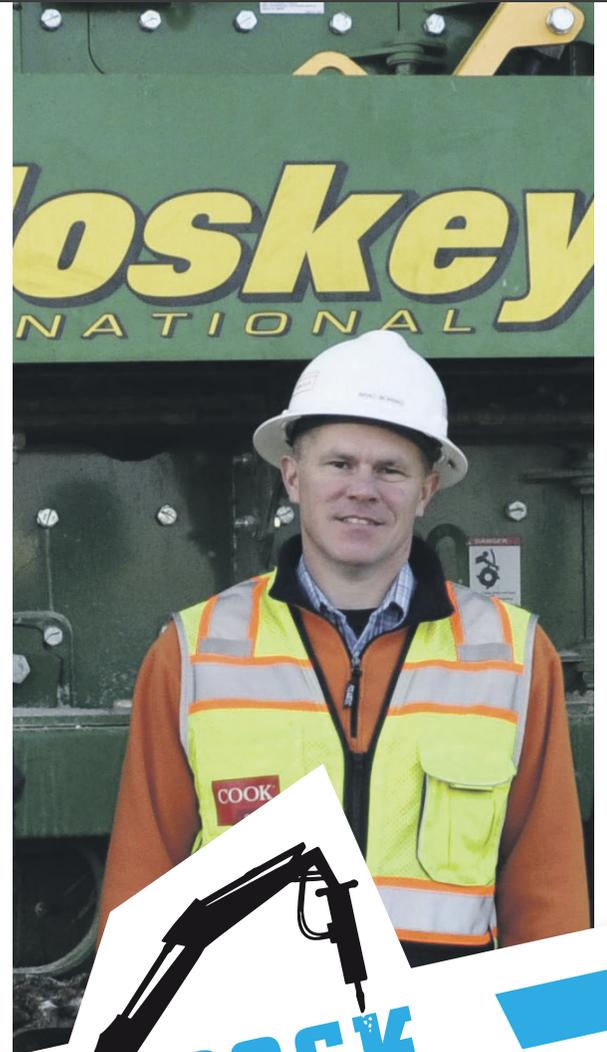


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MARCH 2019

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**MANY STICKY RETURNS:
GOLD MINE SEEKS SOLUTION
TO CARRYBACK**

**A TRIBUTE TO THE HARD
HAT ~ 100 YEARS YOUNG**

**WEDDLE BROTHERS USE
MCCLOSKEY FOR COOK MEDICAL
REDEVELOPMENT PROJECT**



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Many sticky returns: Gold mine seeks solution to carryback





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Many sticky returns:
Gold mine seeks
solution to carryback

On the cover:
Formerly known as the Rosario mine,
Barrick Gold Corporation and Gold-
corp jointly procured the property and
formed PVDC in 2006.

Photo courtesy of Martin Engineering

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Conveying systems:
an overview

RockRoadRecycle
staff writer

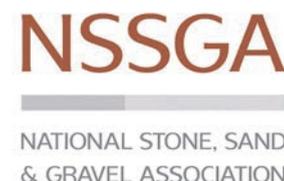


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AEM kicks off year-
long 125th anniversary
celebration



Associations and affiliations:



Many sticky returns:

Gold mine seeks solution to carryback

by Shane Tighe
Territory Manager,
Martin Engineering

The carryback had the consistency of toothpaste, adhering chunks of aggregate to the belt and causing damage to pulleys and headers.

Photos courtesy of Martin Engineering



The word “downtime” in any industry is a veritable curse word. Unscheduled work stoppage is particularly troublesome for a system that depends on the efficiency of its conveyors and can add to pressure from investors who know the company is — in the most literal sense — sitting on a gold mine.

This was the issue facing the Pueblo Viejo Dominicana Corporation (PVDC), a gold mining company located in the province of Sanchez Ramirez, 55 miles (89 kilometers) northwest of Santo Domingo in the Dominican Republic. Within weeks of opening production, operators realized their brand new conveyor belt cleaners were unable to adequately address the area’s overburden. They observed extreme amounts of carryback on discharge belts causing expensive equipment failures, unscheduled downtime and costly man-hours.

“We lost nearly \$250,000 in revenue due to clogged pulleys and headers from abrasive dust and belt fouling in the first year,” said Ed Power, general process maintenance superintendent at PVDC. “We decided to invite a team of ex-



The original conveyor belt cleaners could not manage the overburden, resulting in carryback that caused equipment failures and downtime.

perts from Martin Engineering to assess the problem.” The four-person team came to the conclusion that site construction planners had not anticipated the consequences of clay and sulfur in the soil on the new equipment.

PVDC, formerly known as the Rosario mine, had drawn environmental concerns from local residents for several years between its initial opening in 1975 and closing in 1999. In 2006, Canadian companies Barrick Gold Corporation and Goldcorp jointly procured the property from the Dominican government and formed PVDC, amounting to the largest single foreign investment in the history of the Dominican Republic. What began with a \$2.6 billion estimate to resurrect the operation ended with \$3.7 billion in construction and environmental remediation costs, but site surveys showed it remained a solid investment.

Cohesion and Adhesion

“This is not a deep mine operation. Rather, the ore and rock is quarried,” said Alfonso Granata, general manager of PeGran, the local dealer and service agent for Martin Engineering products. “This particular bulk material offers a unique challenge as it moves through the system.”

The carryback on discharge conveyors caused the whole system to suffer excessive downtime. According to Mike Lenart, mechanical general supervisor for PVDC, “The substance had the consistency of thick toothpaste, which was also able to adhere small chunks of aggregate to the belt, causing a destructive carryback that wreaked havoc on our pulleys and headers. It was a mess.”

The clay and sulfur in the soil at the PVDC site work in tandem:

Particulate cohesion: Production is 365 days a year; however, between April and October the area can receive as much as 6 feet (183 cm) of precipitation. Moisture

can cause cohesion in fine clay particulates, which reacts to load pressure, causing it to stick to the contact surface.

