

EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

AUGUST 24, 2020

ISSUE
11

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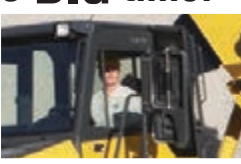
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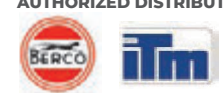
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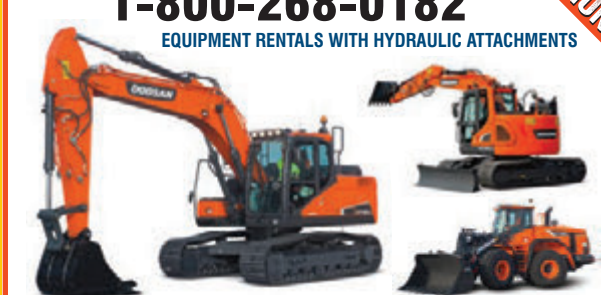


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306-421-9901	A19
Alden Rents	A1
AMI Attachments	A1
Beka-Lube	B7
Bob Mark New Holland	A17
Bobcat Dealers	A21
Brandt Used Equipment	A9
Brandt Value Parts	B14
Brikers.....	A10
Bull Powertrain	A11
Central Diesel Service.....	A14
Convertermen	A20
Cooper Equipment Rentals.....	A1
Creighton Rock Drill Limited.....	A1,A22
D/S Manufacturing.....	B4
Dewitt Equipment	A18
Equipment Sales & Service Limited.....	A1
Gear Equipment.....	A1,A4
Hammond Air Conditioning.....	A1
Harding Equipment Inc.....	A11
Heat Design	A20
High Reach Inc.....	A14
Hub Equipment	B16
Industrial Trailers	A17
Jade Equipment.....	B11
JCB Dealers.....	A24

JT Equipment	A1	The Groundworx Company	A5
LBX Link-Belt Excavators	B2	Tim McDowell Equipment	B4
Liebherr	B15	Top Lift Enterprises	A1
Marcel Equipment Limited	A1,A6	Toromont CAT	A16,B1
McDowell B Equipment Ltd.	A1,A7	Tramac	B13
Moore JCB	B5	Tri-City Equipment	A13
Pine Ridge Lisco Edwards	A4	WD Equipment	A18
Powerscreen	A2	Wirtgen - Vogele	A23
Roadtec	B8		
Sany	A12		
Shaw Bros. Quality Attachments	A22		
Strongco Corporation	A15		
Sutton Stromart - Ring Radiator	A22		
Tarten Equipment Limited	A20,B4		
The Gear Centre	A19		

AllStar Auctions	A1
North Toronto Auction.....	A1
Ritchie Bros.	B6
Sunrise Auctions	B10

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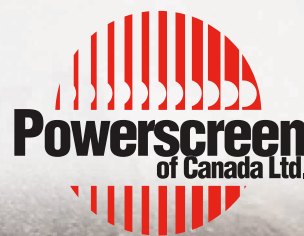
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Salvage Kings renewed for a second season

A5



How Doosan Bobcat has responded to COVID-19

A8



Backwoods begins oil well remediation

A10

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ISSUE 11

August 24, 2020

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LETTER FROM THE EDITOR

Doug Ford should stay out of quarry fight

Starting a quarry operation in Ontario is far from an simple task. Years before the first ton of stone is extracted, the hopeful quarry owner must go through the lengthy processes detailed in the Aggregate Resources Act (ARA), the Planning Act and 23 other pieces of legislation. All in all, a successful quarry must satisfy hundreds of regulations before it begins producing. Although the process is tough, it's the solution Ontario created to balance the need for aggregate with environmental concerns and the concerns of the general public. In Milton, opposition is growing for the proposed Campbellville Quarry. The quarry's applicant, James Dick Construction, is looking to operate a pit and quarry, as well as an asphalt reprocessing plant, with a plan to extract 990,000 tonnes per year. As with so many other applications, residents have formed an action group to organize opposition to the Campbellville Quarry. However, the opposition

has seemingly recruited a powerful ally. During a recent visit to Milton with the town's MPP Gill Parm, Premier Doug Ford had this to say about the quarry: "I believe in governing for the people, when the people don't want something you don't do it, it's very simple, I know the mayor you don't want it, no one wants it, I don't want it, we're going to make sure it doesn't happen one way or another." Ford's comments have caught the attention of the Ontario Stone, Sand & Gravel Association (OSSGA), and the organization recently sent a letter to the premier reiterating the purpose of the ARA. "Interestingly, if you look at the picture where you made your statement, you are standing in front of a stockpile of quarried crushed stone about to be used in the construction project behind you," OSSGA executive director Norm Cheeseman said in the letter. "Communities may not want quarries, but they 'need' the sand, stone and gravel that comes from them.



It is an essential material required for all construction for which there is no replacement." The need for aggregate is known and promoted by the Ontario government. The Ministry of Municipal Affairs and Housing websites outlines that Ontarians used an average of 179 million tonnes of aggregates a year from 2000 to 2009. As one of the fastest growing communities in Canada, Milton should also consider welcoming a readily available supply of aggregate. If Ford's approach is truly "governing for the people," he needs to remember that demand for aggregate will serve the needs of all Ontarians. ■

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Season 2 of Salvage Kings is now in production

Salvage Kings will return to the History Channel for a second season.

Corus Entertainment (the show's producer) recently announced the reality television series has been renewed, and is now in production.

The original Canadian series features the demolition and salvage team at Priestly Demolition Inc.

The show, which debuted in the fall of 2019, follows Priestly's head of salvage, Ted Finch, his right-hand man, Justin Fortin and Julien Savage, as they hunt for as many artifacts as possible in buildings that are slated for demolition – all before company President Ryan Priestly and his demolition crew smash the walls around them.

"A lot of people stand on the street and watch our demolition. Now, they can sit at home and watch from their chesterfield," Priestly told *Equipment Journal* last fall, before the Salvage Kings debut. "That will definitely be a hit for sure. People like to see buildings come down. We always say, 'demolition is a spectator sport.'"

Salvage Kings release date

The second season of Salvage Kings will include 10, one-hour-long episodes, and is expected to debut in the Spring of 2021.

According to Corus, Season 2 will include "new faces, a new salvage yard, more treasure hunting and more one-of-a-kind discoveries with amazing stories to tell."

Salvage Kings is one of seven new or returning television series produced by Corus to air on History.

Alongside Priestly Demolition's impressive fleet, two other television shows will feature heavy equipment.

The Curse of Oak Island returns for its eighth season sometime this year. The show follows brothers Rick and Marty Lagina as they search for treasure, and pursue their lifelong dream of solving the 223-year Oak Island mystery in Nova Scotia.

Armed with the knowledge of those that came before them, the muscle of heavy machinery and decades of engineering know-how, the Lagina's and their partners maybe closer than anyone in history to finding the treasure that has so far claimed the lives of six men.

As well, Big Timber is a new series that will debut this fall on History. The show will document the dangerous work of logger and sawmill owner Kevin Wenstob as he and his crew log a remote timber claim in the Klitsa Mountain in the heart of Vancouver Island.

"Corus is proud to be the leader in exceptional entertainment content across our powerful specialty portfolios, offering compelling unscripted series, charismatic dramas, perennial hits and brilliant family-friendly shows," said Troy Reeb, executive vice president of broadcast networks for Corus Entertainment. "While the broader television industry has been hit with unprecedented challenges this year, Corus is in the enviable position of having fall schedules jam-packed with fresh, new content – rich with remarkable storytelling and characters that are set to entertain and inspire viewers across the country." 

Bird Construction acquires Stuart Olson

Bird Construction has announced it will acquire Stuart Olson for \$96.5 million.

The transaction was unanimously approved by the boards of directors of both companies.

As well, the acquisition is expected to close early in the fourth quarter of 2020, subject to the required approvals of the Court of Queen's Bench of Alberta, the Competition Bureau, shareholders, secured bank lenders and unsecured convertible debenture holders of Stuart Olson.

"The combination of our two businesses will create a company with substantially increased breadth and scale, diversified across services, end-markets and geographies," said Terrance L. McKibbin, president and CEO of Bird Construction.

The combination of Mississauga, Ontario-based Bird Construction and Calgary, Alberta-based Stuart Olson will create a combined workforce of 5,000 people with

an established presence in a number of Canadian markets. The combined entity will have a well-balanced portfolio of low to medium risk projects, and the merger is expected to increase diversification across services, end-markets and geographies.

As well, the merger will see a pro forma revenue of about \$2.5 billion, with a growing proportion of recurring business.

"After a period of extensive review and consideration of the strategic and financial alternatives reasonably available to Stuart Olson, the board determined that this transaction is in the best interests of Stuart Olson and its shareholders," said David LeMay, president and chief executive officer of Stuart Olson.

"We and Bird have a similar history with roots dating back over 100 years in Canada, a shared strategic focus on growth in our respective businesses and strong cultural alignment throughout our organizations." 



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Michael Derksen, senior vice president and executive lead, Civil West, Aecon; Bart Severin, EHS director, Civil West, Aecon; Nathan Neudorf, MLA, Lethbridge-East; Ron Glen, CEO of ARHCA; Jonathan Hamilton, board director of ARHCA and COO Tollestrup Construction; and Larry McGregor, vice president and general manager of Civil West at Aecon.

ARHCA revives Don't RIP Through Construction Zones safety campaign

The Alberta Roadbuilders and Heavy Construction Association (ARHCA) has relaunched its Don't RIP Through Construction Zones safety campaign.

Following Alberta's plan to invest millions into the province's roads, the ARHCA and Nathan Neudorf, MLA for Lethbridge-East, joined together to educate drivers and protect work crews by providing Don't RIP Through Construction Zones signage to Aecon.

"I am thrilled to announce our government's investment in improving southern Alberta highways and encouraging a greater conscientiousness for the safety of road

construction crews," Neudorf said. "I look forward to seeing the results that the joint effort of ARHCA and Aecon will produce. This is good news for job creation and economic recovery. Let's be aware of the crews' safety as they work on the roadways that allow us to travel through our beautiful province."

In the Lethbridge area, Aecon has been awarded a \$9.75 million project, as part of the government's stimulus plan to invest in roads this summer.

By distributing safety signage, the ARHCA and government partners seek to encourage safe driving, so construction crews and

drivers alike can get home safely.

"Aecon is proud to partner with the ARHCA as well as local and provincial governments to educate drivers in Alberta about road construction safety," said Michael Derksen, senior vice president and executive lead, Civil West, at Aecon. "Aecon applauds both the government of Alberta's investment in infrastructure as a key source of economic stimulus, and their initiative to raise critical awareness around road safety."

The ARHCA is the largest heavy construction association in Canada. The association represent contractors tasked with the construction and rehabilitation of highways,

municipal roads, bridges, sewer and water projects, as well as equipment dealers, finance companies, aggregate suppliers and consulting engineers who work with them.

"The ARHCA is pleased to see government acknowledging the crucial role our industry plays not only in stimulating the economy, but also in ensuring our highways are in good condition," said Ron Glen, CEO of the ARHCA. "Since government's significant investment means more crews on the road, we all need to do our part to make sure drivers and crews are safe. That's what Don't RIP Through Construction Zones signage is all about." ■

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CAT D6N XL, C/W cab, heat, A/C, VPAT blade, stk# B130-82



RENT ME

CAT D3K2, 92 HP, Tier IV Final, heat & A/C, stk# R130-1000



BUY ME

BOMAG BW142PD2, Deutz, 12,000 lbs., OROPS, 12.4 R 20 Continental tires, stk# B200-107



BUY ME

AMMANN ASC130PD, 84" pad-foot 15 ton roller, Cummins eng., heat & A/C, stk #B200-328



BUY ME

2019 I-BEAM DECKOVER TRI-AXLE ED TRAILER, 18,000 lbs, 24'8" deck, electric brakes, stk #B210-449



To raise money for the Canadian Cancer Society, Bobcat of Toronto created a "Plaid for Dad" themed T76 compact track loader and a Pink R2 Series E50 excavator.

How Doosan Bobcat faces the challenges posed by COVID-19

Adversity creates its fair share of challenges for leaders. Whether or not these challenges are overcome often depends upon how adversity is viewed – either as a threat, or as an opportunity to improve and advance.

Mike Ballweber, president of Doosan Bobcat has opted for the latter when it comes to his response to the ongoing COVID-19 pandemic.

As an equipment manufacturing industry leader, Ballweber is making a concerted effort to focus on the realities and the opportunities ahead, as the pandemic continues to impact his company and the dealers and customers it serves.

And in embracing an optimistic and forward-thinking mindset, Ballweber is starting to see all of the different ways in which Doosan Bobcat can continue to operate efficiently and effectively – no matter what comes the company's way.

"I've been very proud of our organization because we've focused on the health and safety of our team first, and then on how we can emerge from the pandemic stronger and a more successful company," Ballweber said. "Much of the nation's daily life may have changed, but our customers and dealers are not standing still; they are working hard and making changes to survive and thrive as essential businesses. This means we have to be there for our dealers and customers and ask how we can support them to continue moving forward."

Flexibility

The last several months have been anything but easy for Ballweber and Doosan Bobcat.

However, a willingness to remain flexible as circumstances continue to evolve with time has been critical to the company's ability to deal with the challenges posed by the pandemic.

