body. For efficient material management using off-highway trucks, consider dumping standard truck bodies for a custom approach. ■



Custom-built truck bodies have a large body to accommodate coal's natural properties and are designed to keep one-third of the weight on the front of the truck and two-thirds of the weight on the back of the truck.

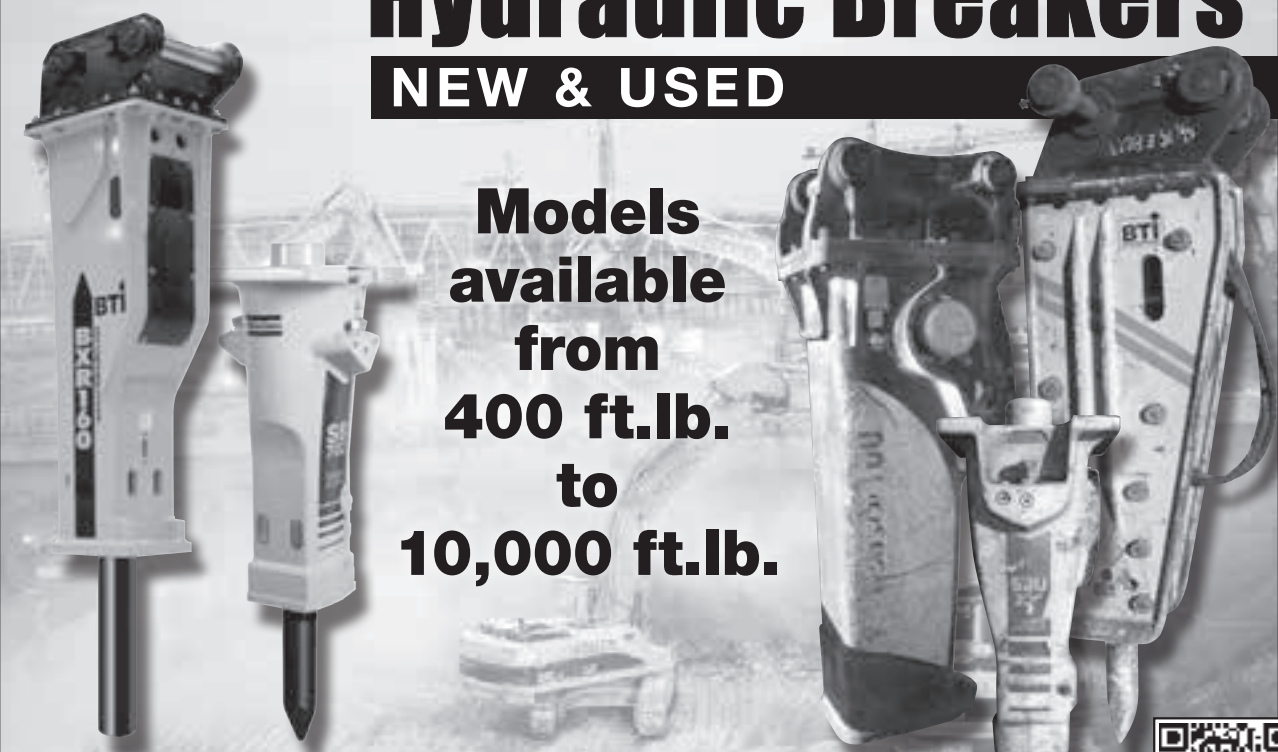


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Peter White from Volvo Truck Sales.

East Coast Convoy

More than 12,000 visitors attend Atlantic Truck Show in Moncton

By Jennifer Gouchie

A convoy of visitors and exhibitors met at the Moncton Coliseum Complex in early June for Atlantic Canada's largest trucking show.

Presented by the Atlantic Provinces Trucking Association, the 2017 edition of the Atlantic Truck Show welcomed 12,125 visitors on June 9 and 10.

"The show floor was filled with qualified buyers and exhibitors reported strong sales," said National Show Manager Mark Cusack. "The show is an ideal environment for networking that allows customers to form valuable connections with industry leaders."

The show included Women in Trucking's second annual Canadian Salute to Women Behind the Wheel, a celebration to recognize female truck drivers for their service.

The Atlantic Truck Show returns in 2019. 



Nova Truck sales staff Rick MacKay and Tyler Craib.

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2006 BOMAG 184AD-AM, 66" drum, low hours, Cummins super!! **P.O.A.**



2000 TEREX CR551 ASPHALT PAVER, Cummins, 10-20 ft screed. **P.O.A.**



2007 DYNAPAC CC432V ROLLER, 66" drum, Cummins, 4200 hrs. **P.O.A.**



2008 DYNAPAC CC122, 48" drum, low hours, water system, clean. **P.O.A.**



1983 PAYSTAR 5000, 4x4, Cummins 270, auto trans, front harness - clean. **\$19,500.**



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



1987 FORD F-700, 4x4, GM Diesel, long frame, good condition. **\$15,500.**



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



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



1993 SMI MODEL 7250A, GM - GM 460 HP, 2200 hrs, 3000 T.P.H., super clean. **\$139,000.**



SMI 7200 ribbon blower, rebuilt 1997 G.M. V-12. **P.O.A.**



2003 VOHL DV-4000 LOADER-MOUNT BLOWER, c/w JD 275 hp motor telescopic chute. **\$57,500.**



1996 SMI 8400, 4000 tons per hour, G.M - G.M, 710 hp. **\$149,000**



1990 SMI 5250A c/w 2 GM diesels, front & rear, 2000 T.P.H., very clean, low hrs. **\$75,000.**

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2014 Tiger Wildkat Side Shift Boom Mower, cab joystick controls, choice of 75"flail head with grass knives or 60"rotary head with grass knives. Factory mounted on 2014 John Deere 5100E tractor.