Sulfur adhesion: Throughout human history sulfur has been used in a variety of applications as a strong adhesive and sealant. This can cause gumming on the belt and adhere aggregating that would have previously been discharged to remain as part of the carryback.



Martin Engineering replaced existing primary cleaners at 16 discharge points, fitting them with low-adhesion urethane blades.

Solutions

The original primary and secondary belt cleaners and dust suppression systems were not adequately addressing the overburden. “Our search for a solution included Martin Engineering, due to their reputation in the industry,” said Power. “We wanted to quality test all of our options, so we also included the original equipment manufacturer and a third supplier. From the moment the Martin team arrived at the site, they really embraced the problem and took the lead.”

Martin Engineering representatives created a full site report, complete with assessments and equipment recommendations. Along with the report, the team added a presentation containing a budget and timeline to help site managers explain the issues, needs and solutions to company executives.

Once the corporate office gave the green light, technicians from each competitor attached belt cleaners to three of the site's main discharge points. Martin Engineering equipment was installed on the large discharge belt that presented the most carryback. "The superior product was immediately apparent once the quality testing phase started," Lenart said. "The testing lasted for weeks, and the Martin product was more effective, hands down."

Barrick accepted most of the team's recommendations, and installation took just two weeks. Martin Engineering replaced the existing belt cleaners with QC1™ Cleaner XHD primary belt cleaners at 16 discharge points. These extra heavy-duty units are able to handle speeds of up to 1,200 FPM (6.09 MPS) on belts as wide as 96 inches (2.438 meters) and pulley diameters of more than 30 inches (762 mm). Installers fitted them with low-adhesion urethane blades specifically designed for sticky and tacky material. Able to withstand temperatures from -20° to 160°F (-30° to 70°C) with up to 12 inches (305 mm) of wear life, the blades endure high summer temperatures and constant production schedules with more time between replacements.

"The curved scraper is designed in sections, adjusted individually to conform to the belt, assuring continuous contact across the belt profile," said Granata. "Martin manufactures different cleaning blades which specifically address the chemical make-up of almost all types of conveyed bulk materials."

Sixteen additional Martin DT2H secondary belt cleaners accompanied the primary units to mitigate belt fouling. Attached two to three feet behind the header, the units were equipped with tungsten tipped urethane blades suited for heavy-duty applications. To avoid product loss due to fugitive material, the Martin Engineering team also installed 300 feet of ApronSeal™ Skirting constructed from 70 durometer EPDM rubber composite for its low abrasion index characteristics.

Training

"We were also impressed by the warranty on the equipment," said Power. "And to make sure we had the proper maintenance to comply with the terms, Martin Engineering trained a team of local people to recognize potential problems throughout the entire conveyor system and either fix the issues or offer recommendations."

Martin Engineering has been at the forefront of conveyor



Sixteen additional secondary belt cleaners were attached behind the header, equipped with tungsten tipped blades.

training since it began its education program in 1991. The company has set the industry standard with Foundations™, a reference book and training series now in its fourth edition. Thousands of personnel have been trained in numerous languages on basic operations, safety, maintenance, online education and advanced engineering.

Both PeGran employees and select PVDC employees were also trained by Martin Engineering on its Walk the Belt™ program, which takes a holistic view of the entire conveyor system. "This assures people both inside and outside of PVDC [we] have the expertise necessary to achieve high operating standards, keeping the conveyor system running at maximum productivity, as well as recognizing potential hazards," Granata pointed out. "We're out there every two to three weeks doing inspections. We provide a detailed report on the state of the equipment and recommendations on how their trained internal team can safely perform maintenance."

"Their focus on workplace safety was important to us," Lenart added. "Even the equipment design has extra elements

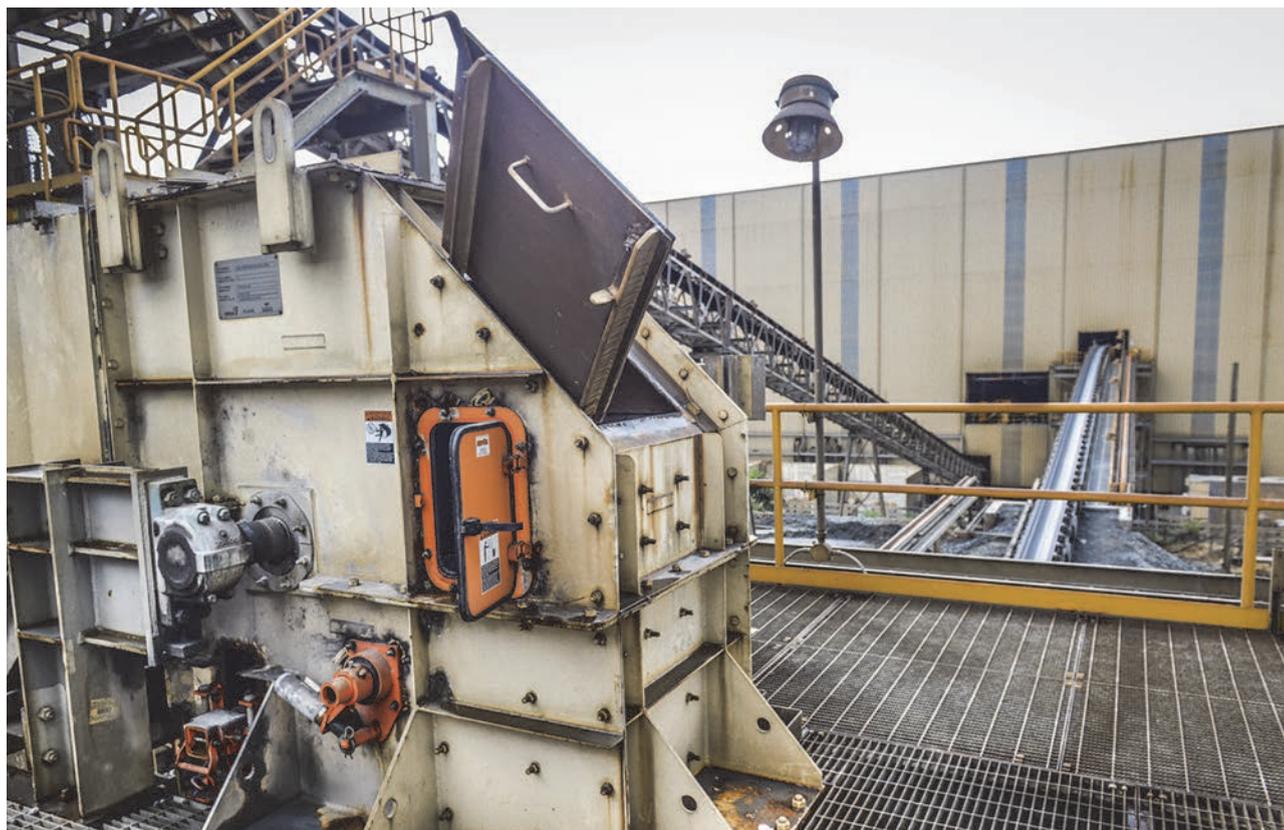
built in that help protect operators and maintenance staff."