When Doosan Bobcat shut down its manufacturing operations for two weeks in April, company officials quickly responded and utilized the downtime as an opportunity to implement the proper safety measures and protocols to ensure the well-being of their employees upon their return.

As a result, while Doosan Bobcat has had positive cases, there have been no mass outbreaks of COVID-19 at any of the company's facilities.

"We worked closely with employees at our factories to make sure they were onboard with what we wanted to do," Ballweber said. "The safety of our employees is paramount. It's our top priority, and that has not – and will not – change."

However, as Doosan Bobcat operates facilities in several states throughout the United States – North Dakota, Minnesota, Wisconsin, North Carolina, Georgia and Colorado – it became clear, even in the early days of the pandemic, that company officials couldn't adopt a one-size-fits-all response to COVID-19.

"North Dakota, for example, hasn't been impacted nearly as much as other states, so we've been able to bring employees working remotely back to offices sooner," Ballweber said. "But in North Carolina and Georgia, I can tell you that's not the case."

It also became evident early on to Ballweber and his fellow leaders at Doosan Bobcat that no two employees feel exactly the same about the pandemic, its impacts thus far and how to respond to it.



Mike Ballweber

"It really runs the gamut," Ballweber said of the feedback he has heard from employees. "Some employees want us to proceed with operations as usual, while others are worried, feel vulnerable or they are worried about a parent or family member deemed high risk. Given this, we've tried to be as accommodating and as flexible as we can be with everyone."

While Ballweber and his organization managed the office staff working remotely, that simply isn't a viable option for those who work in production.

"The manufacturing work environment is unique, as our equipment must be produced in our factories," he said.

"Therefore, we have stayed focused on protecting the health and safety of our team members and putting new protocols in-place. So, if I look at potential challenges of the pandemic going forward, I must first consider our workforce. We have thousands of employees across the country, in different roles, of all ages and various health considerations. Figuring out how we manage through this, while continuing to move our business forward is the challenge."

Communication at Doosan Bobcat

Regular communication with employees, suppliers and customers is a critically important tactic in ensuring Doosan Bobcat has been able to deal with impacts of the pandemic and certain operational challenges in 2020.

Communication also plays a key role in helping Doosan Bobcat combat workplace disconnect and boost employee morale.

In the early stages of the pandemic, the company set up a special landing page on its intranet site for employees for the latest information, and team members were encouraged to connect with one another via virtual meetings and on its digital platforms.

As well, Ballweber distributed regular communications to all employees and he and other leaders conducted videoconference briefings and webinars to share updates and keep in contact with the workforce.

"When you have to work remotely, it is easy to feel disconnected, especially when you're used to working in an environment where collaboration and in-person meetings are the norm," he said.

"From our production teams to office employees, it is important to me that everyone continues to feel connected to their coworkers and to the company, and that they understand their work truly matters to Doosan Bobcat's success."

Ballweber is also inspired by the way employees have responded to serve the community during the pandemic. In April, members of the engineering team produced much needed protective face shields for health care providers and those serving in senior living facilities.

"This is a testament to the skill and character of our teams, as well as their commitment to our local communities," Ballweber said.

Bobcat of Toronto gives back

In Ontario, Bobcat of Toronto is donating 10 per cent of rental revenue from two new machines.

"I'm really proud of what our company has been able to endure of the last several months," said Kai Sorenson, president of Bobcat of Toronto.

The funds generated through the rental will be donated to the Canadian Cancer Society. A Pink R2 Series E50 excavator will see its portion of funds raised donated to breast cancer research, while money raised through a "Plaid for Dad" themed T76 compact track loader will be donated to prostate cancer research.

Bobcat of Toronto surveyed its employees to determine which charities held the most meaning for its staff.

"Not surprisingly, the Canadian cancer society bubbled to the top for a lot of people," Sorenson said. "We want to make sure we do what's right. What's right for each other and what's right for our community and our customers."

Continuous improvement

Looking to the future, Ballweber said Doosan Bobcat is currently in the midst of 2021 planning efforts, and that he can't recall ever seeing so many different variables and scenarios when trying to predict volumes for the coming year.

"It's just all over the board," he said. "Historically, we can look back at other times when the industry has been down. And if you do enough modelling, you can usually come up with a fairly realistic idea of what things will look like in the future. However, with this pandemic, it's all very different, so we're definitely dealing with uncharted territory right now."

If there is one thing Ballweber is sure of, though, is he and Doosan Bobcat employees work most effectively when they are together.

As a result, company officials have worked diligently to bring the workforce back to the office safely and with a variety of established safety protocols in-place to ensure their well-being, all while maintaining a mindset of continuous improvement and innovation.

"I think we're doing a lot of things you see from other companies, but we're really looking at things from an opportunistic standpoint. The crisis has required us to look at things differently. We want to be certain we're doing everything we can to move our business forward in a number of different areas," he said.

"What we've tried to do throughout this pandemic is really try to manage three things at the same time," he said. "First, protecting the health and safety of our employees and the communities where we operate. Second, providing support to our dealers and customers. And third, protecting the continuity of our business and ensuring we are making the best decisions for the long-term. I firmly believe we have the opportunity to come out stronger on the other side." ■

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Alberta Premier Jason Kenney speaks about First Nations' involvement in Alberta Department of Energy's Site Rehabilitation Program (SRP).

Backwoods Energy Services begins oil well rehabilitation in Alberta

Reclamation and abandonment activities will take place at 56 well sites on Enoch Cree Nation

Backwoods Energy Services has started oil well reclamation work associated with the Alberta Department of Energy's Site Rehabilitation Program (SRP).

The program will allow Backwoods to employ Indigenous workers and carry out abandonment activities on suspended and abandoned oil and gas sites in Alberta.

Backwoods, one of the largest Indigenous-owned businesses in Canada, began the SRP project in early July, marking a significant step in the acceleration of reclamation activities on an initial 56 well sites on Enoch Cree Nation lands on the western edge of Edmonton.

"Many well sites on our Nation's lands were drilled in the 1950s and are in need of remediation and reclamation work, which would not be possible without this program's support," said Chief Billy Morin of Enoch Cree Nation.

"Returning our land to its natural state will make way for more viable use into the future."

As well, Alexis Nakota Sioux Nation and Backwoods Energy Services have nominated multiple well sites on Alexis Whitecourt Reserve #232 for closure through future periods of the Site Rehabilitation Program.

"The SRP provides important initial funding to cleanup well sites throughout the Province of Alberta, including within Alexis Traditional Territory," said Chief Tony Alexis of Alexis Nakota Sioux Nation, which owns a majority stake in Backwoods.

"Backwoods' partnership with Enoch Cree Nation for the SRP is a leading example of Indigenous communities



Chief Billy Morin of Enoch Cree Nation.

collaboratively working together to preserve the land for generations."

Economic recovery

Alberta's \$1 billion SRP includes appointing an Indigenous liaison to help facilitate First Nations participation in the program, and establish an ongoing working group with Indigenous communities and companies.

"First Nations must be a part of Alberta's economic recovery from the COVID recession. The billion-dollar Site Rehabilitation Program is an important part of the Alberta Recovery Plan. It will create thousands of jobs, and help to save energy service companies during this crisis in the oil and gas industry," said Alberta Premier Jason Kenney.

"We're doing everything we can to ensure that Indigenous Albertans participate in this program, as workers, contractors and by cleaning up abandoned

wells on First Nations Reserves."

Oilfield services included in the SRP will apply to infrastructure such as wellsite abandonment, pipeline abandonment, pipeline segment removal and facility abandonment. Environmental work within the program will include activities such as site assessments, remediation and reclamation.

Remediation

At sites with minimal environmental impacts, remediation efforts will require the removal of only a few truckloads of soil. However, in the case of the larger impacted areas, clean-up efforts may involve more than 10,000 cubic metres of soil.

Each well will required between 448 man-hours of labour to more than 1,600 man-hours for more complex sites.

Continued on Page A11

Continued from Page A10

“The amount of soil that will require remediation will vary from site to site depending on the extent of contamination,” said Ryan McQuilter, chief operating officer for Backwoods Energy Services.

“This will be determined by the Phase II ESA activities, which involve the installation of test pits, boreholes and monitoring wells to determine the volume of impacted soil or groundwater.”

Abandonment plan

The project began with the development of an abandonment plan to identify issues within the various wells that could lead to potential leaks and to identify all oil or gas formations and all groundwater zones that the well passes through.

“Next, the inside of the wellbore is cleaned to remove any oil or gas that could cause it to corrode or could cause the cement plugs that will be inserted into the well to leak,” McQuilter said.

“In addition, all oil or gas formations must be isolated from one another with cement plugs, and any groundwater zones must be isolated from the wellbore to make sure that no oil, gas or water can travel up the wellbore and contaminate soil or groundwater. The well is filled with nonsaline water or other noncorrosive fluid and assessed to ensure there are no leaks.”

Then, the well casing is cut to a minimum of 1 metre below the surface and a vented cap is placed on top of the well casing. Surface-level infrastructure associated with the well is removed.

Site assessment

Before reclamation begins, an Environmental Site Assessment (ESA) is completed to determine the historical activities that occurred at the site and determine locations with potential environmental impacts.

“The Phase 2 ESA is then completed to determine the presence/absence of contamination and delineate the extent of any soil or groundwater contamination in the subsurface,” McQuilter said.

“In the event of contamination, site remediation occurs to either address in place or remove the contaminated soil/water to an appropriate landfill.”

All work within the SRP program must be completed by December 31, 2022.

McQuilter explained that each individual well site will have its own time line for completion, depending on site condition.

About Backwoods Energy

Backwoods Energy Services is a service provider for utilities, forestry and oil and gas companies in western

Canada. Based out of Edmonton, and winner of the 2019 Waterstone Most Admired Corporate Culture Award in Canada, Backwoods has been in operation for more than 30 years.

The company was acquired by the Alexis Nakota Sioux Nation in 2015.

“Our projects range from a couple weeks with a small crew to large multi-year projects with over 100 people,” McQuilter said.

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



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



2006 VOHL DV-4000 1200 hours, 275 HP JD, telescopic chute. **\$77,500.**



1999 VOHL DV-4000, loader mount, J.D. diesel **\$65,000.**



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Strongco brings Eco Log harvesters and forwarders to Canada

Strongco Corporation has partnered with Sweden's Eco Log Group to become the exclusive dealer for their forestry machines throughout all of Canada.

Eco Log Group produces harvesters, which are known for their unique pendulum arm technique, enabling outstanding ground clearance, mobility and high productivity in any terrain. The machines are powered by Volvo Penta engines.

"The addition of Eco Log as a complementary line to our Construction Equipment Division is a great fit," said Oliver Nachevski, President and Chief Executive Officer for Strongco.

"We're now able to offer our forestry-based customers across Canada a more vertical product offering to help with all activities from harvesting at the stump and forwarding to roadside to the many material handling solutions we already offer at the mill yards."

Strongco's Construction Equipment division has been supporting customers in the forestry industry for many years from their 25 branches located in Alberta, Ontario, Quebec and the Atlantic provinces.

The agreement will strengthen both Eco Log's and Strongco's geographic reach in the forestry market in Canada.

Based in Söderhamn, Sweden, Eco Log's home base has been manufacturing forestry equipment since 1965.

However, the Eco Log name has been in existence for about a decade. Today, the company manufactures more than a dozen harvesters and forwarders.

"We're proud to partner with Strongco and we're confident that their deep industry knowledge of the forestry market and their strong parts and service capabilities will exceed customer expectations and help our business grow throughout Canada," said Anders Gustafson, CEO for Eco Log Group.

Strongco Corporation, a wholly owned subsidiary of Nors, S.A., is a multiline mobile equipment dealer with operations across Canada. Strongco sells, rents and services equipment used in diverse sectors such as construction, infrastructure, mining, oil and gas, utilities, municipalities, waste management and forestry.

The company has about 500 employees serving customers from 25 branches in Canada. Strongco represents Volvo Construction Equipment, Case Construction, Sennebogen, Manitowoc Crane, including National and Grove, Fassi, Konecranes, Eco Log, Allied Construction, and ESCO. 

Astec acquires Montreal-based BMH Systems and Con-E-Co

Astec Industries has announced the acquisition of two, full-line concrete batch plant manufacturers serving customers around the world.

The acquisition includes Concrete Equipment Company Inc. (CON-E-CO) and the Montreal-based BMH Systems Inc., which had combined annual sales in 2019 of about \$50 million.

Astec funded the acquisitions with cash on hand, and will be immediately accretive to EPS. The price tag of the acquisitions was not disclosed.

"We are very pleased to welcome CON-E-CO and BMH Systems to Astec," said Barry A. Ruffalo, chief executive officer of Astec.

"The addition of these highly regarded brands, along with our existing RexCon brand of concrete products will significantly strengthen our ability to serve our customers' needs - rock to road. By bringing these product lines together, our global customers will

have access to the most robust line of concrete products in the infrastructure industry."

BMH Systems

BMH Systems, headquartered in Montreal, Quebec, specializes in high performance concrete batch plants, bagging plants and custom batch plants to service the needs of infrastructure projects around the world. The company was founded more than 40 years ago on the south shore of Montreal, and has provided concrete solutions to more than 1,000 projects around the world.