2014 Tiger Bengal Brute Boom Mower, 50"flail head with medium brush/grass knives. Electro-hydraulic cab joystick controls and valve kit. Factory installed and mounted on new John Deere 6105M Tractor

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PUBLIC WORKS EXPO
August 27-30, 2017
Orange County Convention Center
Orlando, FL
<http://www.apwa.net/pwx>

SWIFT 2017
September 18-21, 2017
Westin Nova Scotian and the Halifax Stanfield International Airport
Halifax, NS
swiftconference.org

CONSTRUCT 2017
September 13-15, 2017
Rhode Island Convention Center
Providence , RI
www.constructshow.com/Attendee/Home

LANDSCAPE ONTARIO SNOWPOSIUM 2017
September 28, 2017
Landscape Ontario office
Milton, ON
www.snowposium.ca

ICUEE 2017 THE DEMO EXPO
October 3-5, 2017

Kentucky Exposition Center
Louisville, KY
www.icuee.com

CANADA WOODWORKING WEST 2017
October 4-5, 2017
Abbotsford, BC
www.canadawoodworkingwest.ca

NATIONAL TRAILER DEALERS ASSOCIATION 27TH ANNUAL CONVENTION
October 11-13, 2017
TPC Sawgrass Marriott Golf Resort & Spa
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CANADIAN DESIGN-BUILD INSTITUTE NATIONAL DESIGN-BUILD CONFERENCE
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Canadian government goes public with prime contractor payments

OTTAWA — Public Services and Procurement Canada (PSPC) will begin publicly disclosing payments made to prime contractors. The disclosure aims to assist subcontractors know when they will receive payment on government contracts, which, in turn, aims to reduce financial hardships caused by payment delays.

“Our government understands that too many workers and small businesses in the construction industry face financial hardship because of payment delays,” said Steven MacKinnon, Parliamentary Secretary to the Minister of Public Service and Procurement. “We are helping eliminate this unfair situation by providing those who work on federal construction projects with the information they need to get paid by their contractors on time and help bolster a healthy industry and a vibrant economy.”

PSPC handles more than 75 per cent of federal construction contracts. In early June, the federal agency began publishing information on its website for all contracts worth more than \$100,000. Prime contractors are already required to submit statutory declarations with all requests for payment, noting they have met all legal payment requirements.

They are also required to provide contract security, such as bonds, to protect subcontractors against non-payment.

“We hope this will bring more fairness in payments made to construction contractors, tradespeople and suppliers, as well as contribute to a stronger Canadian industry overall,” said James Paul, President and Chief Executive Officer of Defence Construction Canada.

Publishing payments is the result of a joint government-industry working group, composed of PSPC, Defence Construction Canada and the Canadian Construction Association.

The Minister of Public Services and Procurement is also working with other federal organizations and provincial governments to create a consensus on potential improvements to payment practices.

“Late payment can no longer be an acceptable option,” said Judy Sgro, Chair of the Standing Committee on Transport, Infrastructure and Communities.

“Contractors who complete their obligations have to be paid appropriately in a timely manner. We will continue to take steps to find successful resolutions.”

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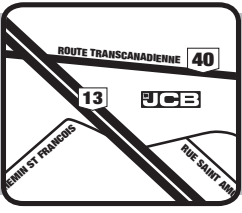
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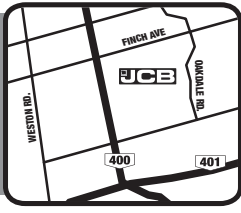
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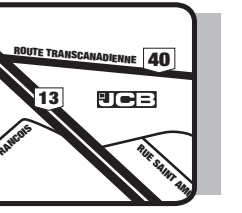




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EQUIPMENT // FOCUS

SITE PREP



From now on, onsite separation will cost less

MB Crusher has launched its fourth edition of the MB-S14 screening bucket and recalls how it has previously resolved problems of space and accumulated debris.

The cleaner and more homogeneous the material obtained after a recycling process is, the more value it will have, both economically and ecologically. Being able to use inert materials of quality — or being able to resell them to third-party companies — is now a deciding factor for being competitive on markets.

It is precisely for this reason that having in-house machinery such as the MB Crusher screening bucket, which quickly selects any material that is homogeneous in size, makes all the difference.

There are those who can testify to this, as did a German company that owns a demolition depot. For years, tons of material — a mixture of earth and debris — accumulated. It was therefore necessary to arrange and rearrange the areas, separating and cleaning the inert materials with equipment that would allow maximum productivity in a short time. The decision fell on the MB Crusher screening model MB-S14 that was purchased to work on a Liebherr 900 excavator.

Equipped with a panelled basket with 20 x 20 mm holes, the MB-S14 screening bucket allowed the company to manage the work area in just a few days. The soil was effectively separated from larger debris and bulkier pieces of material. The resulting inert material was gathered in an orderly manner.

Satisfactory from both a logistical point of view and an economic one: with the MB-S14 screening bucket, the customer was successful in obtaining clean material, capable of being marketed and gaining wide profit margins. Today, the company screens more than 15 tonnes of material per day.

The fourth generation of the MB-S14 is designed to work with excavators from nine to 20 tonnes, and the MB-S14 screening bucket is now effectively deployed in the fourth series of MB Crusher products.

It weighs 1.1 tonnes and has a loading capacity of 1.1 cubic metres. It is compact with dimensions of 1700 x 1400 x 1440

mm, and has baskets made of interchangeable modular panels, which are available with various sized holes as needed.

The latest version includes new clamps for locking the panels; structural optimization, which reduces panel replacement times; a new generation transmission, for reliability and durability; new central greasing system to reduce maintenance times; improved strength equilibrium between the digger's arm and the screening bucket, thus increasing productivity; and improved reliability, thanks to the use of special material and robotic construction techniques.

SPECIFICATIONS

EQUIPMENT	LOAD CAPACITY	BASKET DEPTH	GRID DIAMETER	DIMENSIONS
 ≥ 9 < 20 Ton	1,10 m³	890 mm	1200 mm	1700 x 1400 H 1440 mm
OIL FLOW	PRESSURE	COUNTER PRESSURE DRAIN	WEIGHT	SPEED/MIN.
60 l/min.	150 bar	-	1,10 Ton	15/25 min/max

The data provided above is not binding, as the manufacturer reserves itself the right to make improvements to its products at any time and with no advance notice. References to excavator weights are approximate and many may be subject to changes. Consider a 20 per cent tolerance.





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ALLU's DL Screener attachment is a versatile tool for compact equipment

The DL Screener Bucket attachment by ALLU Group is designed specifically for use with compact base machines, such as mini excavators, small wheel loaders, skid steers, and backhoes.