Resuming Operations

Operations are now more predictable and consistent, which is important to company profit forecasting. According to Barrick's website, "The autoclaves have achieved targeted and sustainable run rates, but will undergo some planned downtime for scheduled maintenance in the second half of 2014."

PVDC projections for the current fiscal year put annual gold yield at 1,040,000 ounces, a 22 percent increase from the previous year. This has made executives and stakeholders more confident in the sustained operation of the mine, which is forecasted to yield profit for the next 25 years.

"Ongoing follow up from Martin Engineering has been an important part of keeping the whole system running smoothly," Power concluded. "They are just as committed to protecting our investment as we are, which means our conveyor carryback issues are all but gone." ■



Access doors and view points facilitate routine observation of potential trouble spots and contribute to easier maintenance.

The recent addition of a conveyor line gives Terex Finlay dealers an opportunity to help producers improve production



Coverage and photos
by Jon M. Casey

During the demonstration, the TC-80 was used to stack crushed and screened recycled asphalt material.

With the addition of a new line of conveyors in 2017, Terex Finlay equipment users have realized the benefits of using a conveyor to stockpile material once it is crushed or screened to its desired size. According to Ciaran Keyes, Terex Finlay commercial director for conveyance systems, there are a number of benefits to adding an accessory conveyor for stockpiling. During the 2018 World Dealer Conference in Jacksonville, FL, Nov. 14 - 16, Keyes outlined five primary benefits of adding a conveyor to a dealer's equipment line.

Keyes said the obvious initial benefit of an added conveyor is the reduced costs from improved efficiency created by increased stockpile height over the basic stockpile height that comes from an onboard conveyor of a portable crusher or screen plant. For example, the TC-80 conveyor on demonstration at the equipment demo is capable of a discharge height of 34 feet, 6 inches while the discharge height of an 883+ screen plant is 11 feet, 10 inches. Smaller screen plants or crushers have a lower discharge height. With this added ability to stockpile material, the need for moving the conveyed material immediately is reduced, giving producers the opportunity to move the material at a convenient time. Additionally, crushing or screening does not need to be halted to move the material.

With the reduced wheel loader activity, there is less dust, noise and emissions. Material quality is improved as well. Stockpiles tend to segregate less. Material losses due to wheel loader compaction damage also are reduced. With the reduced loader activity, there is less safety risk due to dust created by site traffic.

Finally, Keyes noted the direct reduced cost that comes from the overall running time comparison between the conveyor and a typical loader or excavator. For example, Keyes related the data from quarry testing demonstrating an approximate 90 percent savings using a conveyor over a CAT 980K wheel loader.

Annual fuel and labor costs for the wheel loader amounted to \$90,541 while the use of a TC-80 ran \$8,871, computing an operator hourly wage at approximately \$10.25. Similarly, the equipment operating cost per hour based on 285 working days per year were equally impressive. The CAT 980K hourly rate ran \$31.77 vs. \$3.11 for the TC-80.



The Terex Finlay TR-75 Radial Conveyor is planned for production in early 2019. A telescoping variation also is in the planning stages for introduction in early 2020.

Adding to Keyes' presentation, Terence Bratton, product director, highlighted the entire conveyor product line, which includes two new models to be introduced in 2019, and another in 2020. Bratton said the TC-65 and TC-80 — both self-propelled tracked units — have been available for the past two years.

These conveyors have been designed for international container shipment and can be unloaded and erected under their own power. New options on these units include a large hopper for bulky material and an onboard magnet

for tramp metal removal. Another option is the dual drive configuration, which allows onboard power to move the conveyor from place to place and then the operator can connect to plug-in electrical power to drive the belts once the unit is in place. The machine can also be operated with the onboard CAT engine powered hydraulic drive system.

New for early 2019, the TC-100 will add height and capacity for stockpiling. The unit's 42-inch belt can deliver up to 600 metric tons per hour. Many of the basic components are identical to the TC-65 to make parts replacement simpler and more efficient.

For producers who need larger stockpiling capabilities, the TR-75 Radial Stacker will be introduced as well. Bratton said it is a single-track, fully automated unit, programmable to design easy-to-access, kidney bean-shaped stockpiles up to 10,000 cubic meters in capacity. This unit is also powered by the CAT 4.4 engine and is able to move 500 metric tons per hour.

Two more conveyor additions, the TF-75 H and the TF-75L, with high and low level feeders, are available for shipment in 2019. These two variations allow for different infeed loading capabilities and loading methods. With these two feeder designs, several screen options are available for end user convenience.