The integration of the BMH Systems product lines into Astec provides a comprehensive concrete plant offering in North America, enhances engineering expertise, creates cost synergy opportunities and delivers a strong platform to promote additional asphalt plant sales in the Canadian market.

CON-E-CO

CON-E-CO, based in Blair, Nebraska, engineers, manufactures and supports a complete line of portable and stationary concrete batch plants, mixers, material handling systems and dust control.

CON-E-CO's complementary brands and product lines will enable Astec to better compete in the concrete market, while leveraging sales and purchasing across the combined organizations.

"Both organizations are an excellent cultural fit with Astec, as they are customer focused, innovative and performance-oriented," Ruffalo said.

"These acquisitions also reflect our disciplined capital allocation process, and we maintain significant financial flexibility as we continue to effectively manage our operations in this unprecedented environment." 



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Volvo CE's first hydraulic hybrid excavator

For Volvo Construction Equipment's first hydraulic hybrid excavator, the EC300E, the company took a different approach to capturing energy for the system.

Unlike other hybrid models that capture the swing energy of an excavator's superstructure to electrically assist the engine, Volvo's novel hydraulic hybrid takes free energy generated by the boom down motion and uses it to reduce fuel consumption.

The powerful and regular boom down motion charges 20 litre hydraulic accumulators, which then deliver energy to drive hydraulic assist motors that help power the hydraulic pump. This also helps lower the torque requirement on the engine.

"Other systems typically use the swing motion and capture energy that way. So, with the EC300E Hybrid excavator, our customers are able to capture the energy of a typical loading cycle, which is really where we're optimizing the system to work," said Sung Sook Kim, excavator product manager for Volvo

Construction Equipment.

Volvo introduced its first hybrid machine, the L220F Hybrid wheel loader, in 2008 at ConExpo. The company began development of the EC300E hydraulic hybrid excavator in 2018, and the latest hybrid is now available throughout North America.

"It's part of our commitment to bring innovative products to the market, particularly those that promote environmental sustainability," Kim said. "Hybrid technology has been around for decades in the auto industry, but is just recently taking hold in the construction industry. ... We pride ourselves on being at the forefront of conceptualizing and designing new construction equipment that pushes the boundaries of efficiency while maintaining impressive power and productivity."

The new EC300E Hybrid features an operating weight of 29,780 to 31,790 kg, a lifting capacity of 11,400 kg, a maximum digging reach of 10.7 metres and a maximum digging depth of 7.3 metres.

The excavator is powered

by a 240 hp turbocharged, four-stroke diesel engine with water cooling, direct injection and charged air cooler.

The new electro-hydraulic system and new MCV (main control valve) use intelligent technology to control on-demand flow for high-productivity, high-digging capacity and excellent fuel consumption.

The system also includes numerous functions to optimize performance, including:

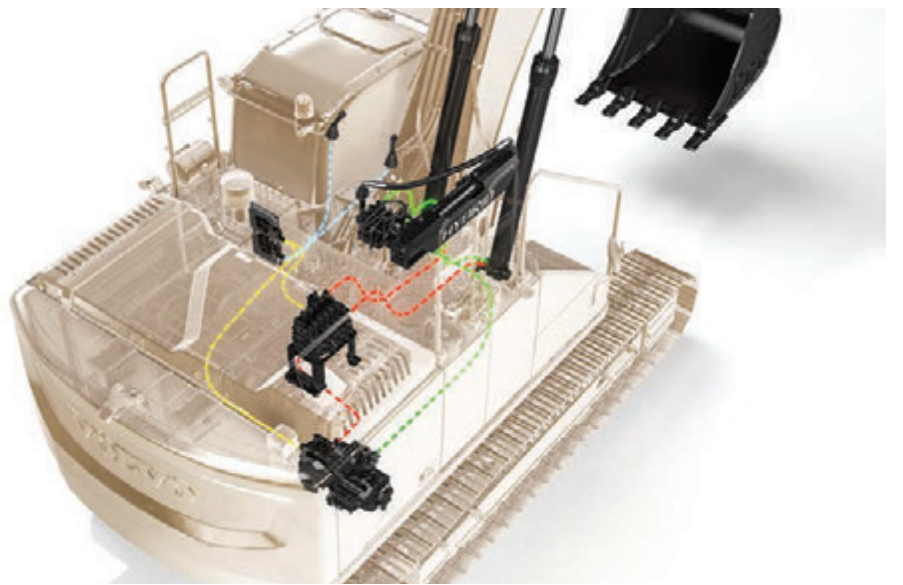
Summation system: Combines the flow of both hydraulic pumps to ensure quick cycle times and high productivity.

Boom priority: Gives priority to the boom operation for faster raising when loading or performing deep excavations.

Arm priority: Gives priority to the arm operation for faster cycle times in levelling and for increased bucket filling when digging.

Swing priority: Gives priority to swing functions for faster simultaneous operations.

Regeneration system: Prevents cavitation and provides



flow to other movements during simultaneous operations for maximum productivity.

Power boost: All digging and lifting forces are increased.

Holding valves: Boom and arm holding valves prevent the digging equipment from creeping.

Energy savings

Kim explained the EC300E Hybrid performs just as well

as comparably sized excavators.

"In fact, if you compared it to our conventional EC300E excavator, their horsepower, maximum digging reach and depth, width and tail-swing radius are identical," Kim said. "And their lifting capacity, breakout force and tear out force are nearly the same."

The most noticeable difference is the hybrid excavator

reduces fuel consumption by up to 15 per cent, and reduces carbon dioxide emissions by about 12 per cent, when compared to the conventional machine.

"When used in high production dig and dump applications — especially those within a 90-degree swing — the fuel saving payback is approximately two years," Kim said.

While the hybrid system does introduce additional components, they do not make a significant difference in terms of machine maintenance.

"The system is essentially a combination of hydraulic flow and valves that function automatically," Kim said. "Also, unlike other hybrid machines on the market, our hybrid technology does not have electrical components or batteries."

The EC300E is a popular model in medium range for production sites, especially in truck loading, making it the ideal machine for Volvo's first hydraulic hybrid excavator. As well, many of the hybrid components developed for the machine can be used for other models.

While the hybrid system is not currently available as an aftermarket installation, Volvo is working to expand the availability of the technology.

"We are working on expanding this hydraulic hybrid technology into future excavator models in the coming years," Kim said. ■



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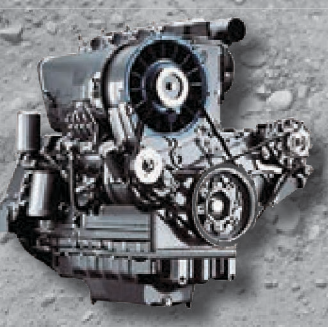
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2008 Volvo A25E, traction control, tailgate, exhaust body heat, new Michelin 23.5R 25's. **\$125,000**



2005 VOLVO A40D, tailgate, newer tires, AC. **\$135,000**



2016 Volvo DD110B, 310 hours, urethane indoor and outdoor scraper, high freq. amplitude, water pump, infrared temperature transmitter. **\$113,000**



2018 Volvo SD115B, 60 hrs, heat, AC, 2 freq. amp., flow divider traction system, padfoot shell, lifetime frame warranty. **\$170,000**



2004 Volvo L110E, 3rd function hydraulics, boom suspension, Q/C, extra work lights, 4.5 yd. bucket. **\$85,000**



2014 Volvo ECR235, 6200 hours, 28" triple grouser pads, R/V camera, Q/C, Craig Thumb and 48" bucket (not shown). **\$125,000**



2014 Volvo A30F, 5400 hrs, wide tires, exhaust body heat, heated side mirrors, colour rear view camera, foldable front spill guard/ **\$270,000**



2018 Volvo DD120C, 895 hrs, high freq. 2 amp., intelligent compaction, compaction assist, drum spray water pump. **\$125,900**



2016 Volvo DD110B, 750 hours, urethane indoor and outdoor scraper, high freq. amp., irrigation water pump, infrared temp. transmitter. **\$88,000**



2016 Volvo DD120B, 115 hrs, 78", HF 8 amp., adv. compaction, drum spray water pump. **\$161,000**



2004 VOLVO L60E, 3rd function hydraulics, AC, boom suspension, full fenders, Q/C, 2.5 yd. bucket **\$55,000**



2012 VOLVO EC380D, 10,500 hrs, 36" triple grouser track pads, Q/C, heat, 48 " bucket, roller guards. **\$92,500**



2013 Volvo A40F, 7200 hours, new tires, exhaust body heat, spill guard, tailgate, extra work lights, heated air suspension seat. **\$269,000**



2018 Volvo DD105, 130 hrs, 2-bar water system, canopy, impact spacing meter, temp gauge kit, back up alarm, rotating beacon. **\$132,150**



2018 Volvo DD15, 8 hrs, urethane wiper, water strainer, remote hydraulic test ports, work lights, beacon. **\$40,275**



2018 Volvo DD1050SC, 320 hrs, heat, AC, 2-bar drum water system, 2 freq. drum, impact spacing meter, temp gauge kit. **\$153,000**



2016 Volvo EC300E, 2900 hours, 32" trip grouser track pads, heated air susp. seat, colour rear camera, hyd. coupler, 48" HD bucket. **\$185,000**



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Metso Outotec begins operations following merger

Metso Outotec, a new company focused on sustainable minerals and metals processing and recycling technologies began operations in July.

Headquartered in Finland and listed on the Nasdaq Helsinki, Metso Outotec employs more than 15,000 people in more than 50 countries and its combined sales for 2019 were about EUR\$4.2 billion.

The company offers its customers crushing and screening equipment for the production of aggregate, as well as equipment for mineral processing, metals refining, chemical processing and metal and waste recycling.

Metso Outotec's service capabilities and global network are complemented with a comprehensive range of spare and wear parts, refurbishments and professional services.

In mid-2019, Metso and Outotec announced they would merge to create a single company. Now, with sustainable processing of natural resources becoming a norm within the industries, Metso Outotec plans to drive the transformation.

The growing interest towards the environment and the impacts of climate change, urbanization, decreasing ore grades and electrification are forcing traditional industries like aggregate, minerals processing and metals refining to redefine their license to operate.

"It is our core expertise to help our customers transform the industry. We offer sustainable technologies and services that reduce the consumption of energy and water by increasing process efficiency, recycling and reprocessing of tailings and waste. Our extensive offering and expertise help our customers improve their business and lower their risks. We are their partner for positive change," said Pekka Vauramo, the president and CEO of Metso Outotec. "We have the best talent in the industry, and I am very excited to start the journey together."

Through the merger, Metso Outotec brings together a lengthy history of technological leadership, customer focus and services, leveraging the strengths of both companies.

The company has a full offering that ranges from ore body to metal, extensive global services network and significant investment in research and development, allowing the company to create sustainable technologies to the customers' benefit. The combination offers potential for significant cross-selling and cost synergies and a strong platform for innovation, digital leadership and growth.

Briggs & Stratton files for bankruptcy, enters sales agreement with KPS Capital Partners

Briggs & Stratton Corporation has entered into a definitive stock and asset purchase agreement with KPS Capital Partners.

To facilitate the sale, Briggs & Stratton filed for voluntary reorganization under Chapter 11 of the United States Bankruptcy Code.

Briggs & Stratton has also obtained \$677.5 million in DIP financing, with \$265 million committed by KPS and the remaining \$412.5 from the company's existing group of ABL lenders.

"Over the past several months, we have explored multiple options with our advisors to strengthen our financial position and flexibility," said Todd Teske, Briggs & Stratton's chairman, president and chief executive officer.

"The challenges we have faced during the COVID-19 pandemic have made reorganization the difficult, but necessary and appropriate path forward to secure our business. It also gives us support to execute on our strategic plans to bring greater value

to our customers and channel partners. Throughout this process, Briggs & Stratton products will continue to be produced, distributed, sold and fully backed by our dedicated team."

Under the agreement, an affiliate of KPS has agreed to acquire substantially all of Briggs & Stratton's assets and assume certain customer, employee and vendor liabilities.

The affiliate will also act as the stalking-horse bidder through a court-supervised sale process. The sale agreement is subject to higher or better bids from other potential buyers.

Following court approval, the DIP facility will ensure the company has the liquidity required to continue normal operations and to meet its financial obligations during the Chapter 11 process, including the timely payment of employee wages and health benefits, continued servicing of customer orders and shipments, and other obligations.

Briggs & Stratton believes this process will benefit its employees, customers, channel partners and suppliers.

This filing does not include any of Briggs & Stratton's international subsidiaries.

Briggs & Stratton was created more than 110 years ago by inventor Stephen F. Briggs and investor Harold M. Stratton to produce gasoline engines for outdoor power equipment. Based in Milwaukee, Wisconsin, the company's brands include Simplicity, Snapper, Ferris, Vanguard, Allmand, Billy Goat, Murray, Branco and Victa.

"We have a storied past and a bright future, built on our foundational expertise in applying power," Teske said.

"Our portfolio of innovative engines, robust lines of products, and high-performance commercial batteries positions Briggs & Stratton to meet our global customers' needs for power to get work done, now and in the future."