One attachment allows contractors to change screen sizes ranging from 5/8 in. to 1.25 in. to 2 in., just by changing out the screen and hammers. The DL Screener attachment is the ideal tool for landscapers, and is engineered to screen, mix, aerate, as well as load top soil, peat and compost.

The core of the DL Screener bucket is the unique top screen, where the screening hammers spin between screen combs. This design resists clogging, ensur-

ing ideal production and throughput, even with wet materials.

Additionally, the new DL Screener attachment does not require a case drain line for operation, allowing the contractor to simply attach the bucket and start screening.

To ensure maximum performance and durability, the attachment's frame was designed so material weight is carried by the top screen comb, reducing impact on the drums and bearings under load. The screening blades and top screen comb are changeable when worn or when changing size adjustments, which helps keep operating costs low.

The attachments are available in three models; the DL

2-09, DL 2-12, and DL 2-17. The DL 2-09 is the smallest of the series and is recommended for use with mini excavators weighing 8,800 to

26,000 lbs. and small wheel loaders weighing 4,400 to 17,600 lbs. The attachment is 43 inches wide, 35 in. high and 37 in. deep and weighs

947 lbs. The DL 2-12 attachment is recommended for compact excavators weighing 15,400 to 26,000 lbs. and for

small wheel loaders weighing 6,600 to 17,600 lbs. The attachment is 56 in. wide, 35 inches high and 37 inches deep and weighs 1,190 lbs.





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High hydraulic horsepower

Barko's B-series industrial wheeled tractors match fuel efficiency with productivity

Offering a heavy-duty design for manoeuvring across rough terrain, Barko's B-Series Industrial Wheeled Tractors provide excellent fuel efficiency while increasing productivity. The machines deliver consistent performance for land clearing, right-of-way maintenance, site prep, and other large commercial and municipal applications.

The 937B model is powered by a 380 hp Cummins QSL9 Tier 4 Final diesel engine with SCR after treatment, while the 930B features a 320 hp engine. Both include a high-capacity, anti-clog radiator with auto reversing fan, along with a 480L fuel tank that allows for longer operating intervals.

Unlike loop systems that waste fuel, Barko's load-sensing hydraulic system automatically adjusts attachment performance according to the load, resulting in greater productivity and higher fuel efficiency.

A high-flow hydraulic pump produces 427 litre per minute at 5,500 PSI for the 937B - 334 litres per minute

at 5,000 PSI for the 930B - to deliver far more horsepower to the attachment than most comparable machines, the company claims. High-capacity oil cooler and variable

case allows for controlled operation speeds and travel speeds up to 25 km/h for the 937B and 19.6 km/h for the 930B.

Durably constructed,

"The Barko® 930B Industrial Tractor delivers far more hydraulic horsepower to the attachment head than competitive products. Highly maneuverable and built to withstand rough terrain, the 930B rips its way through the most demanding right-of-way land clearing and site prep jobs. The 930B consistently provides better fuel efficiency, increased productivity and low total cost of operation for large commercial and municipal applications."

displacement piston pumps keep hydraulic oil cool to maximize service life. A high-pressure, 20-micron return filter helps prevent debris from damaging pumps and valves.

The tractor's unique 45-degree articulation joint withstands extreme stress and tough terrain, while each machine's manoeuvrable design provides a turning radius of 15 ft, 9 in. to allow work in tight spaces. A hydrostatic transmission with two-speed transfer

the tractors feature weld blending and engineered sweeping curves to provide added strength and increased fatigue resistance. High-strength hydraulic cylinders with bolt-on glands are durable and easily serviced.

A variety of cover plates, guards, and seals help prevent debris from getting into the machine.

Routine maintenance is simplified by a centralized lubrication station that provides a single access point



for greasing steering cylinders and axles. The tractors include lockable and removable side panels, as well as removable brake, engine, and transmission covers.

ROPS and FOPS certified, the tightly sealed, vibration-isolated floating cab features sound insulation and an adjustable bucket seat with four-point harness. The climate-controlled cab includes dual joystick controls, and pilot operated foot travel and brake pedals.

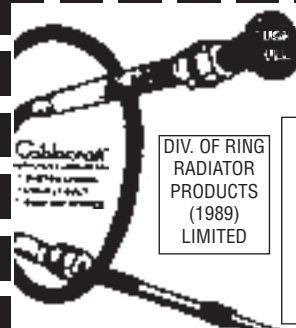
Polycarbonate windows provide added safety, with an air knife system to keep the front windshield clear of debris.

In place of a standard integrated toolbox, users can instead equip the tractor with an optional 30,000 lbs. capacity hydraulic winch. Other optional equipment includes a rear-view camera with a 7 in. LED colour display, automatic fire suppression system, hydraulic tank heater, engine block

heater, joystick travel control, mulcher head terrain float system, and attachment tachometer.

Barko's exclusive Quick Attach system allows for fast attachment changes.

While often used with mulching heads, the tractors can also be fitted with many other common attachments, such as rotary mowers, soil stabilizers, stump grinders, root rakes, rock crushers, loader buckets, snow plows and sweepers. ■



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Geo-Boy Brush Cutter finds new applications

The Geo-Boy Brush Cutter Tractor from Jarraff Industries continues to expand its usage into diverse industries and applications.

The Geo-Boy has been a mainstay for maintaining a wide range of transportation and utility right-of-ways, but the unit's inherent capabilities have helped it become effective in a variety of

other applications, including land clearing, site prep, invasive vegetation species management, storm damage removal and cleanup, wildfire management and

seismic mapping operations. "The Geo-Boy has always been utilized by right-of-way maintenance contractors, but what we've seen over the last several years is an ex-



The Geo-Boy Brush Cutter from Jarraff Industries is being employed outside of its traditional use by right-of-way maintenance contractors.

pansion into other industries and applications where the machine has really proven to be effective and valuable," said Heidi Boyum, President of Jarraff Industries. "We continue to update the functionality of the Geo-Boy, as well as its safety attributes, to meet the needs of these new applications."

The Geo-Boy is available in wheeled and track configurations. Both models are ROPS and FOPS certified. With two Tier III engine options, 220 hp and 260 hp, the Geo-Boy is more powerful, manoeuvrable and fuel efficient than other brush cutters in its class, the company claims. 