Not only can these conveyors be used in post-crushing applications, they can also be used in bulky material and dock-loading situations. Either unit is powered by the CAT 4.4 diesel engine. The two models use a large number of identical parts.

Bratton said in early 2020, Terex Finlay would introduce a TS-75R Radial Telescopic conveyor, a unit that will not only stockpile material in a designated radius but also stockpile it in a wider swath, giving producers greater stockpiling capabilities. Also in new product development is the RT140, a radial telescopic conveyor that is 36 inches wide by 140 feet in length. It can be shipped in three shipping containers. This unit will come with automated stockpiling programming to reduce segregation. It has a self-leveling drop down radial axle. This unit will be especially useful as a terminal transfer conveyor or for barge loading. Learn more information on the [Terex Finlay Conveyor](http://TerexFinlayConveyor.com) line. ■



Portable conveyors give producers the ability to lower costs while increasing rates of production.



Prairie Dawg Practical

by Tim Holmberg, DEMI Equipment

Hey Prairie Dawg, “How about a feeder overview?”

I would imagine the word “feeder” outside of a gravel or mining installation would throw a few people off when mentioned. Why would we use that word in relation to digging and hauling dirt out of huge hole in the ground? After about 30 minutes or so the word will start to gain some valuable meaning and purpose relating to earth digging for both mining and gravel operations. The next question is what does a feeder do and how does it work? Are there more than one type or style of feeder and if so, are there noticeable differences between each?

Let’s just say that without a feeder the rest of the operation would not exist — as the feeder is the very first piece of equipment the operator dumps his material into right out of the hole.

Feeders can be portable or stationary. This preference is usually determined from the beginning stages of setting up a mining or aggregate installation. If the installation is going to cover many miles of ground, it would be best to utilize a feeder that is somewhat portable and can be moved every so often to eliminate excessive driving of loaders or haul trucks. Feeders are often associated with overland conveyors if operations cover miles and miles of surface area. Overland conveyors working in conjunction with feeders can and will save maintenance and fuel costs every day — so the advantage to having both is huge versus wear and tear to the rolling stock or man power.

Portable feeders are usually lighter in construction because they have to be transport-

ed in one-piece from time to time to an entirely new location — usually on a flatbed. These feeders will generally operate at lower cost but also equate to less productivity and less energy to operate. So, it is more helpful to acquire the lighter-duty belt feeder when starting out on a smaller budget.

Stationary feeders — AKA vibratory grizzly feeders (VGF) — are much heavier. The supporting structure being made of heavy-duty structural steel I-beams and extremely thick plating. These feeders are typically driven electrically (through a vibratory gear box eccentric) and can be dumped directly onto by using OTR haul trucks and large-scale excavators. These style feeders are famous for scalping off large-scale boulders that will go directly into the rock crusher. Then, the pass-through material having been scalped off or sized down through the grizzly bar can go onto and up the overland conveyor beltline to the next process — which is usually screening and then secondary crushing.

Mid- to heavy-duty ranged feeders are often call apron feeders and can really take some abuse because they are built to handle it. These types of feeders can be stationary or portable. They can handle large amounts of productivity do to their slow but steady, massive steel chain conveying design. This type of feeder can be positioned under large dump hoppers or remain out in the open where one can pile on as much material as possible — being careful not to over-burden the next piece of process equipment beyond it. This style of feeder usually has a rubber

belt running the entire length catching fine materials that leak through because of the steel-clad chain.

Another feeder is the dozer trap feeder and it is designed specifically for a large dozer to push material directly into it in one action. Dozer traps can be extremely efficient and easy to operate when applied into the correct operation of use.

Feeders for smaller-sized processed aggregates are reclaim tunnel feeders — used where large amounts of material reserves can be placed over them (since they are in a tunnel) and when operating, will continuously feed from those reserves requiring minimal feeding assistance from loaders/dozers. Reclaim tunnels offer a choice of a manual-lever clam gate (to meter material flow) with an automated air or hydraulic cylinder assist. Also, a short length conveyor or belt feeder is used to meter material through the roof openings.

Very unique vibratory plate feeders using electromagnetic forces for varying vibration (pan feeder) also operated as a manual eccentric v-belt driven style vibrator or even a reciprocating plate feeder positioned on wheels can be used to shuffle material under gravitational forces inside reclaim tunnel systems — or under individual free-standing surge hoppers. A 15 to 20-yard or 30 to 40 ton belt feeder is typically used for smaller-scale operations where blending products may be required or where productivity is not as constant or demanding. These hopper capacities are much less and require at-

tention throughout the day to keep material processing further down the system.

Truck dump feeders are used to empty haul trucks. Some heavy-duty versions are capable of handling loads from mine-duty trucks and scrapers. However, these are just batch dump configured with minimal storage capacity and are designed for many cycles of dumps —therefore, they serve a much needed industry of remote location drop off points — typically for remote road repair based projects.

As you can see, this was a brief overview of the many types of feeders and their functions within the niche market of mining or aggregate materials production and material handling. Any of these feeders can crossover and be used in just about any other bulk material handling industry such as agricultural, recycling and even food processing.

If you enjoy these random aggregates and quarrying equipment-based subjects, tune back in for more topics to come. Send me a subject or topic you would like brought to light and any associated questions you would like to have discussed and I will gladly provide my best answer based upon my specific point of view and personal experience.

Questions or comments? Email Tim Holmberg at prairiedawg@pdpractical.com or visit demiequipment.com.

Simply write me a letter and we will send you a T-shirt or ball cap:

Tim Holmberg / 2915 Idea Ave. / Aberdeen, SD 57401 ■

Jerry Sammons named Telsmith salesperson of the year

MEQUON, WI — Telsmith Inc., a leading manufacturer of mineral processing equipment, has named Regional Sales Manager Jerry Sammons their 2018 salesperson of the year.

Sammons had an outstanding year supporting his customer base in the Midwest region, which includes Michigan, Illinois, Indiana, Ohio and Kentucky.