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 3 YEAR WARRANTY DEMO HYUNDAI HX220L Excavator, Cummins QSB6.7 engine with 182 hp, 51,500 lb. operating weight, 18'8" boom, 9'7" arm, thumb and coupler, 2-way auxiliary piping, 32" triple grouser shoes, Swing lock system. \$219,900	 NEW/DEMO HYUNDAI HX130LCRD Excavator, 31,290 lb. op. weight, Perkins 71 hp engine, 14'1" boom, 9'3" long arm, 2-way aux., piping with proportional joystick control, Hyundai Dual-Lock hyd. coupler, AMI hyd. 3 tine thumb, AMI 30" HD bucket. \$169,500	 2001 HYUNDAI HL730-3 Wheel loader, Cummins 3.9 litre diesel engine, ACS hydraulic quick coupler & bucket, bolt on cutting edge, 17.5R25 radial tires, auxiliary boom hydraulics, 21,500 lb. operating weight, 4,649 hours. \$39,900	 2017 NEW HOLLAND L218 Skidsteer, Enclosed cab with heater, 2 speed transmission, mechanical foot controls, Air seat, hyd. QC, 12-16.5 tires, block heater, 1800 lb. rated lift capacity to full height, 2,100 hours. \$34,900

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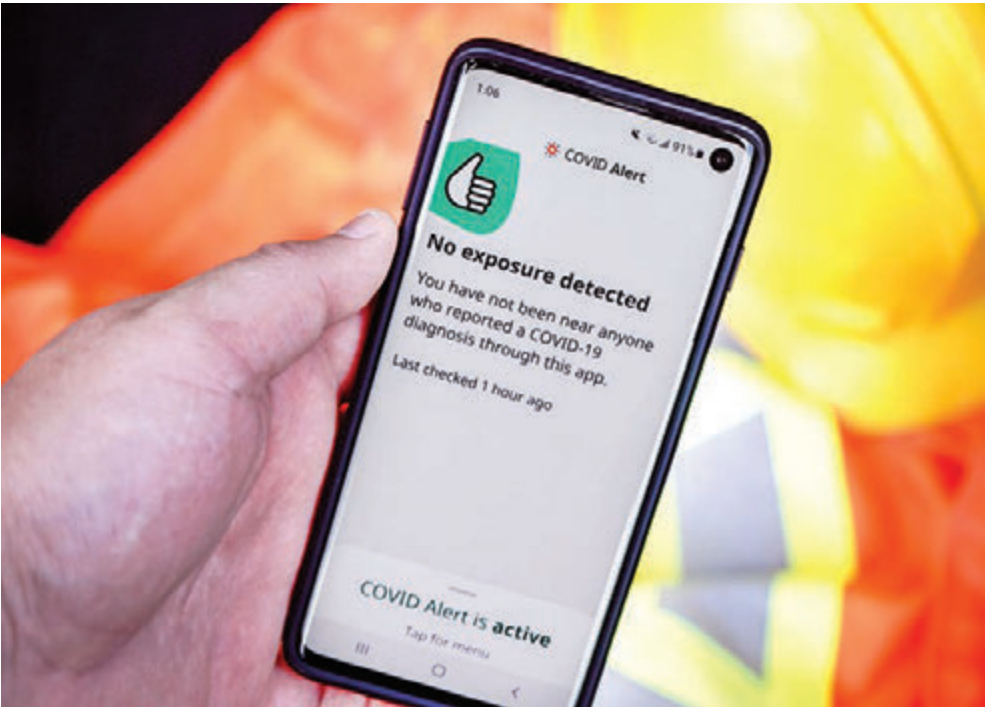
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Designed to break the cycle of coronavirus infections, COVID Alert is Canada's free exposure notification app.

COVID Alert app endorsed by construction and design sectors

Members of the Construction and Design Alliance of Ontario (CDAO) and the Construction Employers Coalition (CEC) have endorsed the use of the COVID Alert app developed by Health Canada.

The two groups are encouraging all workers and Ontario residents to download the new COVID Alert app.

The broader construction sector took an early leadership role in March when the pandemic hit Ontario and

has carried that momentum into the summer.

According to the CDAO and CEC, construction has led the way with respect to safety policies, practices, and an overall investment in workers during the pandemic.

The industry's actions have paid off, and construction has kept workers safe and at the forefront of Canada's economic recovery.

"Health and safety is about eliminating hazards. Where a hazard cannot be eliminated, a mitigation plan must be put into place," said David Frame, chair of the CEC and director of government relations at the Ontario General Contractors Association.

"Tracing apps expand our ability to manage COVID-19, but will only work if and when a significant portion of the population participate at home, work and play."

According to public health officials, the effectiveness of tracing apps significantly improves when more than 55 per cent of the population uses the tech on a daily basis.

The COVID Alert app is the best tracing option as it:

- 1. Can be used at work, home or anywhere in between to ensure maximum coverage and protection.
- 2. Is easy to access, available across Canada, and in all sectors of the economy.

3. Protects privacy through best data management practices.

"The construction and design industries realized early on that the health and safety of workers is the foundation of any economic recovery," said Sandro Perruzza, chair of the CDAO.

"Focusing on the 3Ts (testing, tracking, tracing) will allow Canada to stop reacting and start managing COVID-19."

While case numbers have been consistently improving in Ontario, other jurisdictions highlight how short-term success can be easily derailed when mitigation efforts are forgotten.

"Construction led the charge ensuring workers and worksites are safe," said Richard Lyall, chair of the CDAO economic recovery committee. "In order to keep this momentum, we need to guard against complacency and prepare for a potential second wave. Effective tracing in which greater than 55 per cent of the public participate will support health and safety and the Ontario economy."

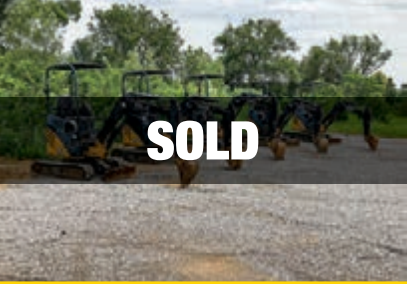
As technology evolves, the CDAO and CEC also stress that all other apps or devices, including wearables, must integrate with the COVID Alert notification app.

The groups add that effective contact tracing will only exist when a sufficient percentage of the population is using a common platform. 



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 2015 KOMATSU PC360-10 6,350 hours, good condition, U/C is ~65%, dual function aux. hyd., hyd. Q/C..... \$139,000	 2007 VOLVO A30D 12,093 hrs, rebuilt trans. at 10,289 hrs, oil coolers done, while trans/engine out, exhaust manifold/gaskets done, drop box rebuilt \$139,500	 2009 CAT 930H 10,500 hours, owner operator machine, work ready, auto greaser, 15% tires remaining. \$68,500
 2012 BTI BX50 Approximately 500 hours use, always stored in stand that is included..... \$33,000	 2005 INGERSOLL RAND SD100 5,391 hours, new bearings and seals just installed in drum, working machine ready for the job site, includes 84" padfoot shells..... \$49,000	 (5) JOHN DEERE 17G'S AVAILABLE Rops, blade, rubber track, ext. tracks, aux. hyd., 3cyl Yanmar diesel, quick tach bucket, pattern changer, 39" wide, weighs 4,200lbs ...\$19,500

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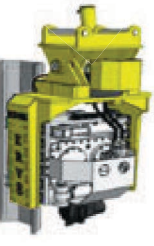
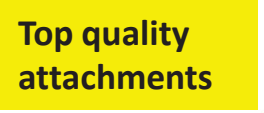
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Skyjack introduces RapidFold and EcoTray

Skyjack has announced its SJ3219 ANSI model is now supplied with RapidFold as standard.

The new system allows the platform rails to quickly fold down, enabling access through doorways and other restricted space.

With the introduction of ANSI 92.20, the requirement for additional rail height, when applied to SJ3219 scissor lift designs, meant that the machines would no longer fit through a standard 2 metre door or entry-way. The addition of Skyjack’s RapidFold restores the ability to fit through doorways.

The rails feature a quick release mechanism that takes seconds to fold the rails to under 2 metres.

Once through the door, the rails can be raised back to the required rail height. The system features simple and easy components that a single operator can use, with no need for tools.

“RapidFold is both quick and easy to use, but more importantly it means that we have not had to employ expensive systems that would have impacted customers at a price level and led to compromises in other performance areas,” said Kris Schmidt, product manager at Skyjack. “I am happy to say that this means the Skyjack SJ3219 model is the lightest scissor lift on the market that’s wind rated to full height for one person, still maintains a two person no wind rating, and is capable of going through a standard door.”

EcoTray

Skyjack has also introduced EcoTray, a new leak containment system specifically designed for Skyjack’s range of new DC electric scissor lifts.

EcoTray prevents potential leaks from hydraulic systems dripping onto floors and other internal components.

The Skyjack system removes the need

for cumbersome, unsightly diapers and is particularly suited for sensitive areas such as work on decorative flooring, clean rooms and areas where hygiene and fear of chemical contamination are of concern.

“The idea of the so-called diaper has been around for some time. However, they have proven cumbersome to employ and restrict key lift functionality, so we looked at something different,” Schmidt said.

Skyjack’s EcoTray has been designed with essential machine functionality in mind. The system is protected from jobsite debris damage, forklift handling and other influences that can hinder leak containment.

Available as a factory install or field kit option, the system is available on Skyjack’s range of Ecotray ready DC scissors. The system uses a series of purposefully placed catchment trays that contain absorbent pads, which can be quickly and easily replaced.

As a field kit, Ecotray can be fitted within 10 minutes and has been designed to be installed without the need for tools. The changing of absorbent pads takes seconds and replacements are available directly from Skyjack parts. A distinct label shows the machine is fitted with the system to allow rental companies, operators and customers to identify the machine with an eco-friendly system.

“Unlike other systems that focus on the main hydraulic tray, EcoTray also protects against leaks from drive motors and steering cylinders,” Schmidt said.

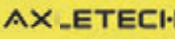
RapidFold and EcoTray join several new features on Skyjack’s new SkyCoded models launched in 2020, including the SkyCoded control system for on-board diagnostics; the new single location, single step, valve actuation emergency lowering; a redesigned pothole protection system; a CAN bus capable smart charger; and the new control box with integrated shroud. 

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Tadano Mantis to introduce new 160 ton GTC-1600

Tadano Mantis is expanding its GTC product line to six machines, with the introduction of the new 160 ton GTC-1600.

The new GTC-1600 boasts a 6-section, 13.1 metre to 61 metre hydraulic boom, which is designed for flexibility with higher, longer capabilities for lift work, while also enabling out-of-level and pick-and-carry work.

The main boom is complemented by a 10.3 metre/18 metre bi-fold jib with offsets at 0, 20, and 40 degrees. A jib length of up to 32 metres is

possible with two 7 metre optional lattice inserts, providing a maximum tip height of up to 93 metres.

As well, an optional 3.6 metre heavy lift jib with 20 degree and 40 degree offsets is ideal for tilt-up work in tight spaces. Mechanical offset on all jibs is standard, with optional hydraulic offset available.

The GTC-1600 is designed to provide an easy set-up with features like a self-erecting counterweight system with remote control, integrated carbody jacks and hydraulic quick couplers for

track drive hose bundles allowing simple track frame removal and handling.

The crane is powered by a dual certified Tier 4 Final and Stage V Cummins QSB6.7 diesel engine rated at 326 hp. Engine throttle control is by either auto-idle control, adaptive throttle control or by foot pedal control.

The travel system features a two-speed track drive with maximum speeds of 2.4 km per hour and a maximum unladen gradeability of 52 per cent.

The standard track shoe is a 900-mm wide, 3-bar semi-grouser. Optional 900 mm wide steel flat shoes and 1 metre semi-grousers are also available.

The GTC-1600 out-of-level operation is enhanced by market-leading capacities on up to 4 degree slopes and automatic load chart switching.

All Tadano Mantis GTC models are equipped with Opti-Width, allowing limitless combinations of symmetrical and asymmetrical track width setups with no requirement for pinning of the track frames in fixed positions. Opti-Width load



charts for asymmetrically positioned tracks can increase lifting capacity by more than 30 per cent compared to the symmetrical tracks.

All models feature pick-and-carry capacity through 360 degrees and automatic switching load charts for operating on slopes up to 4 degrees.

Testing of the GTC-1600 will continue through the third quarter of 2020, with sales of the new model planned for the end of the year. 



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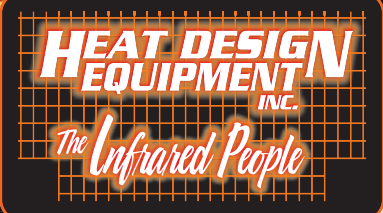
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“...it’s the ultimate employee as it works fast and efficiently.”

(L to R) Devon McKenzie, owner of Premium Posts had just arrived at a new jobsite but first took a picture with his new Bobcat MT55 mini track loader with his sales specialist Rob Bolger from Bobcat of Tri-Cities and Bobcat of Grey Bruce.

Premium Posts specializes in post hole digging services, fencing and decking in the Tri-Cities area. Although Premium Posts has been in business for a year, owner and operator Devon McKenzie brings over 10 years of experience in the industry. “There’s value of working for yourself and being your own boss. I can schedule the jobs so that I can still spend time with my family including my four month old,” stated Devon.

At Devon’s previous employer they used a Bobcat® MT52 mini track loader which he was really happy with so when he started his own business it was a no brainer that he wanted his own Bobcat machine. He had driven other machines before, but Bobcat machines had the best control.