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2012 Volvo L120, 3rd Function hyd, boom susp., hyd. coupler, 8700 hours. **\$149,900**



2016 Volvo L110H, 860 hours, 3rd fn hyd., boom susp., coupler, 3.5 yard bkt. **\$286,000**



2011 Volvo EW180C, 2100 hours, aux. hyd., coupler, 36" bucket. **\$199,000**



2012 Volvo L70G, 2180 hours, coupler, boom suspension 3.5 yd bucket. **\$135,000**



2005 Volvo L330E, boom susp., auto lube, 9.1 yard spade nose bucket. **\$69,000**



2014 Volvo L70G, 1,665 hours, boom susp., Q/C, Michelin XHA, 3 yd bucket. **\$156,000**



2013 Volvo L90G, 7300 hrs, 3.5 yd bkt, Q/C, 3rd Function hydraulics, auto lube **\$169,900**



2012 Volvo L50, 1900 hours, boom susp., 88" 2.1yd. bucket w/ BOCE, loaded. **\$105,900**



2013 Volvo L70G, 3855 hours, coupler, 3rd fn hyd., boom susp., 3 yd bucket. **\$140,000**



2014 Volvo L90G, 775 hrs, 3rd fn hyd., single lever cntrl, boom susp, coupler, forks. **\$175,000**



2013 Volvo L70G, coupler, bucket, forks, 3rd function hydraulics **\$142,500**



2012 Volvo EC300D L, 445 hours, 2 bkts, Q/C, heat, A/C, 28" Tracks, camera, aux. hyd. **\$227,000**



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2002 Volvo L50D, 2 yard bucket, nice clean wheel loader. **\$37,900**



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2014 Volvo P7110, Omni screed, 18 ft auger, smooth tracks, flood lights. **\$525,000**



Meet the new Battle Ax mulching attachment

Loftness has introduced the Battle Ax mulching attachment for 7- to 15-ton excavators to its VMLogix line of products.

Featuring a new rotor, exclusive two-stage cutting chamber and direct-drive variable displacement piston motor, the heavy-duty

Battle Ax is designed for highly efficient vegetation management, including right-of-way maintenance, land clearing, forestry applications and more.

The Battle Ax is available with 41-, 51- and 61-inch cutting widths. Its 17-inch diameter rotor features built-in depth gauges, which functions similarly to raker teeth on chainsaws, to prevent the attachment from engaging too much material at one time. This unique design is more ideal for managing the amount of material being fed into the attachment than competitive ring-style rotors, which many operators find limiting.

The variable displacement piston motor on the Battle Ax is designed to accommodate the output of various excavators. The motor is directly

mounted to the rotor with an anti-vibration coupler to eliminate the hassle of drive belts and reduce overall maintenance concerns of the mulching attachment.

The Battle Ax has two available tooth options: ultra-sharp Quadco reversible knives and highly durable carbide teeth.

Thanks to a two-stage cutting chamber, which allows material to be cut twice by the rotor, both styles of teeth are capable of producing some of the smallest particle sizes in the industry.

The primary shear bar is adjustable for customizing particle size.

Other standard features include a spade hook, adjustable skid shoes that allow cutting up to 1.5 in. below grade, anti-wrap bearings, premium strength steel housing and steel deflector



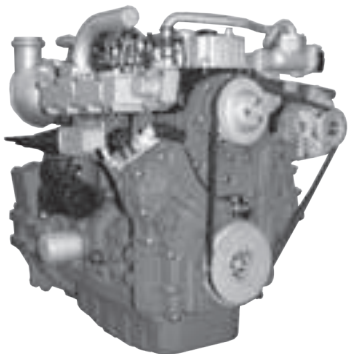
The new Battle Ax mulching attachment by Loftness is available with 41-, 51- and 61-inch cutting widths.

chains. Custom mounts are available for all makes of excavators. A self-contained hydraulic thumb is also optional for customers who do not wish to use the factory excavator thumb. 



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Casselman Farm Equipment



"so glad we made the switch to Bobcat machines."

Centred is Pier-Olivier Castonguay, Casselman Equipment. Left to right from Colron Excavating is: Scott Welch, Wally Colron "Dad", Ron Walker, owner and Paul Saffioti. Pictured far right is Jordan Walker, son and new owner of Colron Excavating.

Colron Excavating is a family owned and operated business that has been moving the earth for over 30 years in the South Ottawa, Metcalfe, North Gower, Manotick and Osgoode areas. Services they offer are excavation, septic systems, site works, demolition and heavy equipment rentals.

Ron Walker, owner of Colron Excavating was proud to announce that his son Jordan Walker, will be taking over the family business and well as, he will continue being a Sander Geophysics Pilot.

"For many years, we used another brand machine for our jobs. Pier-Olivier Castonguay, Casselman Farm Equipment, stayed in touch with me for over 3 years trying to get me to try a Bobcat® machine. I got to the point in my life where I was sick of dealing with box stores. I wanted to deal with other family businesses and to be more than just a number," states Ron.

"So, I asked my son Jordan what he thought we should do and he said let's meet with Pier-Olivier and the rest is history."

"We purchased the Bobcat T595 compact track loader and the Bobcat E85 compact excavator. They were an easy switch over from our last machines.

"Bobcat machines are very strong, fast, comfortable, much better visibility than our last machines as well as an ease of maintenance. Overall, they are excellent machines and we are so glad we made the switch to Bobcat machines."

"The last brand that we used has not

upgraded their machines in years. Bobcat seems to be constantly making upgrades that us as contractors would like to see."

"Pier-Olivier Castonguay goes the extra mile with customer service and Casselman Farm Equipment is a family business I am very pleased to work with. I know my son is in excellent hands."

"I am looking forward to my retirement but will miss the many loyal customers I have got to know over the years and want



to thank them for they business and wish them all the best. They will still get the same committed personal service they deserve from my son."

Thanks Ron



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LOOKING BACK

SITE PREPARATION: 1951



Pictured here, in the summer of 1951, is a Link-Belt Speeder Model K365 shovel at work preparing a site for a subway station in Toronto.