“My biggest accomplishment this year was having one of my customers buy a new plant, after finishing in second place 12 years ago,” stated Sammons. “Someone told me a long time ago about persistence, and it works. It is quite a privilege to be recognized as salesman of the year, when in reality, this belongs to a select group of fine people at Telsmith that offer outstanding support to all of us people in the field.”

Sammons joined Telsmith in 2006 as a regional sales manager covering the Southeast region and has been a multiple recipient of the Salesperson of the Year Award.

“For over a decade at Telsmith, Jerry has used his application and operations knowledge working hand-in-hand with our distribution partners and end users to improve and enhance many operations,” stated Jeff Gray, vice president of sales and marketing of Telsmith Inc. “His outstanding performance is a reflection of the value he brings to our customer base.”

Solutions from Telsmith include product lifecycle support with parts availability and factory trained service technicians.

To reach Jerry Sammons, call 314.602.0733 or email jsammons@telsmith.com.

For more information about Telsmith, call 262.242.6600 or visit telsmith.com.

Don’t Let America Dead End – Support the United States highway infrastructure spending by signing up. It will only take a minute but have a big impact. ■

Telsmith’s VP of Sales and Marketing Jeff Gray with Jerry Sammons, salesperson of the year.

Photo courtesy of Telsmith



Komatsu first to operate autonomous haulage system over dedicated private LTE network

ROLLING MEADOWS, IL – Komatsu America Corp. recently announced the FrontRunner autonomous haulage system (AHS) has qualified to operate on private long-term evolution (LTE) mobile broadband technology. This is the mining industry's first AHS-en-

abled to run on private LTE in commercial operations, making way for ultra-high system availability and reliability, while adhering to Komatsu's renowned safety standards.

Komatsu's FrontRunner AHS allows unmanned operation of ultra-class min-

ing trucks and is critical to the mining industry. FrontRunner delivers significant benefits, including reduced worker exposure to harm, protocols designed to constantly improve mine-site safety, reduced operating costs and increased productivity and efficiency.

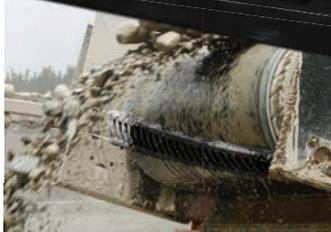


Komatsu's FrontRunner AHS allows unmanned operation of ultra-class mining trucks and is critical to the mining industry.

Photo courtesy of Christian Sprogoe Photography

ON THE BELT OFF YOUR MIND

30-DAY FREE Belt Cleaner TRIAL Call Today!



We had a ground man that did nothing but constantly clean up; that was his job. Now we don't have a ground man. We haven't shoveled the tail wheel or cleared anything out from under the conveyor since we installed these cleaners. I'm amazed by CleanScrape®, it's been on for a year now and I haven't touched it. This material is sloppy, it's just muck that we're running. And then you look at the return side of the belt and the proof is right there. Absolutely phenomenal. Try it out for yourself, it's amazing.

– Trey Poulson | Fairplay Gold Mine, CO

The company completed a year-long qualification program at the company's proving grounds in Tucson, AZ, conducting extensive testing of the FrontRunner AHS on Nokia's Future X infrastructure, a leading provider of private LTE communication solutions for the mining industry.

Mining operators demand wireless networks with high-availability, seamless mobility, world class Quality of Service (QoS) and the ability to support multiple applications and services simultaneously. Accordingly, the industry is moving away from less predictable wireless technologies such as Wi-Fi and toward private LTE networks that improve security, capacity and overall performance within a multi-application environment.

"This industry milestone represents a key step in Komatsu's exploration of private LTE and highlights Nokia's role as the leading global supplier of mission-critical solutions and services for the mining industry," said Luiz Steinberg, Komatsu global officer and president/CEO of Modular Mining Systems. "As the leader in autonomous haulage technology, we are firmly on our way to helping the industry move the next billion tons of material with autonomous technology. We have come together with Nokia to further this

vision of delivering increased value to the mining industry."

"We are excited to be engaging the mining automation market with Komatsu, a powerhouse in the industry, to further highlight the benefits of Future X for mining companies as a strategic advantage in their operations," said Kathrin Buvac, president of Nokia Enterprise. "Private LTE is a key element in the Nokia Bell Labs Future X architecture to help industries such as mining create an intelligent, dynamic, high-performance network that increases the safety, productivity and efficiency of their business."

Komatsu pioneered the first AHS for the mining industry with a commercial deployment in 2008 at CODELCO's Gabriela Mistral (Gaby) copper mine in Chile. Komatsu's ongoing commitment to accelerate the pace of AHS adoption and innovation is reflected in the company's other recent milestone – supporting customers to move two billion tons of surface material in the copper, iron ore and oil sands industries autonomously. Komatsu also continues to pursue a long-term strategy to standardize interoperability of mixed fleet autonomous vehicles to maximize efficiency and safety at mine sites worldwide. ■

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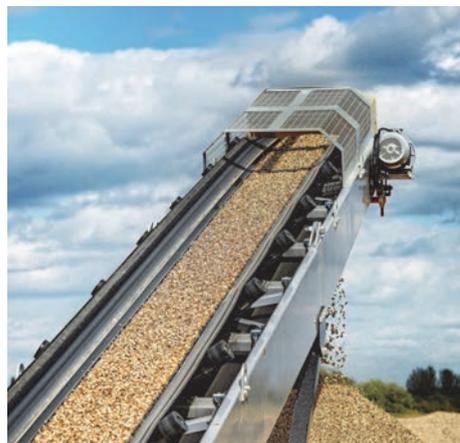
An aerial view of a stationary plant showing the layout of the conveying systems.

Concrete and cement production is generally undertaken at specifically designed stationary processing plants. Here conveying systems are integral components of the set up, being vital to the entire operation of the plant.

Although the conveying systems used are often very similar, many manufacturers are developing systems to work in highly specialized ways and in a variety of industries.