“I have known Rob Bolger, sales specialist for Bobcat of Tri-Cities and Bobcat of Grey Bruce since high school

so I reached out to him. Managing a budget is key, especially when first starting up and Rob helped by getting me 0% financing for 48 months on a brand new Bobcat MT55 mini track loader. Also, Colin from the service department took the extra time to walk me through and teach me where all the grease points are for servicing.”

“The Bobcat MT55 mini track loader works best for me because of the versatility. It will fit through a standard backyard gate; 35.6” is the width of the machine. This machine allows me to be able to work on my own, and it’s the ultimate employee as it works fast and efficiently.” The Bobcat MT55 currently has a 58” dig depth auger on it but is shortly getting an 18” bit upgrade. Devon uses a general bucket attachment to carry 10x 66 lb bags of cement at a time to each hole. This saves a lot of lifting or pushing in a

wheelbarrow.
“I wouldn’t hesitate to recommend Rob Bolger and Bobcat of Tri-Cities and Bobcat of Grey Bruce. They have taken great care of both me and my business.”

Thanks Devon.



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GUEST COLUMN

Diesel do's and don'ts when working in high temperatures

Diesel engines may be able to take more heat than their gasoline counterparts, but a hot summer can still cause trouble

By Julian Wood, Perkins product manager for aftermarket

Diesel engines are generally more tolerant of high temperatures than gasoline engines, but summer heat still can be hard on your engine.

A little extra care goes a long way to protecting your investment.

Do make sure there is plenty of airflow to the cooling system.

Check the inlets and clean as necessary. This is particularly important for static machines like gensets.

Don't run the engine with access panels, cabinet doors

or other parts of enclosures open.

This can disrupt proper airflow and allow dirt, dust and other contaminants to reach the engine.

Do pay attention to temperature gauges, and react to alarms as quickly as is safely possible.

Do check your coolant regularly with a hydrometer. The glycol in your coolant is there for a reason. It helps control heat better than plain water and doesn't boil off.

Don't top off the coolant

with plain water. Make sure to use a proper water/glycol mix every time.

Dust control

Do whatever you can to control dust, which is an engine killer. Turbocharger vanes and bearings are particularly sensitive to abrasive particles in cement or rock dust. Water the jobsite if you can.

Do check your air filter every day, its effective life can be substantially shortened in dusty summertime conditions.



Don't try to clean your air filter by 'knocking the dust off.' That can create bigger holes in the filter media that will let in more dirt and actually make it less effective.

The right filter

Do replace your air filter when it gets dirty. It costs a lot less than a new turbocharger or engine.

Do use OEM filters and parts. They are designed by the people who designed your engine and know what's required. A 'will-fit' part is designed to a price by people who can only guess what your engine really needs.

Do pay special attention to your EGR cooler, it runs a lot hotter than the radiator and is easily starved for coolant

when mounted high above the engine. Again, proper glycol content in your coolant is important.

DPF and DEF

Don't worry about how hot your Diesel Particulate Filter may become. It's designed to withstand the heat of regeneration.

Do store your Diesel Exhaust Fluid out of direct sunlight and at temperatures that are below 30 degrees-Celsius. Diesel Exhaust Fluid is 60 per cent water which can evaporate under the wrong conditions.

Don't use DEF that has been stored more than six to 12 months, particularly in an engine that's only used intermittently like a standby genset.

Don't put anything except DEF in the Diesel Exhaust Fluid tank. Lube oil, fuel, water or anything else will almost certainly damage the catalyst in your exhaust system leading to an expensive repair.

Do check and maintain the Diesel Exhaust Fluid

filter. Urea crystals from degrading fluid and ordinary dirt can damage injectors if the filter doesn't remove them.

When to drain

Do drain the fuel/water separator every day. Water in your fuel can damage injectors.

Don't pour cold fuel into a hot fuel tank. It can cause condensation that puts water in your fuel.

Do let stored fuel set undisturbed for a while so any water or dirt can settle to the bottom of the tank where it can be removed.

Do check your fuel tank seals regularly. A damaged seal is unable to keep the dirt out.

And finally, don't shut down your engine without letting it idle for 5 to 10 minutes to cool down. Diesel Exhaust Fluid injectors need to be cooled down to extend their life. As well, turbocharger bearings depend on engine lubricant for cooling and that flow stops when the engine is shut off. 

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A NEW VIEW

Case enhances SiteWatch telematics with new dashboard and simplified navigation

Case Construction Equipment's SiteWatch telematics happily translated to one less wheel loader being sold this year.

At ConExpo, Case was approached by a customer looking into purchasing a new machine.

"Her wheel loader had been stolen and she was looking to replace it," explained Richie Snyder, product marketing manager for construction equipment digital and precision solutions and telematics at Case. "Her telematics had expired, so she thought she was out of luck."

Taking the socially responsible approach, Case worked with the woman's dealer to reactivate SiteWatch, which revealed the location of the machine. Then, they contacted local law enforcement.

"(Police) did a flyover to make sure the machine was physically there, then the deputies went on-site and recovered the machine. To the best of my knowledge, it is operating today," Snyder said. "Telematics not only recovered their machine, but they're back in operation, saving them the stress and hassle of going through an insurance claim."

Case recently launched the next generation of its SiteWatch telematics

platform with an all-new dashboard, more intuitive navigation and new overview sections that highlight critical information without requiring the user to search extensively for data.

"There's a totally redesigned user experience," Snyder said.

"It's a lot easier to use and a lot more intuitive. But fear not, you'll still have access to the legacy portal. You're not going to lose any information or things you're used to seeing."

SiteWatch dashboard

The new dashboard features an easy-to-read horizontal menu at the top of the screen above six widgets that focus on core operating information, including equipment summary, equipment search, engine hour reports and alarm status.

A drop-down menu delivers reports on factors such as equipment utilization, fuel consumption and maintenance, and topline menu buttons immediately takes users to fleet and maintenance overviews.

Additional reports highlighting specific alerts and fault codes are also available, as well as new visual reports that showcase several CAN parameters for a single machine on the same graph. As well, fleet man-

agers are able to customize weekly or monthly reports on machine data, as well as customize who receives the information.

"The most important part of telematics is who gets the data," Snyder said.

Telematics also provide fleet managers and business owners perspective into how equipment is operating, and whether they are getting the most out of their equipment and crew on each project. To assist with analyzing workload and productivity, SiteWatch allows its users to view historical data for up to 18 months.

"You can go back and look at machines to know what your job-site was like, how your fuel usage was and how your machines performed," Snyder said.

This also helps to improve billing and estimating, as SiteWatch provides users with a historical view into the number of hours each machine is used on each job, which can proactively help bid and estimate jobs more accurately, and retroactively assist in billing.

To locate equipment, SiteWatch can pinpoint which crew has which piece of equipment.

"We can quickly and easily identify where machines are located,

anywhere around the globe," Snyder said.

Data sharing

SiteWatch also allows equipment owners to partner with their dealer on preventive maintenance. While data is owned by the contractor, equipment owners have the option of allowing their dealer to access telematics data to assist with preventive maintenance and other service items, such as planned maintenance scheduling, or monitoring machine parameters and identifying issues that may need addressing.

"When you partner with your Case dealer, you have a second set of expert eyes that are monitoring your equipment and allow you to have peace of mind, whether that be from planned maintenance, low fuel or whatever we can monitor," Snyder said.

Real-time alerts

SiteWatch delivers real-time alarms to notify business owners of conditions that require attention, like if a machine needs an oil change, or if engine temperatures are outside of the preferred operating range.

Fleet managers are also able to

create geofences around a specified area.

"Geofences are basically an invisible line you can draw around an area, and you can be alerted when a machine travels outside of that fence," Snyder said.

The ability to prevent unauthorized use is another SiteWatch feature. The unauthorized use of construction equipment opens its owners up to liability, not to mention the added wear and tear that unauthorized use puts on a machine.

Alongside geofencing, as well as simply identifying use through retrospective reporting, SiteWatch alerts equipment owners to the unauthorized use of valuable assets.

"With a curfew alarm, you can be alerted if the machine is being operated at a time when it's not supposed to be," Snyder explained.

SiteWatch complies with the Association of Equipment Management Professionals (AEMP) 2.0 telematics standard, ensuring the solution is compatible with fleets of all shapes and sizes.

Case SiteWatch comes standard for three years on all Case heavy equipment with ProCare, standard on all backhoes, and is available as an aftermarket installation kit. ■

Doosan debuts updated mini excavators

Doosan Infracore North America has updated two of its mini excavators to create the new DX42-5K and the DX50-5K.

The excavators are updates to previous models, featuring new innovations to increase machine performance, versatility, operator comfort and reliability.

The compact size and mobility of Doosan's 4-tonne DX42-5K and 5-tonne DX50-5K makes the machines valuable for landscaping, as well as commercial and residential developments. In addition, the machines' versatility makes them ideal for utility companies that perform underground construction tasks.

Mini excavator performance

A new dual-flange track roller system works in tandem with an enhanced counterweight for improved over-the-side digging and lifting capabilities. An integrated lift eye allows for easier craning and lifting.

Furthermore, operators now have the option to remove the bucket when lifting to maximize capacity with the new secure lifting point.

The new DX42-5K and DX50-5K excavators also have a high-performing three-cylinder Doosan diesel engine that

is more fuel-efficient. Four new tie-downs — for a total of six — provide extra security during transport. For additional dig depth and reach, a long-arm option is available for both mini excavators.

The dozer blade's top edge features a more durable design for increased strength. The blade and frame are also designed with an angled top and rounded edges to keep material from building up on the blade and improve debris shedding. An angle blade remains an option for both models.

The mini excavators are also designed with easy-to-reach auxiliary hydraulic couplers that are now located on the mini excavator's arm. The repositioned couplers help reduce the time needed for operators to connect the hydraulic hoses. In addition, a new clamp diverter valve option allows operators to quickly connect another attachment without disconnecting the hydraulic clamp hoses.

In the cab

The mini excavators are equipped with an enclosed, air-conditioned cab as standard. Taller and wider windows offer better visibility, and foldable pedals offer more operator foot room.

The ergonomic design also includes wider seats, responsive joystick controls and new joystick buttons to provide additional hands-on control functions. An optional canopy is available for customers who prefer an open operating station.

Operators can monitor and troubleshoot with additional easily available data on the 12-cm display panel. These



models are available with an optional integrated rearview camera for enhanced all-around visibility.

The new Doosan DX42-5K and DX50-5K mini excavators are designed with modifications to improve machine durability. For example, the mini excavator's panels come together for a tighter and better fit. ■



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Takeuchi introduces new TB225 compact excavator

Takeuchi has introduced its new TB225 compact hydraulic excavator to the North American market.

The new TB225 features all-steel construction, and provides the operator with improved engine output that

delivers more power to increase productivity.

"Takeuchi is excited to add the TB225 to our lineup," said Keith Kramlich, national product and training manager for Takeuchi-US. "Takeuchi is dedicated to innovation and advancing technology, and we believe the TB225 is a perfect example of that. This machine allows operators to navigate jobsites with limited access, providing our clients with a more versatile machine, expanding their capabilities as well as their profits."

The compact hydraulic excavator features an operating weight of 2,264 kg, a dig depth of 2.58 metres, maximum reach of 4.37 metres and a bucket breakout force of 1,968 kg. The retractable undercarriage on the TB225 allows the compact machine to easily navigate job sites with limited access, making virtually no jobsite unreachable.



As well, the automatic fuel priming system, auto deceleration and dual element air cleaner are standard features for the excavator's 19.6 hp Tier 4 Final Yanmar engine, which ensures the machine will always be operating in the most efficient and environmentally friendly way possible.

The TB225 is also equipped standard with a LCD multi-informational display, automatic load sensing two speed travel, pilot operated joystick con-

trols and a back fill blade with pin-on extensions. The large engine hoods provide ease of access for routine maintenance points.

The operator's station of the TB225 features a ROPS/TOPS/OPG protective structure, along with a suspension seat and adjustable arm rests, designed to keep the operator safe and comfortable on any jobsite. The TB225 compact excavator is now available at Takeuchi dealers across North America. ■



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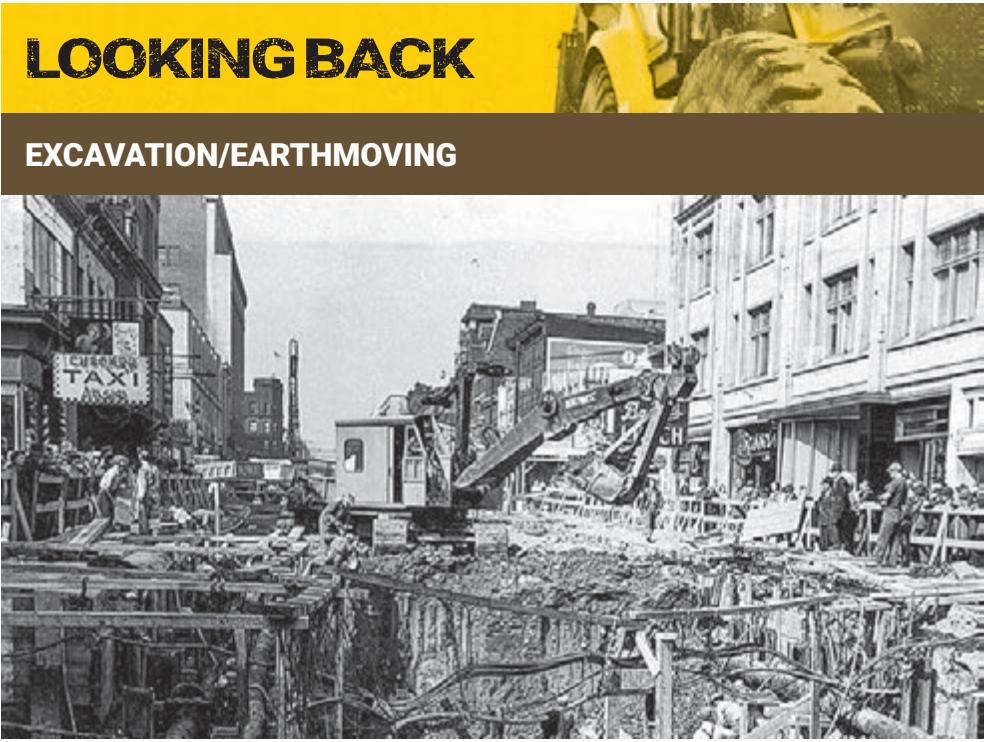


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Pictured here in the fall of 1950 is a Northwest model 25 cable backhoe at work on Toronto's Yonge Street subway.