The previous year, underground and surface excavation work began on the new TTC subway system, enabling contractors to beef up their equipment fleets with higher capacity machines. The K365 shovel had a rated capacity of 1.53 cubic meters and was powered by either a Caterpillar, Cummins or a GM Diesel in the 180 hp range and was equipped with a torque converter.

The Link-Belt Company developed a chain drive system for agricultural equipment in the late 1880s in Iowa. By 1922, Link-Belt shifted its focus to include manufacturing a line of crawler cranes. Always innovating, Link-Belt introduced hydraulic controls to their shovels in the 1930s, which was a definite

improvement compared to the manual lever controls of most of their competitors.

During this era, the Speeder Machinery Corp. became part of Link-Belt hence the name Link-Belt Speeder. Link-Belt Corp. eventually built a plant in Woodstock, Ont., which operated into the 1980's to service the growing Canadian market.

To see more than 60 re-

stored pieces of vintage construction equipment in action, be sure to attend HCEA Canada's 2017 annual 'Last Blast' event on Saturday, Oct. 14 at the Simcoe County Museum near Barrie, Ontario. 

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EQUIPMENT // **FOCUS**

COMPACT EQUIPMENT

Take care of your rubber track

By: *Buck Storlie, ASV Holdings Inc. testing and reliability leader*

Great equipment design is the first step toward more uptime and return on investment, but a machine is only as good as it's treated. Contractors want the greatest bang for their buck, so it's in their best interest to train equipment operators on operation and cleanliness to optimize equipment longevity. It's also a good idea to closely monitor equipment to prevent potential problems.

Compact track loaders are one of the most versatile pieces of equipment at a jobsite, so when it comes to the machine's rubber track undercarriages, these tips couldn't be more applicable. Simply taking the time to implement these steps may help contractors get more mileage from their machines. That saves money in service and replacement costs and reduces downtime.

How is the equipment being used?

Improper or aggressive operation is a major contributor to excessive wear. In addition, certain applications result in much higher wear than others. To minimize damage, train operators on proper operation before they use the equipment.

Counter-rotations, or sharp changes of direction, are a major cause of premature undercarriage wear. This is especially true when driving over highly abrasive material, such as shale, granite or ragged materials commonly found on demolition sites. Not only do counter-rotations often lead to cuts in the track, they also result in material buildup on the track's outer edge that gets into the undercarriage. Track systems with rubber wheel designs have the advantage of being open, compared to closed steel designs, allowing material to spill out. It's still possible for the abrasive material to get stuck in the roller wheels, lugs and track. Although the mostly rubber components are more forgiving to each other than steel-on-rubber designs, materials can cause chips and cuts. To reduce the risk, encourage operators to use three-point turns.

Operators should also avoid spinning the tracks, especially on abrasive surfaces. Like counter-rotations, spinning may result in cuts in the rubber and unnecessary undercarriage wear.

It isn't always possible to choose the types of jobs and conditions machines will be used in, but it is important to be aware of the toll different applications have on track life. Jobs involving a lot of abrasive material, such as demolition, scrap and quarry applications, usually cause extra wear. The potential damage is severe, so it's especially important to avoid counter-rotating and spinning in these applications. On the other hand, tasks such as landscaping or golf course work that involve sand, soft dirt, or turf, result in minimal wear.

More clean, less wear

Aside from using proper operating techniques, drivers should regularly clean a compact track loader's undercarriage, since its cleanliness directly impacts the wear rate.

The cleaning frequency depends on the applications and materials operators use the machines in, but daily cleaning is usually sufficient. Remove cohesive and abrasive material, such as mud, clay and gravel, as often as possible, even several times a day. This limits wear to undercarriage components or material buildup that can increase track tension. Remind operators that removing materials such as mud at the end of the day is easier than trying to remove it the next morning after it has dried.

Pay close attention to cleaning around the front and rear roller wheels, where material can accumulate. Use a pressure washer, if available, otherwise a small shovel or similar tool is sufficient. The most important items to remove are highly abrasive objects, such as sharp rocks and demolition material, including rebar, concrete and scrap metal. All of these can damage the inside of the track and undercarriage components. Also, look for strands of material, such as metal wire, that can wrap around components.

Achieving the best track life

Contractors should closely inspect rubber track undercarriages regularly. First look at the track, the part of the compact track loader that gets the most abuse. The average rubber track life is about 2,000 hours, but may reach 5,000 hours if maintained. On the other hand, neglecting a rubber track may result in a wear life as low as 500 hours. To get the longest track life, check track tension and condition daily, conduct visual checks for damage and lubricate grease points.

The track tension should match what

is listed in the equipment manual. A loose track can result in ratcheting — lugs skipping over sprocket rollers — which accelerates wear or damage to the lugs. A loose track also increases the risk of derailment. Alternatively, a track that's too tight can accelerate wear on bearings, wheels and sprockets.

Examine the outside of the track for damage. Rubber track treads accumulate cuts and missing chunks throughout their lifetime, but these are often cosmetic and may not affect performance. Watch for deep cuts, about 4 in. or larger, that dig into the core of the track where the inner cords are embedded. Bad cuts, such as this, may get worse and make track replacement necessary. Also, check tread depth. Rubber track manufacturers generally produce tracks that are usable until there is no tread left. When wear makes it difficult or impossible to properly tension tracks, then it's time to replace them.

Next, look at the drive lugs. Like the track, lugs encounter wear over time, especially when working in abrasive materials. Side slopes may be hard on lugs, resulting in one side of the lugs wearing more than the other. Check that the lugs still fit well with the sprocket rollers. A track isn't usable if lugs are worn down so far that they continually skip over rollers when the track is properly tensioned. This usually happens when about 50 per cent of the lug is gone.

Look at individual components next. Drive wheels wear similarly to the tracks and lugs. Replace a wheel when two-thirds of its rubber is gone. Also, look at the sprocket rollers about every 50 operating hours. Rubber track undercarriages use steel outer roller sleeves that cover steel pins on the

Continued – B15



Rubber track treads accumulate cuts and missing chunks over a lifetime, but these are often cosmetic and may not affect performance. Watch for deep cuts, about 4 inches or larger, that dig into the core of the track where the inner cords are embedded. As an example, this track is still usable but should be monitored because the damage may worsen.