Tunnel projects are now often major sources of recycled aggregate and other materials, with the large amounts removed via customized conveying systems being used to form the sub base of connecting roads.

Although there are many specialized material processing plants that are designed to turn waste construction materials into reusable product, the often mobile nature of crushing and screening plants used in processing has led to a relatively recent development — that of tracked conveyors which are able to move and process in tandem with the tracked crushers and screens.



A Terex conveyor loading cleaned aggregate for sand manufacture.

Crushing and screening manufacturers

Conveying systems are in reality pretty similar. The equipment is designed to move material. Conveyors and systems for finer aggregate and sand are more focused on ensuring the material is able to be moved speedily and safely with little or no spillage, while recycling conveyors — especially those dealing with demolition arisings — tend to be heavy duty.

Although often not a primary part of their offering, most screening and crushing systems manufacturers offer ranges of conveying systems as part of their plant designs. These can be configured to exact customer specifications and incorporated into the full material processing solution.

Companies such as McClanahan, Eagle, McCloskey, Superior, Steadman, Terex, Telsmith, Pioneer Kolberg, etc. manufacture and supply conveying equipment.

Although the company divested much of its Mining Systems in 2017, Sandvik Mining and Rock Technology still provides conveying systems as part of its stationary crushing and screening offerings, with the main use being in aggregate plants.

Sandvik has in recent years worked to develop crushing and screening equipment, which is ideal for manufacturing sand from naturally occurring rock, which is proving to be a significant improvement on the final concrete and cement product.

Multiple use conveyors

German company H+E Logistik has developed a reputation for providing contractors with excavated material removal systems capable of meeting even the most unlikely of requirements. Its conveying systems have been found successfully working underwater, in the centre of a city or high up in the



Huge stockpiles of material are possible with the use of the right systems.

mountains. Wherever they have been put to work, the company's high-tech systems have ensured that projects are handled on time even under extensive and extreme conditions.

One interesting development the company is particularly proud of has been that of its booster stations, which have enabled extensive conveying systems to operate even with the tight bends of complex aggregate production facilities. The stations have proven ideal where space is limited, but still require excavated material to be transported without impairing the surrounding infrastructure. All the company's conveying systems are available with an extensive range of accessories, including touch panel control and surveillance cameras, belt scales, metal detectors, overflow sensors and covering hoods for the upper and lower belt covers.

Keeping the systems working

Making sure conveying belting is maintained in order to move material is equally as important as the belting itself. Canada's Shaw-Almex has developed conveyor belt vulcanizing presses to hot-splice all types of conveyor belts. Almex heavyweight vulcanizing presses splice fabric ply and steel cord conveyor belts, whereas its lightweight presses are used for PVC, polyurethane and polyester mono filament synthetic belting.

Both vulcanizer types offer a continually expanding menu of ancillary items including belt splicing tools, belt specific tool kits, conveyor accessories and other splice tools.

In addition to the above, the Almex Group Fusion Systems provide a single global source for a comprehensive line of pulley lagging, cold bond splicing material and repair materials. The Almex fusion lining,



Metso's new line of tracked conveying systems.

impact, wear and corrosion protection products reduce maintenance costs associated with abrasion damage to key components of conveyor belt systems.

Tracked stacking conveyors

A relatively recent trend in conveying systems has been the development of tracked conveying systems. The use of tracked conveyors often means increased stockpile capacity and reduces on-site material handling, while delivering full mobility. Although not able to deliver the same levels of production as stationary plants — nor are they designed to be — they offer other benefits which are now proving to be particularly valuable to material processing and handling companies world-wide.

The range of Terex tracked conveyors can be bought from Powerscreen, Terex Finlay, CBI, EvoQuip, Terex Ecotec, Terex Washing Systems or Terex Minerals Processing Systems. Terex Ecotec's stacking conveyor range currently consists of two self powered tracked options, 65 foot and 80 foot. Transport costs of each conveyor are kept to a minimum, due to the compact transport design, allowing them to be easily tracked in and out of a 40ft container and shipped globally. A simple yet robust design allows for easy setup and positioning, fitting the customers' requirements. The 36.4.3kW (49hp) Deutz engine and powerful hydraulic drive deliver impressive capacities of up to 400tph. The design also provides a full range of high specification options, including full under belt and head drum guarding, radio control movement and setup where required.

Terex's relatively new 100 foot stockpiler builds on the hugely successful 65 foot and 80 foot conveyors. The extra length of conveyor and increased power allows for maximum mobility and flexibility. The conveyor can cope with all applications, from light duty screened material, aggregate for cement and recycled concrete — in fact more or less any material it encounters.

The company's tracked radial stockpiling conveyor has proven to be an ideal solution for stockpiling after mobile crushing and screening plants, with the mobility and flexibility of the conveyors reducing or eliminating the use of a wheel loader on site.

One of the early developers of tracked conveyors was Telestack, whose bulk material handling products are designed to handle all free flowing bulk materials including ores, coal, aggregates, fertilizers, grains, woodchips, pellets, etc.

All the conveying solutions are designed to reduce the need for haulage on-site and support tracked crushing and screening operations.

Telestack states that it supplies the widest range of tracked stockpiling conveyors with lengths ranging from 50-feet (15m) to 101-feet (31m) able to deliver tonnages ranging from 100tph up to 1500tph and lump sizes up to 12 inches (300mm). The company is also able to supply its conveyors in a "links" system, which aims to reduce or eliminate the need for truck or wheel loader haulage on site.

The link conveyors can either be track mounted, fully self-driven or wheel mounted / towable wheel mounted. Also, its mobile and flexible products have been designed to reduce or eliminate degradation, segregation and compaction of material in the cement product process, and to ensure only in-specification material is fed into cement plants.