Work had commenced the previous year on the subway with the contract awarded to a consortium of contractors that included Pitts, Johnson, Drake and Perini. About 1.3 million cubic metres of material were excavated over the five year contract with the majority of it repurposed to expand the port and waterfront areas.

Cable operated shovels with various attachments, such as this Northwest 25 backhoe, were the norm prior to the hydraulic excavators.

Pile driving, tunnelling and open-cut excavations, as seen in this photo, were handled by these cable machines. Seventy years ago, the highly skilled and experienced operator with a Hoisting Engineer's Certificate was in demand. No joysticks, air conditioning or other amenities for the operator in that era. Evidently, hundreds of 'sidewalk superintendents' lining Yonge Street were catching the action.

The Northwest model 25 was rated as a .57 cubic metre machine and typically powered by a Caterpillar D4600 diesel engine rated at 60 kW. Some earlier versions equipped with gasoline engines were repowered with GM 3-71 diesel engines.

HCEA Canada has two Northwest machines in operating condition: a Model 25 on shovel front and a Model 41 set up as a dragline.

Unfortunately, due to the COVID-19 situation, HCEA Canada's annual 'Last Blast' event scheduled for October 17 at the Simcoe County Museum has been cancelled. We look forward to seeing you at our future events.

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Commemorative Cat D6 dozer heads to Canada

A commemorative medium-sized dozer created by Caterpillar to mark 175,000 units produced will be put to work in Canada.

The machine is one of three units created to mark the production milestone.

In 1985, Caterpillar expanded its revolutionary elevated sprocket undercarriage concept to its medium track-type tractor line with the launch of the H-Series models.

Still unique to this day for the 130 to 350 hp dozer class, the high drive design conformed to the ground better, improving durability, serviceability and performance compared to low-drive and oval track designs.

The Cat D4H, D5H, D6H and D7H dozer models were the first machines to feature the high drive design. In 1987, the D8L model was added to the family.

Alongside bringing many of the same large dozer advantages to the medium line, the elevated drive sprocket allowed movement of the front and rear track idlers. This helped to fine-tune machine balance and ground pressure for specific applications more easily than oval track machines.

For the first time, variable pitch angle tilt (VPAT) blades were made available for high drive dozers with the D4H and D5H models for finishing jobs.

Commemorative dozer models

Now, 35 years later, Caterpillar celebrated the success of the elevated sprocket design in the medium dozer class by producing three commemorative machines marking the 175,000th units to be produced. The three dozers rolled off the production line in May.

“One of the original taglines to promote the early high drive tractors was ‘Beyond Known Capabilities,’ because these units set a new standard for efficiency, productivity and ease of operation,” said Wes Holm, chief engineer for Caterpillar medium tractor products. “With our next generation medium dozer line, which includes the new D5, D6 and D7 models, we continue to push these envelopes through adaptation of technology to drive productivity and efficiency to another level.”

With ongoing restrictions resulting from the coronavirus pandemic, Caterpillar cancelled in-person celebrations to mark the historic 175,000-unit milestone for its medium dozers.

However, three customers took possession of the commemorative units, which feature special decals on the fenders denoting the 175,000-unit milestone. The 175,000 image appears inside the cab as well, where it is embroidered on the headrest and printed on a plaque denoting each unit’s limited-edition status.

The first two commemorative units were Cat’s D6 XE electric drive dozers, featuring a dark grey and black paint scheme. The third unit, a D6 dozer with 4-speed, fully automatic transmission, is finished in traditional Cat yellow with special black tracks and blade.

D6 dozer heads to Alberta

The commemorative D6 dozer was shipped to Canadian dealer, Finning Cat, where it was sold to Midwest Pipelines Inc., based in Spruce Grove, Alberta. The legacy of Cat medium track-type tractor ownership dates back 39 years to Midwest’s sister company, Pidherney’s Inc. of Alberta, when founder Merv Pidherney purchased his first dozer, a Cat D6D.

Today, the company’s combined dozer fleet is nearly 100 strong, and the companies remain family owned and operated, specializing in oilfield, civil and hauling projects.

Goodfellow Bros., and long-time Cat customer and fourth-generation, family-owned contractor based in Washington State, received one of the D6 XE units. Before being put in the dirt in Hawaii, Goodfellow plans to feature the new commemorative dozer in the company’s 100th anniversary celebration, planned for 2021.

Holt Cat of San Antonio, Texas, took possession of the second commemorative D6 XE dozer. The Caterpillar-Holt longstanding relationship dates to the company’s origins when Benjamin Holt invented the Caterpillar track-type tractor in 1904.

Cat’s elevated sprocket meets electric drive

The D6 XE dozer design embodies 116 years of innovation since Holt’s original Caterpillar. The dealership plans to use it to help promote Cat’s next generation dozers at future customer events.

Symbolic of the medium dozer line’s long history of innovation, the Cat D6 XE is the world’s first electric drive dozer to offer the elevated sprocket design. It boasts a strong, yet light, structure, providing optimum machine balance for grading without the need for a rear implement or counterweight.

Integrated Cat GRADE technologies, such as standard Slope



Assist and available Cat GRADE with 3D, help to increase overall jobsite productivity by up to 50 per cent. Offering up to 35 per cent improved fuel efficiency, the dozer features a durable design with updated components, long service intervals and extended scheduled maintenance to reduce service and maintenance costs by up to 12 per cent.

The Cat D6 and D6 XE dozers are manufactured in East Peoria, Illinois, and Grenoble, France, along with other models in the medium dozer line. In addition, Caterpillar manufactures Cat medium dozers in Piracicaba, Brazil and Rayong, Thailand, to meet global market needs. 

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Dynapac's next level of homogeneous material transfer

Dynapac has launched its much-awaited IMIX system for asphalt paving, which eliminates temperature and material segregation.

The new IMIX system made its debut on Dynapac's MF2500CS mobile feeder, featuring a versatile belt system, intelligent operator assistance systems and flexibility to configure the machine for the right application.

IMIX

Material segregation occurs during loading, transport and dumping. Larger material tends to move to the outer sections, while smaller material settles in the middle of the material flow.

The heart of the IMIX-system is the combination of three strategically positioned devices: a conical auger in the hopper, a flow divider in the conveyor and a mixing system at the end of the main conveyor.

The augers in the hopper push the large particles, which are stagnant at the colder outer sections on the hopper towards the middle of the conveyor to join the main flow. The material is transported by the movement of the belt to the top, where the flow of material is split by a flow divider into two streams. These streams of material are mixed and blended at the end of the conveyor by an auger mixing system before leaving the main conveyor.

The unique arrangement equalizes temperatures within the mix and blends large and small stones. The result is consistent and long-lasting road quality, according to Dynapac.

For cold materials, like RCC, the conveyor mixing system can be lifted by pressing a button. This ensures a higher material output.

Distance Assist

Maintaining a safe distance between the material feeder and paver — while docking to the truck to the feeder and paver simultaneously — can be a daunting task.

Dynapac Distance Assist automatically maintains a set distance between the paver and feeder. The feeder is equipped with a laser sensor, which allows the feeder operator to virtually connect to the paver and follow the speed of the paver movement. The feeder driver can focus on the job at hand which is material transfer. Combined with the possibility to save multiple distances, feeding two pavers becomes less stressful with the Dynapac MF2500CS equipped with the SwingApp.

To keep the paver operator informed, the feeder is equipped with a LED bar, which shows the status of the radar sensor and the deviation to the correct distance.

Swing Assist

Feeding two pavers simultaneously is often demanding for the feeder operator. Via the SwingApp, Dynapac Swing Assist helps the operator by recording the height and angle of swing for both of the pavers' locations, allowing the operator to recall the positions by just the press of a button.

In combination with Distance Assist the feeder drives automatically to the correct position and the SwingApp moves directly over the hopper of the paver.

The SW6500 SwingApp

The MF2500CS may be equipped with the 91 cm extended SW6500 SwingApp conveyor for long side reach for paving over barriers and in-line or echelon paving applications.

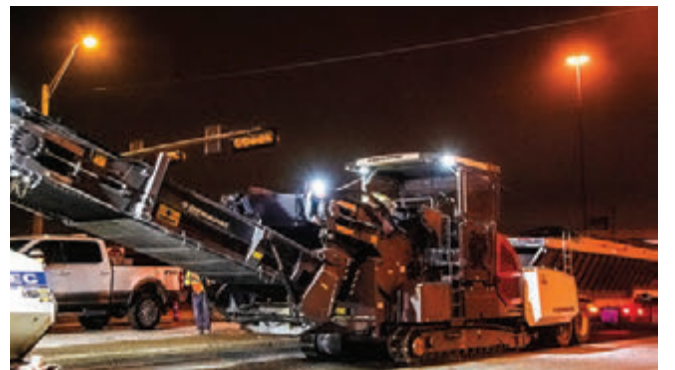
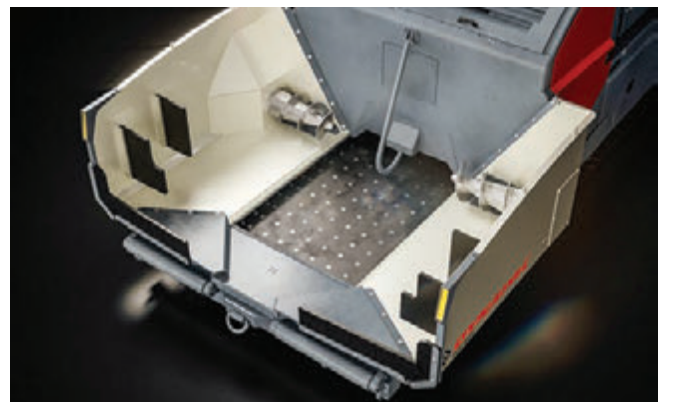
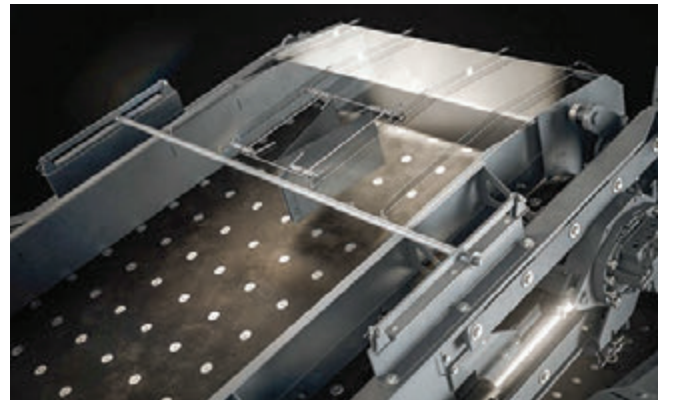
The newly developed 8.5-metre-long conveyor SW6500 has a side reach of 3.8 metres. Thanks to its integrated quick coupling cylinders and lifting points, the SW6500 can be mounted behind any MF2500CS within 20 min. This reduces investment cost for the contractors using one swing app for multiple machines in their fleet. The patented system reduces wearing and makes the MF2500CS a more flexible machine.

Smart belt conveyor design

The feeder's rubber belt is mounted directly on metal stiffeners. This unique concept allows longer intervals for belt changes and a higher planning reliability.

For longer uptime, the rubber belt connection has been optimized, and extensive testing in varying conditions with various mixes have verified improved stability. As well, the newly positioned spraying beam under the front hopper flap guarantees a permanent wet feeder belt. This prevents adhesion with difficult mixes and weather conditions. The new dual scraper for the SwingApp is robust and removes persistent adhesions. The pressure of the scraper, spraying interval and period can be adjusted individually according to site requirements. This lowers wearing and usage.

The feeder belt is held in place by chain rollers, so no chains have to be dismantled when changing the belt. The new belt is attached to the old one with a quick coupling system and fed in place. This design makes a feeder belt change possible within a couple of hours. Furthermore, no vulcanization is



needed, as the belt is immediately ready for action.

The Dynapac MF2500CS is the only MTV on the market that can be used for transferring a variety of materials such as asphalt, RCC, aggregate or sand. Thanks to the precise belt control and the foldable material hopper, as well as the optional rubber skirt, the transported material can be precisely fed.