The average rubber track life is about 2,000 hours but can be as high as 5,000 hours with proper maintenance. Neglecting rubber track maintenance, however, can result in a wear life as low as 500 hours. The tread in this track is gone so it is at the end of its serviceable life.



Lugs wear over time, especially when working in abrasive materials. Side slopes can also be hard on lugs, resulting in one side of the lugs wearing more than the other. Lugs should fit well with the sprocket rollers for best operation. This damaged lug can be removed with the track remaining fully functional.

How to transport your compact excavator

Three hauling tips to minimize loading challenges

Transporting a compact excavator from one jobsite to another involves several steps that should not be overlooked when using thorough and consistent hauling techniques. Sound hauling practices, such as using the right-sized transport and towing vehicles, and correctly loading, positioning, and securing equipment, will help you minimize loading challenges that can hinder your productivity.

Following three key steps

outlined by Jason Archbold, Marketing Manager for Bobcat Company, and the recommendations in your operation and maintenance manual, you can properly transport your compact excavator to your next jobsite or back to your storage yard.

1. Select the right transport and towing vehicles

The first step before transporting your compact excavator from one location to the other is to

properly match the transport and towing vehicles to the equipment. According to Archbold, it's important to ensure the transport and towing vehicles are of adequate size and capacity for the weight of the machine and attachments being transported.

"Trailers are one of the most popular and efficient ways to properly transport excavators and attachments," Archbold said. "Some smaller equipment

can be transported on a 10,000-pound trailer, while larger equipment may require a 20,000- to 30,000-pound trailer or larger. If transporting an excavator and couple of attachments, you will most likely need a larger trailer with a larger weight rating to handle the load you are moving."

Adequately designed ramps of sufficient strength are needed to support the machine's weight when loading onto a transport vehicle.



2. Load the machine properly

Loading excavators onto trailers requires consistency to ensure critical actions are not missed.

Block or support the rear of the trailer when loading or unloading a compact excavator to prevent the front end of the trailer from rising.

Make sure the compact excavator's undercarriage is free of mud, sand and any other debris before loading the machine.

Always disengage the auto-idle feature (if equipped) when loading or unloading a compact excavator on a trailer.

Travel up the ramp with the heaviest end up when you are loading the compact excavator onto the trailer. The excavator will be heavier in the front, since it is likely connected to an attachment.

3. Secure the compact excavator

The third step in the transport process is also critical and is best performed in a methodical manner to ensure each measure is performed. Once the compact excavator is on the trailer, lower the boom, arm, bucket, and blade to the trailer floor, stop the engine, and engage the parking brake. Upon completion of a machine's positioning, install chains at the front and rear tie-down positions as identified by your operation and maintenance manual. Some manufacturers provide multiple tie-down points, making it easier to trailer the

equipment. Finally, secure the chains and binders using recommended practices listed in the manual.

Securing excavators with attachments is especially important if you are hauling several items on a single trailer.

"Some companies are able to customize their trailers to accommodate their most commonly used attachments by adding side pockets or racks built to hold them," Archbold says. "Operations that might benefit from a customized trailer include concrete removal companies that operate a hydraulic breaker or grapple bucket."

With efficient planning and loading procedures, your trailers can accommodate a wide variety of attachments, helping you avoid using multiple vehicles to move equipment and attachments from jobsite to jobsite. Creative trailer designs and careful planning can add up to significant vehicle and fuel savings in the long run.

Following the fundamentals of transporting compact excavators cannot only save you time because procedures are performed consistently and orderly, but it can save money as trailer customization allows for more efficient hauling. Following these three key steps and instructions along with the recommendations in your manual can help minimize issues or problems the next time you transport your excavator to the jobsite. 



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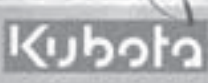


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Kioti Tractor adds high performance models to its existing PX Series

Kioti Tractor, a division of Daedong-USA, Inc., is expanding its PX tractor series with the launch of three new models: the PX9530PC, PX1053PC and PX1153PC. With increased engine power, lifting capacity and comfort, the new tractors combine modern design and robust functionality into one powerful workhorse.

"Kioti first introduced the PX Series in 2014 with the PX9020. Now, with the addition of three new models to

the series, we are further expanding into the agriculture market," says Peter Dong-Kyun Kim, President and CEO of Daedong-USA Inc., Kioti Tractor Division. "We know our customers typically use this horsepower range for hard-working chores on their property, so we designed Kioti's new PX Series models to be even more powerful, yet still comfortable and versatile to help tackle the tasks at hand."

The new PX models offer operators more gross

engine power than previous models, with the PX9530PC, PX1053PC and PX1153PC yielding 93, 103 and 110 horsepower Tier 4 compliant diesel engines, respectively.

Outfitted with a synchronized power shuttle transmission, the new models provide smooth shuffle operation and allow the operator to perform loader work without pressing the clutch pedal.

In addition, the new models offer a lift capacity

of more than 8,000 lbs. and deliver PTO speeds ranging from 79.1 hp to 92.2 hp.

With many standard features including an operator-friendly climate-controlled cab, four-wheel drive and a category II three-point hitch, the new PX Series models are ready for any job that demands a durable tractor.

Additional comfort features include a convenient cup holder, front and rear wipers, adjustable steering wheel and instrument

panel and a ventilating roof panel. The PX Series also features a larger fuel tank with 130-litre capacity for increased productivity without the need for frequent refueling.

The enhanced PX Series models come standard with dual remote hydraulic valves to accommodate a wide variety of attachments and implements including the Kioti KL1153 front loader.

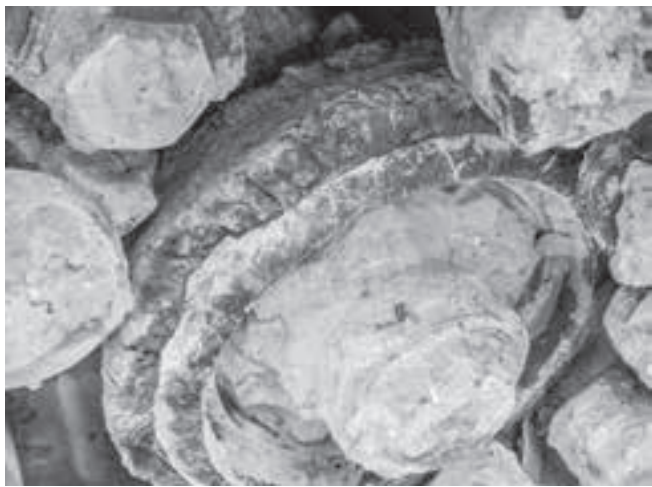
Delivering impressive performance with a max-

imum lift height at pivot pin of 143.3-in. and a lift capacity at pivot pin of 4,190 lbs., the attachment provides durable functionality to the operator when tackling heavy loads.