EDGE Innovate's range of material handling equipment offers operators an efficient, reliable and robust material handling solution. The EDGE brand name is intrinsically linked to the manufacturing of mobile and track conveyors, feeders and radial track stockpilers, all of which have been designed to improve productivity and mobility while minimizing operator costs. The company states that as a leading manufacturer of conveying solutions, it is acutely aware that one style of conveyor is nowhere near sufficient enough to meet the differing requirements of each material handling operation.

Differing discharge heights, transfer lengths, condition of terrain, availability of power, the frequency of repositioning and throughput are all factors that must be taken into account when an operator is determining what solution meets all of their requirements. With a "one size does not fit all" mind-set, the EDGE Innovate material handling range of equipment offers a wide variety of stackers and feeders to suit specific material handling requirements including low-level feeder stackers and radial stackers with the option of wheeled or tracked units.

Finnish crushing and screening giant, Metso, has developed its own tracked conveying system. The mobile con-



A Terex tracked conveyor from Finlay.

veyor adds flexibility to Lokotrack multistage crushing and screening applications and is said to enable easy and fast closed circuit operation even with special combinations. When in open loop, a high discharge height increases the stockpile capacity, and with an additional radial drive (on model CW3.2) the discharge end can be moved radially.

Its Lokotrack® CT3.2™ is powered by the CAT® C2.2 and for the wheel mounted CW3.2, a power pack is available as an option. Additional features include a rock box, impact bars and double drive making the CT3.2 an ideal conveying solution for different feed sizes and capacities. Both systems are easy and safe to use, especially when hydraulic tilting is applied. Spare and wear parts as well as Metso support are available as for any other Lokotrack crushing and screening plant.

Material is typically fed by conveyor into the feed chute and from there is conveyed onward. Discharge height can be adjusted and depending on feed material rock box, impact bars and double drive can be utilized. The conveyors are ready to use within minutes: drive it off the trailer, open tilt tail and discharge end, adjust the angle and start the conveyor. Track drive makes it easy to move on site just like any other Lokotrack unit.

More than just a conveyor

The complexities of modern quarries, recycling plants and cement manufacture means that not only crushing and screening systems have developed, but also the material-moving or conveying systems. They must be tough for recycling applications, precise for moving fine aggregates for sand and have support systems that can repair any problems — and tracked conveyors are now becoming more frequent in quarries, surface mines and construction projects with capabilities to match virtually any requirement. ■



A Telsmith conveying system in operation.





Travis Vance

On the front lines with Fisher Phillips

by Travis Vance and Pamela Williams



Pamela Williams

OSHA announces 2019 increases to maximum penalty amounts

Employers can expect higher penalties from the Federal Occupational Safety and Health Administration (Fed-OSHA) in the coming year. Fed-OSHA announced on Jan. 15, 2019 that it plans to increase the maximum penalty it can issue an employer for serious and other-than-serious citations to \$13,260. It will boost the highest amount that can be issued for repeat and willful violations to \$132,598. Details on Fed-OSHA's announcement is available for review at www.osha.gov/penalties/2019InflationAdjustments.pdf.

This chart also outlines all the agency's increases:

Increases to Fed-OSHA maximum penalty amounts are annual events. The Jan. 15 penalty increase was driven by the Federal Penalties Inflation Adjustment Act Improvements Act of 2015. Known as the "Inflation Law," the act directed several agencies to adjust their penalties for inflation to "catch up" for the lack of previous increases beginning in 2015 and continuing every year thereafter. Before the Inflation Law was implemented, Fed-OSHA's maximum penalties for serious and repeat citations were much lower – at \$7,000 and \$70,000, respectively.

Fed-OSHA's new penalty increases will not take effect until they are

published in the Federal Register. The Inflation Law requires agencies to publish their annual penalty increases by Jan. 15 of each year; however, the partial government shutdown delayed that process this year. Fed-OSHA explained that the effective date for the penalty increases will be the date they are published. At that time, the increased penalty levels will apply to any penalties assessed after the effective date of the increase.

Employers should get used to Fed-OSHA increasing penalties every January. If your business operates in a state where a state agency enforces the OSH Act, maximum penalty amounts may differ. If you have questions or need guidance concerning this issue, consider contacting legal counsel.

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Visit their website at fisherphillips.com.

Type of violation	Penalty
Serious Other-than-serious Posting requirements	\$13,260 per violation
Failure to abate	\$13,260 per day beyond the abatement date
Willful or repeated	\$ 132,598 per violation

Copeland takes the helm at NAPA

Audrey Copeland, Ph.D., P.E., is the new president and CEO of the National Asphalt Pavement Association (NAPA). She took the association's helm on Jan. 22 during a ceremony at NAPA's 64th Annual Meeting in Marco Island, FL.

Copeland was named to succeed Mike Acott (who served as NAPA's president since 1992) in September 2018 and has served as NAPA's COO since then, working with Acott to ensure an orderly transition.

In her address to NAPA members, Copeland pledged to continue NAPA's tradition of working to safeguard the asphalt industry, strengthen alliances and collaborations and modernize the way the industry and the association do business.

"NAPA is in a position of strength and financially sound, having grown in membership and reputation over the past 30 years," Copeland said. "We will continue to stay focused on delivering value to our members. Our willingness to take on challenges with integrity and a focus on collaboration will not change."

Copeland joined NAPA in 2012 as vice president for engineering, research and technology. In that role, she has grown NAPA's engineering team and forged strong relationships with the State Asphalt Pavement Associations, the Asphalt Pavement Alliance, the National Center for Asphalt Technology at Auburn University, the Asphalt Institute, the Federal Highway Administration and other industry professionals and partners. She also served as technical lead for more than \$2 million in industry-funded research projects, and secured a cooperative agreement with the Federal Highway Administration that has invested more than \$2 million

in government funding to advance asphalt technologies.

Prior to NAPA, Copeland served as a highway and materials research engineer with FHWA. She earned her doctorate in civil engineering from Vanderbilt University and holds master's and bachelor's degrees in civil and environmental engineering from Tennessee Technological University. She is a licensed Professional Engineer in Maryland and Virginia.