For large paving widths, the Dynapac MF2500 delivers a feeding capacity of up to 4,000 tons per hour.

The Dynapac feeder also delivers a cleaning time of less than 30 minutes. The optimized cleaning concept with three separate pumps, an enlarged release agent hose and hose connections in front and in the back of the feeder counteract material sticking to the feeder, which minimizes cleaning at the end of day.

Operator comfort

The MF2500CS MTV's hydraulic liftable platform elevates the operator area about 1.2 metres with a touch of a button providing a 360-degree complete jobsite view.

The Truck Assist feature makes truck docking/un-docking to the feeder simple and efficient, and eliminates the dump person from the jobsite. As well, a series of LED bar lights signals the truck driver when to back up, dump the material and when to leave. The light sequences are controlled by the feeder operator.

The dashboard of the MF2500CS features a large 18 cm screen that displays vital feeder parameters. Three smartly positioned cameras allow the operator to see the front and rear of the feeder and the paver hopper area providing optimal visibility around the feeder at all times. ■

WITOS Paving Docu bridges tech gap for Vögele

Vögele’s new WITOS Paving Docu, is complementing its two existing jobsite solutions from the company: RoadScan, the non-contacting temperature-measurement system, and WITOS Paving Plus, the telematics solution for coordinating and actively optimizing all processes.

WITOS Paving Docu is designed for contractors that want to record and analyze more than just paving temperature, but don’t need the full range of WITOS Paving Plus functions, which includes process optimization and integrated planning.

At a jobsite, foremen can use a special smartphone app to initiate jobs in WITOS Paving Docu and record a wide array of additional paver and paving data, such as working width, paving speed, interruptions to paving and effective paving time. Delivery notes can also be scanned using a QR code or entered manually, allowing paved areas, paved material quantities and densities to be calculated continuously.

At the end of a day’s paving, jobsite reports are sent automatically by email to selected recipients. They include information on key jobsite data and machine utilization.

WLAN connection

The app and the paver are connected via WLAN, so information can be exchanged between the machine and the foreman’s smartphone even where there is no mobile

phone connection. This way, both the foreman and paver operator know at all times how many tons of material have been paved on what surface area and in what density.

“WITOS Paving Docu is an extremely practical and reliable solution when it comes to the rapid, straightforward yet comprehensive documentation of a job site,” said Dr. Stephan Weller, head of software products at Vögele. “It is ideal for construction jobs where precise data recording is required, but there is no need for active process optimization on site.”

The paver creates the WLAN network with a range of about 50 metres and acts as the server on the job site.

“This autonomous solution allows processes to run smoothly even if there is no network coverage,” Dr. Weller said.

Simple handling

For contractors who want to plan their jobsites by largely conventional methods, but document them digitally, WITOS Paving Docu offers the option of automating the recording and analysis of data without great expense. All they have to do is install the corresponding app. The hardware – the telematics module and the screed width measuring unit – is fitted directly in the paver. The app offers clear and intuitive menu navigation, so users can familiarize themselves with the application quickly, without specific prior knowledge or exten-



sive training. For contractors, this increases the efficiency of jobsite documentation processes, without lengthy introductory phases.

Upgrade to WITOS Paving Plus

Should requirements change, contractors can upgrade to WITOS Paving Plus at any time. As well, contractors who have already acquired the full version have the option of using only the Docu module for smaller jobs.

The full version of WITOS Paving Plus, Vögele’s software-based process management solution, networks everyone involved in the process, from the mixing plant to the paver operator, and creates five modules. Jobsite planning, provision of mix, mix transport, paving of asphalt and the analysis

of processes can all be managed by a single system in real-time.

This enables site managers and paving teams to respond quickly and appropriately to possible faults and to make processes much more efficient.

The dynamic logistics and machine control system with corresponding controlling also increases quality.

“That’s why many public-sector clients are now demanding the use of intelligent process management systems,” Dr. Weller said.

“With WITOS Paving Docu and WITOS Paving Plus, we are now giving our customers two extremely flexible solutions they can use to either document process data for later analysis or to actively optimize processes, as appropriate for a given job.”



Trimble introduces the next generation of Roadworks

Trimble Roadworks, a 2D paving control platform for asphalt pavers, provides roadbuilders with an automatic screed control system that can improve the accuracy and productivity in applications of asphalt paving.

According to Trimble, Roadworks enables paving contractors to minimize waste of asphalt material, achieve optimal rideability as well as finish projects on time and budget.

Trimble’s next-generation paving control platform features intuitive, easy-to-learn software, built on the

Android operating system. The system gives operators of all skill levels the ability to work faster and more productively than before.

“Trimble Roadworks takes paving control to the next level,” said Kevin Garcia, general manager for Trimble Civil Specialty Solutions. “This new platform leverages the intuitive Trimble machine control interface and applies it to asphalt pavers, making it easy to use and learn, and more accessible for many different types of contractors.”

Trimble Roadworks uses a variety of 2D references to pave with a fixed thickness, making it a lower-cost option for roads that have been graded or milled using 3D machine control.

As well, the system may be used in production paving applications such as highways, state roads, airports and large commercial surfaces.

Utilizing the same interface as the Trimble Earthworks Grade Control Platform and many of the same sensors as the Trimble PCS400 2D Paving Control System, current Trimble technology users will need minimal training to get started with Trimble Roadworks.

Flexible hardware

The Trimble Roadworks paving control application runs on an 18 cm Trimble TD510 touchscreen display. Also featuring two external keypads, contractors can easily change sensor values and input data in the field.

The TD510 interface is optimized for productivity with colourful graphics, natural interactions and gestures and self-discovery features, making the software intuitive and easy to learn.

Using the Android operating system, operators can download other applications that provide additional tools inside the cab, such as weather and communications apps.

Trimble Roadworks can be mounted on a variety of new and existing asphalt paving machines, regardless of manufacturer. The flexible system can be configured with a combination of sonic tracers, slope sensors, averaging beam and contact sensors, with the ability to quickly and easily change sensors based on the application.

Trimble Roadworks Paving Control for asphalt pavers is available now through the worldwide SITECH distribution channel.

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PLEASE NOTE: An excellent selection of tractor trucks and trailers from Assets formerly belonging to Mars Transport & McClay Transport. McClays' have replaced some of their fleet with new tractors and no longer need the extra trucks. Everything sells to the highest bidder. Auction to be held online only opening Tuesday September 8th at 8:00am and begins to close September 15th at 10:00am. All equipment located at Sunrise Equipment Auctions and is to be removed by September 25th. Loading only from 9:00am to 3:30 Monday to Fridays. NO SATURDAY OR SUNDAY LOADING. **TERMS:** A 10% buyer's premium will apply to all purchases. Also, a 2% online fee applies to all purchases to a maximum of \$1,000 per item. Due to Covid-19, payments will only be received by E-Transfer, Wire Transfer or by Credit Card. A 3% surcharge will apply on all credit card transactions. Invoices will be emailed out after the auction closes. All payments MUST be made by 4PM September 18th. If needed, financing must be prearranged prior to bidding. Owners & Auctioneers are not responsible for accidents.

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Deere debuts 3 new E-Series cold planer attachments

John Deere is expanding upon its lineup of attachments with the introduction of three new E-Series cold planers.

The new CP18E, CP24E and CP30E cold planers are designed to help operators who work on street repairs, level uneven pavement, texture pavement and clean around larger milling machines.

The CP18E, CP24E and CP30E are compatible with John Deere skid steers and compact track loaders, as well as equipment offered by other manufacturers.

“The E-Series cold planers are new solutions for our customers seeking more efficiency on the job by enabling all cold planer functions to be controlled from within the machine’s cab,” said Jessica Hill, program manager of global attachments at John Deere. “The attachments deliver value to our customers through increased productivity and uptime, while maintaining low daily operating costs.”

The CP18E, CP24E and CP30E cold planer attachments are equipped with a heavy-duty planetary drive system that generate high torque speed for the toughest and most demanding jobs.

The planetary drive system is a wheel drive, which allows the operator to remove the side plate when the attachment works next to a curb, making it ideal for use in tight spaces.

Through complete in-cab controls, operators are able to manoeuvre the cold planer depth, tilt and side shift to increase overall productivity. With rear spoil clearance that reaches up to 229 mm, operators can be more productive on the job by minimizing material that is pushed back into the cut.

According to John Deere, operators can expect an increase in uptime with the visible case pressure reservoir that was added to the three models to provide a visual indicator of high case pressure.

If there is high case pressure, the reservoir will fill with oil and will give an indication to shut down the system so operators can spend less time waiting for maintenance and more time working. As well, the case pressure reservoir helps reduce contamination to the machine’s hydraulic system to maintain machine health and longevity overall.



The high-capacity gearbox on the CP18E, CP24E and CP30E cold planers include a drain-and-refill plug for clean and easy maintenance fills, using only a funnel to keep daily operating costs low.

Additionally, oil will need to be replaced after 1,000 hours or on an annual basis. Operators should reference the operator’s manual for appropriate procedure and maintenance requirements. ■



Volvo CE sells Blaw-Knox pavers to Gencor

Volvo Construction Equipment has signed an agreement to sell the North American Blaw-Knox paver business, as well as associated assets, to asphalt equipment manufacturer Gencor Industries.

The Blaw-Knox business and associated assets will shift to Gencor, including the transfer of the manufacturing production line that is currently located in Shippensburg, Pennsylvania.

“Gencor is a strong player to take on the Blaw-Knox paver range, as it has extensive expertise in the asphalt industry and a good reputation for quality and customer success,” said Melker Jernberg, president of Volvo CE. “We see this agreement as being a win-win for us and Gencor. It maintains a valuable product offer to Volvo CE customers, as well as securing dealer distribution and servicing of Blaw-Knox branded paver products in North America.”

Gencor has announced they plan to continue the manufacturing of the Blaw-Knox paver line in south-central Pennsylvania and will move to a location in Letterkenny Township.

The deal is expected to be finalized in the fourth quarter of 2020, and will allow Gencor to manufacture and develop Volvo CE’s current North American paver product line, and market the machines under the Blaw-Knox brand.

As well, Gencor has announced it will continue marketing and servicing the Blaw-Knox paver line through selected Volvo CE dealers in North America.

Blaw-Knox legacy

The Blaw-Knox brand dates back more than a century when in 1917 Blaw Collapsible Steel Centering Company merged with the Knox Pressed and Welded Steel Company.

The firm made its first road paving equipment in 1929 and the brand built a reputation in the paving segment in North America.

Gencor Industries is a North American manufacturer of asphalt plants, soil remediation plants, combustion systems and heat transfer systems to the road and highway construction industry.

“With our already strong position in the asphalt industry, this acquisition will afford Gencor access to the venerable brand of Blaw-Knox, and provide an entry into the hot mix paver segment,” said Marc G. Elliott, president and director of Gencor Industries.

“We are committed to the long-term growth and development of the Blaw-Knox brand.” ■

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- 1,217 hours
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- New seat
- Parallel lift and float
- Comes with 60" bucket
- 60 hp Perkins engine
- Block heater
- Front & rear work lights
- Fully serviced with new oils and original JCB filters
- Operating capacity: 1,896 lbs
- Operating weight: 8,113 lbs
- Tipping load: 5,417 lbs
- Travel speed: 11 km/h
- FOB Orillia, Ontario

\$59,800
+ APPLICABLE TAXES

2007 INGERSOLL-RAND VR1056C

- 8,193 hours
- New 60" forks
- (10 000 lbs rating)
- 10 000 lbs lifting capacity with max lifting height of 56 ft. and max forward reach of 41.5 ft.
- 110 hp Cummins engine
- Well maintained machine
- Boom rebuilt recently with new chains and pads
- FOB Orillia, Ontario

\$128,800
+ APPLICABLE TAXES

2008 VOLVO G940

- Rebuilt Volvo D7 diesel engine
- Volvo HTE1160 transmission
- Low profile cab c/w air conditioning
- 14 ft. moldboard
- 17.5x25 tires (75% front, 100% rear)
- Warranty
- Freshly premium-painted machine
- FOB Orillia, Ontario

\$165,000
+ APPLICABLE TAXES

2015 DEERE 180G LC

- 2,100 hours
- 32" shoes
- Air suspension seat
- Reverse fan drive
- One pc boom, arm 10'6" long
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SEARCH



2008 CAT 330DL
17,538 HOURS.

• \$73,000



2007 CAT 345CLV6
20,175 HOURS.

• \$72,000



2010 JOHN DEERE 200D
11,535 HOURS.

• \$50,000



2013 KOMATSU D65EX-17
4,663 HOURS.

• \$155,000



2007 HITACHI ZX350LC
8,992 HOURS.

• \$89,000



2017 CAT 730
3,539 HOURS.

• \$439,000



2005 VOLVO A40D

• \$135,000



2016 VOLVO EC300E
2,900 HOURS.

• \$185,000



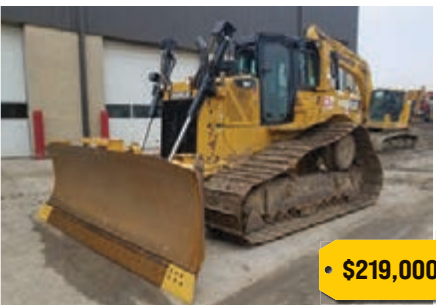
2013 VOLVO A40F
7,200 HOURS.