"Take a seat in any of the new PX Series models and you'll see and feel why these tractors stand out against the competition," adds Kim.

The Kioti PX9530PC, PX1053PC and PX1153PC tractors are available now at participating Kioti Tractor dealerships. 

Take care of your rubber track



Replace rubber track drive wheels when two-thirds of the rubber is gone. This wheel is still usable. Photo Courtesy of ASV.

Continued From - A13

sprocket and engage with the lugs. Replace sleeves when they are 50% worn or when they show signs of cracking. The steel sprocket pins rotate 180 degrees during sleeve replacement to prolong their service life, as the pins are stationary and typically only wear on one side. When available, it's best to have inspections and replacements completed by a rubber track compact track loader dealer.

Achieve High ROI from Good Service

Gaining the most out of a rubber track undercarriage requires proper operation, a knowledge of how different applications affect wear, and regular cleaning and inspections. In addition, contractors should inform

operators of proper operation tips and ensure they clean and inspect the tracks regularly.

Proper care can prevent problems and lengthen track life, which keeps costs low. Teach and practice careful operation and take a few minutes every day for cleaning and inspection. These are small tasks that will often result in a high return on investment. 

Buck Storlie is the testing and reliability leader at ASV Holdings Inc. His 22 years with the company give him the expertise to manage product testing, reliability and field issue resolution. He focuses on ensuring customers receive maximum productivity, durability, ROI and comfort out of their ASV machines.

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ASV Holdings has released the RT-120. With 120 hp, the new compact track loader boasts about eight per cent more power than its predecessor, the RT-110.

The new RT-120 promises ‘maximum performance’

ASV Holdings is debuting its new RT-120 as the “largest and most powerful” compact track loader in the industry.

The track loader helps operators handle tough excavation, mulching and other challenging applications within aggregate, construction, landscaping, agriculture, forestry and snow removal industries.

The RT-120 includes ef-

ficient hydraulics and a high-capacity cooling system.

These features allow operators to handle large attachments for longer without bogging down or overheating.

High ground clearance

The company claims its patented Posi-Track undercarriage provides versatility on all surfaces, thanks to the industry’s highest ground clearance, lowest ground pressure, best traction and longest track life.

“The RT-120 is quite simply the largest, most powerful and highest performing compact track loader ever built. We designed the machine for the toughest jobs so our customers achieve maximum productivity and profitability,” said Jim DiBiagio, ASV Chief Operating Officer.

“We use our 25 years of experience designing compact track loaders to deliver our customers a machine with a promise of maximum performance.”

The fully-flexible track and suspended wheels conform to the ground, assuring maximum traction in the roughest conditions.

The RT-120 comes standard with 18- or 20-in. wide tracks, resulting in a ground pressure of 4.4 PSI. The features, combined with the RT-120’s 15 in. of ground clearance, allow the unit to work in more places, on more days and more comfortably than competitive machines.

Throughout the past decade, ASV completely transformed its undercarriage from a closed design to an open-rail and drive-sprocket design.

The result is increased sprocket and bogie life and an undercarriage that’s easier and faster to clean.

A Cummins 3.8 L, turbo-charged diesel engine powers the RT-120.

More torque

The 120 hp engine produces 360 foot-pounds of torque — about eight per cent more than the machine’s 111 hp predecessor, the RT-110.

The machine is equipped with direct-drive hydraulic motors, and there is no need for servicing as the RT-120 does not use planetary drives, and highly efficient motors transfer maximum power to the internal-drive rollers.

The RT-120 achieves Tier 4 Final compliance using a diesel oxidation catalyst that requires no additional maintenance or replacement of filters.

Easy maintenance

ASV designed the machine with serviceability in mind, giving operators easy access to the Cummins engine through a three-panel hood and tilting cooler arrangement.

As well, the machine was designed with an auxiliary hydraulic system to be highly efficient, which includes 45 g.p.m. high flow and 4,060 psi.

The unit also features a rated operating capacity of 3,535 lbs. and a tipping load of 10,100 lbs.

It is 71 inches wide and has a 125-inch lift height. Standard joystick controls make operation easy and intuitive.

The machine’s cab is pressurized for a clean operator environment, with an optional all-weather cab that includes heat and air-conditioning.

The RT-120 works with all standard attachments, such as backhoes, buckets, snow blades, brush cutters and pallet forks.

Forestry model

ASV also offers a road profiling, as well as a heavy-duty forestry, option of the RT-120.

The forestry model includes metal guarding around areas such as lights, the AC condenser and the rear screen.

The unit also features superior rollover and falling object protection, as well as reinforced windows for impact resistance.

The machine uses a hydraulically driven, auto-reversing cooling fan to blow debris out of the engine compartment screens.

“We strive to provide equipment our customers can use for the toughest jobs, no matter the conditions,” said Bill Wake, ASV Holding’s Director of Product Development.

“The RT-120 delivers a high return on investment by allowing workers in demanding industries such as forestry and excavation to work longer and more productively in a wide variety of applications. We’re always committed to maximum performance with no compromises and the powerful RT-120 doesn’t disappoint.” 

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Dominion Equipment introduces Fiori articulated compact dumper

Dominion Equipment Parts has introduced the Italian-built Fiori articulated dumper line to the US market.

The first model to be made available is the Fiori D40, the most compact vehicle in its class, providing 180-degree bed rotation and three-way dumping in a package that is about 13 feet long. Made especially for tight spaces and jobsites with restricted access, the unit's reliable 49-horsepower Yanmar diesel engine and four-wheel drive hydrostatic transmission propel an articulated frame, making it a popular choice for construction sites.