• \$269,000



2017 CAT CS66B
2,190 HOURS.

• \$140,000



2013 CAT D6T L6P
5,465 HOURS.

• \$219,000



2014 HITACHI
ZX225USLC-5B
2,100 HOURS.

• \$177,000



EQUIPMENT JOURNAL

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EQUIPMENT OF THE WEEK

2014 CAT D6T L6P 1,875 Hours \$200,000	2014 CAT D6T L6P 2,115 Hours \$200,000	2011 CAT D6T 5,845 Hours \$200,000
2017 CAT D6T L6P 1,280 Hours \$150,000	2017 CAT D6T L6P 3,180 Hours \$140,000	2014 CAT D6T L6P 38 Hours \$100,000
2014 JOHN DEERE 200D 1,800 Hours \$100,000	2017 JOHN DEERE 200D 1,000 Hours \$140,000	2014 JOHN DEERE 200D 4,000 Hours \$100,000
2014 CAT D6T L6P 5,400 Hours \$100,000	2014 CAT D6T L6P 5,475 Hours \$100,000	2011 CAT D6T 2,025 Hours \$100,000

Here's how to improve safety for nighttime roadbuilding

Nighttime roadbuilding and highway improvements have increased in recent years with many road construction companies now choosing to undertake improvements overnight.

While operating overnight provides clear benefits for those using the road network, minimizing disruption and reducing diversions for commuters, there are serious implications for construction workers' safety due to poor visibility and worker fatigue.

Construction is a hazardous occupation and road construction is ranked as one of the most dangerous occupations in the world. Research has shown that 55 per cent of incidents occur within the work zone itself, with the majority of worker deaths and injuries involving a moving vehicle.

Blind spots on vehicles are a major contributing factor to collisions and are often the main reason ground workers are injured or killed. Poor visibility, due to working overnight, dusty worksites and difficult weather conditions, all exacerbate this issue.

Meanwhile, ground workers who are required to wear hearing protection cannot always hear a vehicle approaching.

Vehicle safety systems are helping to address this issue. While passive systems, such as mirrors and cameras, will help assist a driver to spot objects in a vehicle's blind spot, active systems, including operator alerts and reversing alarms, ensure that drivers receive an immediate warning that an object is present and pedestrians are aware instantly that a vehicle is nearby.

Warren DiMarco of Brigade Electronics Canada explains the importance of

active systems for nighttime working.

"Work sites present a number of challenges when it comes to visibility. Not only are they dusty and dirty places to be, but when this is combined with nighttime hours or difficult weather conditions, it can become increasingly dangerous for ground workers to be spotted by those operating moving vehicles. Active safety systems are therefore crucial to assisting drivers and enhancing safety for workers operating in these conditions. This is why we always recommend that a combination of both passive and active systems, such as cameras and alarms, are fitted to vehicles for the ultimate safety solution."

These systems include Brigade's award-winning Backeye 360, which provides the driver with a complete surround view of the vehicle in real time in a single image. The system combines images from ultra-wide-angle cameras, resulting in a 'bird's-eye view' of the vehicle and surrounding area in real time, meaning drivers can clearly see people and objects as they manoeuvre their vehicles.

Active technology like radar obstacle detection can detect stationary and moving objects even in the harshest of environments, including in darkness, giving the driver an audible and visible warning when objects are within a certain distance. Heavy duty radar systems, which are waterproof and smoke resistant, can even operate in high or low temperatures, and can easily be heard in noisy environments, making them ideal for construction sites.

One construction company that has benefited from installing safety technology

on its vehicles is UK-based business Day Aggregates. It fitted Brigade's Backsense heavy duty radar sensor system onto its fleet of shovel loaders, telehandlers and trucks.

In the last few years of recording incidents, which are split by 'damage' and 'near miss', the company has reported that this technology has been key to reducing incidents and improving safety.



"The radar is an extra back up when looking in numerous mirrors and using reversing aids. If you're distracted, for example because someone suddenly asks you

a question on the radio, you can be trying to take in too much at one time," said operator Darren Harfield. "The radar system prevents this. There's an in-cab display that presents different

colours and beeps when anything comes within a certain distance of the vehicle, so it's not just visual prompts, but audible alerts too."

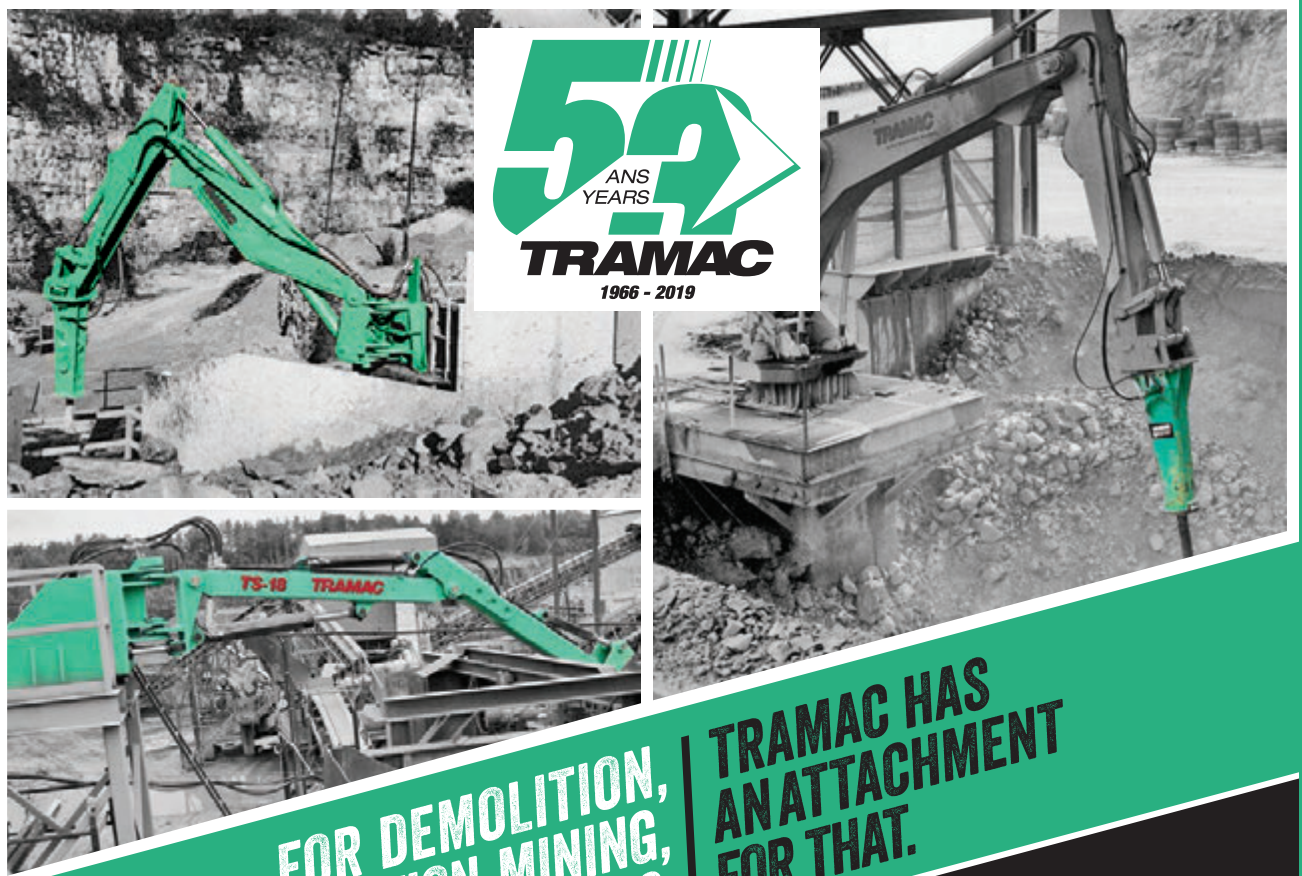
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ON THE MOVE

NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

Terex announces leadership changes in AWP division

Terex Corporation has announced that John L. Garrison, Jr., chairman and CEO of Terex Corporation, will take on additional responsibilities as president of Terex Aerial Work Platforms (AWP), effective immediately.

Matt Fearon, the current AWP president, left the company on August 1 after 25 years with Terex, AWP and Genie.

Simon A. Meester, vice president of global sales and marketing administration for AWP, will be promoted to chief operating officer of Terex Aerials. Meester and Clint Weber, general manager of Terex Utilities, will both report directly to Garrison in his role as president of Terex AWP.

The Terex executive leadership team will continue to report to Garrison in his role as chairman and CEO of Terex Corporation.

"We thank Matt Fearon for his many contributions to Terex," Garrison said. "Matt has been a dynamic and much-admired leader who helped Genie grow from a regional brand to a global powerhouse. He arrived as an engineer 25 years ago and went on to key roles including VP operations, VP and managing director of EMEAR, VP and general manager, Americas, and ultimately president of AWP."

Meester joined Terex in 2018 from Eaton Corporation, where he was vice president and general manager of the Industrial Control Division. Earlier, he spent 14 years in progressively senior roles at Caterpillar, before becoming president of Sandvik Mining and Construction in India. He has managed global teams and operations for 20 years, based in seven

countries, including eight years in the United States. He holds an MBA from the University of Surrey, England, and a Bachelor of Science in Automotive Engineering, Apeldoorn, Netherlands.

"I look forward to working closely with Simon and Clint, and their terrific teams at Genie and Utilities," Garrison said. "We congratulate Simon on his expanded responsibilities, and we send best wishes to Matt for continued great success in the years ahead."

Garrison was elected chairman of the board of Terex Corporation on August 15, 2018, having served as president and chief executive officer since November 2, 2015. He assumed the additional responsibilities as president of Terex Aerial Work Platforms on June 8, 2020.

From 2009 to 2015, Garrison



John L. Garrison



Matt Fearon



Simon A. Meester

was president and chief executive officer of Bell Helicopter, a unit of Textron, Inc.

Garrison has been a member of the board of directors of the Flowserve Corporation, one of the largest global suppliers of industrial and environmental machinery, since October 2018, and he is a member of the board of directors of the Association of

Equipment Manufacturers (AEM).

He earned an MBA from Harvard University, graduating with distinction and first- and second-year honours, and a BS in Engineering from the United States Military Academy, where he was on the Academic Dean's List and top 1 per cent in leadership ratings. He also was a four-year varsity letterman award-winner in football. ■

Brian Melka named group president of Kohler Power

Kohler Company has announced that Brian Melka has been named group president for its power group.

In the role, Melka reports to David Kohler, president and CEO of the company. Prior to the appointment, Melka served as president of engines since February 2019.

As group president, Melka provides full-scope strategic and operational leader-

ship and is responsible for accelerating growth and profitability of the global power group businesses: Power Systems, Kohler Engines, Clarke Energy and Kohler Uninterruptible Power.

Melka joined Kohler in 2013 as vice president of Kohler Engines Americas, where he delivered consistent results and the best run of profitable growth in

the history of the engines business. In his most recent role as president for engines, Melka oversaw leadership of the global engines business which includes Engines Americas, Engines China and Engines EMEA, and executed strategic plans for both the gasoline and diesel markets.

Prior to Kohler, he held senior leadership roles with Rexnord and Textron. ■



Brian Melka

Brian Hawn joins Exodus Machines as vice president of service

Exodus Machines is expanding its leadership team with the appointment of Brian Hawn as the new vice president of service.

In his new role, Hawn will oversee parts and service for Exodus Machines and its BladeCore, Connect Work Tools, OilQuickUSA and ShearCore branches.

"I could not be more pleased Brian chose to join our team," said Kevin Boreen CEO of Exodus Machines.

"After our first meeting, I knew he was the perfect addition to make our management team even stronger. He brings with him nearly 15-years' experience in the demolition and scrap recycling equipment industries and has earned the trust and respect of dealers, vendors, end users and co-workers."

Hawn was most recently with Stanley Black and Decker, where he oversaw the Stanley infrastructure field service team. He was responsible for coordinating all training for sales, service, dealers and end-users for the entire Stanley infrastructure division including LaBounty, national and global accounts.

"I am thrilled to join the Exodus family. As soon as I met the team, I quickly related to and felt like I fully understood their vision on customer service.



Brian Hawn

It was clear that Exodus was where I needed to be," Hawn said.

"The state-of-the-art factory and innovative way of manufacturing is the perfect combination for Exodus and its branches to excel within all the industries they serve."

Created in 2008 on the shores of Lake Superior in Superior, Wisconsin, Exodus Machines manufactures and distributes products under four divisions - BladeCore, Connect Work Tools, OilQuickUSA and ShearCore - for both the domestic and international scrap, demolition and construction markets. In addition, Exodus Machines provides full service, parts and rebuild services, including support of material handlers. ■

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2017 VOLVO A40G 4300 HRS, HEATED BODY, 29.5R25, TAILGATE. **\$CALL**



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(2) 2014 VOLVO A30G 4260 HOURS, 750/65R25 WIDE TIRES, TAILGATE, HEATED BOX. **ASKING \$316,000 EA.**



2011 KOMATSU PC200LC-8 9575 HOURS, 60" SMOOTH EDGE BUCKET, 10' STICK, 32" TBG. **\$55,000**



2017 HITACHI ZX350LC-8 1130 HOURS, Q/C, AUX HYD, 32" TBG, 54" BUCKET, 9'6" STICK. **\$299,000**



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