The bed rotation and three-way dumping allow

the operator to put the load just where it needs to be. The dumper can be used for a wide variety of loads, including dirt, debris, or even for pouring concrete.

Fiori dumpers are engineered for safety, offering two-way driving and excellent visibility in all directions. The open cab meets ROPS and FOPS Level 1 criteria, and the ergonomic seat and controls protect the operator from unnecessary fatigue and strain.

Although compact, Fiori dumpers have an enviable payload capacity-to-weight ratio. The D40 comes standard with four forward and four reverse gears that allow

the dumper to traverse the jobsite from three (4.8 km/h) to 12.5 mph (20 km/h).

"We dedicated well over a year to finding just the right compact dumper for the

US and Canadian market," said Curt Unger, Dominion Equipment's Vice President of Sales. "Fiori is respected around the world for its innovation and dependability

in tough job applications. There is no doubt in my mind that US contractors will be very pleased with this product line's performance."

The D40 articulated

dumper is the first unit to be offered, with two larger models coming later in 2017. Fiori also manufactures a line of compact off-road concrete mixers. 



The Fiori D40 articulated compact dumper offered by Dominion Equipment Parts is the most compact vehicle in its class.



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ON THE MOVE

NEW HIRES, APPOINTMENTS & OTHER STAFF CHANGES

Caterpillar announces organization changes, new digital division

PEORIA, ILL. — Following its previously announced plan to update its corporate strategy, Caterpillar has created two new divisions within the company's framework.

The new divisions, an-

nounced June 15, aim to drive greater efficiency and effectiveness in support of the company's customers.

The new Digital Enabled Solutions Division will combine the company's data analytics group, enterprise data hub, equipment management tools, Cat Connect technologies and customer experience portals.

The company immediately began an external search for an executive to lead the new division.

"We recognize the need to bring these groups into an organization that will bring enhanced focus and strategic alignment to the existing and yet-to-be developed digital enablers for our products and customers," said Caterpillar CEO Jim Umpleby.

packaging and container management.

Caterpillar's board of directors has appointed Chris Snodgrass as Vice President of the division.

He joined the company in 2013 and previously served as general manager for the Industrial Power Systems Division.

"Since joining Caterpillar, Chris has quickly demonstrated an ability to deliver results," Umpleby said.

VPs Retire

The announcement of the new division was accompanied by news of three vice presidents retiring from the company.

Paolo Fellin, Greg Folley and George Taylor, have elected to retire from their roles on Aug. 1.

Fellin, Caterpillar's Vice President of the Global Construction and Infrastructure Division, joined the company 37 year ago and held several roles in sales and marketing throughout Europe.

"His leadership has played a critical role as Caterpillar has improved its market position for worldwide machine sales in the last several years," Umpleby said.

Folley, the Vice President of the Industry Solutions, Components and Distribution Division, was with the company for 22 years. He started his career in the Human Services Division, and held numerous leader-

ship and executive positions within the company.

"His focus on people along with his positive attitude and leadership style are the hallmarks of his career," Umpleby said.

Taylor, Vice President of the Marketing & Digital Division, worked with Caterpillar for 19 years.

He held numerous marketing, product support and general management positions before he was named the director and general manager of the global On-Highway Truck Group in 2006.

"George has played a significant role in leading Caterpillar's initiatives utilizing data analytics, innovation, digital channels and techniques to unlock competitive advantages for

ordinated key elements of the Across the Table initiative, which drove improved performance and alignment between Caterpillar and the worldwide dealer network.

Most recently within the material handling division, Hoerr led the restructuring of the operational footprint as well as the product portfolio.

"For more than 20 years of his career with Caterpillar, Doug worked in a wide range of accounting and finance roles with increasing levels of responsibility and global scope," Umpleby said.

Caterpillar is also announcing changes in responsibilities for vice presidents Tom Bluth, Jean Savage and Karl Weiss.

Bluth, who is currently Vice President of the Surface Mining & Technology Division (SM&T), will become Caterpillar's Chief Technology Officer (CTO) and the Vice President of the Innovation & Technology Development Division (ITDD).

Savage, who is currently Caterpillar's CTO and the Vice President of ITDD, will become the Vice President of SM&T.

Hoerr will be replaced by Weiss, who is currently the Vice President for the Earthmoving Division.

New VP

Caterpillar's board of directors has appointed Frederic Istas, currently Aftermarket Solutions Global Manager for Caterpillar's Global Aftermarket Solutions Division, to the position of Vice President of the Earthmoving Division.

"Building on his more than 20 years with Caterpillar, Frederic brings strong product management leadership experience from previous roles in the United States and Europe, as well as product support and marketing experience to this role," Umpleby said.

Istas joined Caterpillar in 1996 as part of the Europe, Africa & Middle East Marketing Division, based in Geneva, Switzerland.

In 2004, Istas was named district manager for the marketing division in Geneva.

From 2008 to 2011, he was a global process owner in the Global Revenue Management Group based in Peoria, Ill.

He then was named a regional product manager for the Excavation Division based in Europe.

Istas has a degree in electromechanics from Industriële Hogeschool, Gent, Flanders, Belgium. 

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Chris Snodgrass, Vice President Product Support & Logistics Division

Caterpillar also created the Product Support & Logistics Division, which will combine groups currently located in other divisions to drive collaboration and implement strategic initiatives.

The division's mandate includes design and manufacturing of wear and maintenance component products, as well as support of prime product and parts distribution, inbound and outbound logistics, warehousing functions and



Damien Giraud, Vice President of the Global Construction and Infrastructure Division

our customers," Umpleby said.

Damien Giraud, currently Worldwide Product Manager for Caterpillar's large excavators, has been named the new Vice President of the Global Construction and Infrastructure Division.

"Damien brings an exceptional focus on our customers to this position," Umpleby said. "That customer focus combined with his global work experience, deep industry knowledge and his strong and transparent communication skills make him ideally suited for this position."

Another shuffle

More changes to the company's executive were announced on June 28.

Doug Hoerr, Caterpillar Vice President of Material Handling and Underground Division, also retires from Caterpillar after 24 years with the company.

In 2012, Hoerr was named group Chief Financial Officer for Customer & Dealer Support, a position he held until being named a Caterpillar vice president in 2015.

In his CFO role, Hoerr co-



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