In her address to NAPA members, Copeland pledged to continue NAPA's tradition of working to safeguard the asphalt industry, strengthen alliances and collaborations and modernize the way the industry and the association do business.

Photo by Gary Fong/Genesis Photos



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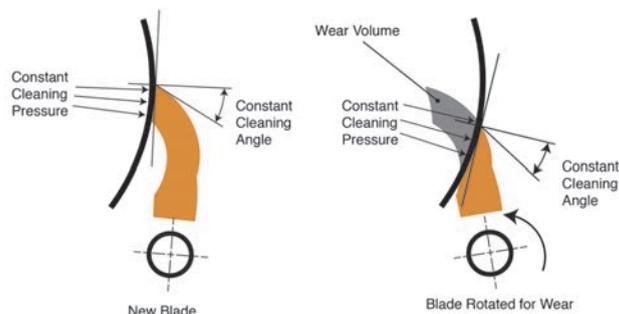
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Optimize belt cleaner tension to maximize performance and life

Advice from Martin Engineering for cleaner, safer, more productive conveying



Constant cleaning angle and pressure.

Given the number of conveyor-related accidents that occur during routine maintenance and cleanup, every bulk material handler has a vested interest in technologies to help reduce hazards and prevent injuries. Seemingly mundane tasks such as adjusting belt cleaners and removing spillage often require employees to work in close proximity to the moving conveyor, where even incidental contact can result in serious injury in a split second. Spillage can also contribute to the risk of fire by interfering with pulleys and idlers and by providing potential fuel. Even worse, in confined spaces airborne particles can create the right ingredients for an explosion.

The buildup of fugitive material can occur with surprising speed. Spillage in an amount equal to just one sugar packet (about 4 grams) per hour will result in an accumulation of about 700 grams (1.5 lbs.) at the end of a week. If the rate of escape is 4 grams per minute, the accumulation will be more than 45 kg (nearly 100 lbs.) per week, or more than two tons per year. If the spillage amounts to just one shovelful per hour (not an uncommon occurrence in some operations), personnel can expect to have to deal with more than 225 kg (nearly 500 lbs.) of fugitive material every day.

Belt Cleaning to Reduce Carryback

Although there are a number of belt cleaning technologies available to conveyor operators, most designs in use today are blade-type units of some kind, using a urethane or metal-tipped scraper to remove material from the belt's surface. These devices typically require an energy source —



As the center of the blade wears unevenly, the outer edges create a "smiley face" or "mooning" effect.

such as a spring, a compressed air reservoir or a twisted elastomeric element — to hold the cleaning edge against the belt. Because the blade directly contacts the belt, it is subject to abrasive wear and must be regularly adjusted and periodically replaced to maintain effective cleaning performance.

Tensioning

The ability to maintain the proper force required to keep the blade edge against the belt is a key factor in the performance of any cleaning system. Blade-to-belt pressure must be controlled to achieve optimal cleaning with a minimal rate of blade wear. There is a popular misconception that the harder the cleaner is pressing against the belt, the better it will clean. But research has shown that there is actually an optimum range of blade pressure which will most effectively remove carryback material. Increasing tension beyond this range raises blade-to-belt friction, thus shortening blade life, increasing belt wear and increasing power consumption — without improving cleaning performance.

Operating a belt cleaner below the optimum pressure range also delivers less effective cleaning and can actually accelerate blade wear. A belt cleaner lightly touching the belt may appear to be in working order from a distance,



Ease of service should be a key element in any cleaner tensioning system.

but in reality, excessive amounts of carryback are being forced between the blade and the belt at high velocity. This passage of material between the belt and the blade creates channels of uneven wear on the face of the cleaner. As material continues to pass between the blade and the belt, these channels increase in size, rapidly wearing the blade to a jagged edge.

A common source of blade wear that often goes unnoticed — even with a properly installed and adjusted cleaner — is running the belt empty for long periods of time. Small particles embedded in the empty belt's surface can create an effect like sandpaper, increasing the wear rate of both the blade and the belt. Even though the cargo may be abrasive, it often has moisture in it that serves as a lubricant and coolant.

Another potential source of wear is when the cleaner blade is wider than the material flow, causing the outside portion of the cleaning blade to hold the center section of the blade away from the belt. As a result, carryback can flow between the belt and the worn area of the blade, accelerating wear on this center section. Eventually, the process creates a curved wear pattern sometimes referred to as a "smiley face" or "mooning."

As urethane cleaner blades wear, the surface area of the blade touching the belt increases. This causes a reduction in blade-to-belt pressure and a corresponding decline in

cleaner efficiency. Therefore, most mechanically-tensioned systems require periodic adjustment (re-tensioning) to deliver the consistent pressure needed for effective carryback removal.

To overcome the problem of the blade angle changing as the blade wears, a radial-adjusted belt cleaner can be designed with a specially-engineered curved blade, known as "CARP" for constant angle radial pressure. With this innovative design, the changes in contact angle and surface area are minimized as the blade wears, helping to maintain its effectiveness throughout the cleaner's service life.

Air Tensioning

New air-powered tensioning systems are automated for precise monitoring and tensioning throughout all stages of blade life, reducing the labor typically required to maintain optimum blade pressure and extending the service life of both the belt and the cleaner. Equipped with sensors to confirm that the belt is loaded and running, the devices automatically back the blade away during stoppages or when the conveyor is running empty, minimizing unnecessary wear to both the belt and cleaner. The result is consistently correct blade tension, with reduced power demand on start-up, all managed without operator intervention. For locations lacking convenient power access, one self-contained design uses the moving conveyor to generate its own electricity, which powers a small air compressor to maintain optimum blade pressure at all times.

Maintenance

Even the best-designed and most efficient of mechanical belt cleaning systems require periodic maintenance and/or adjustment, or performance will deteriorate over time. Proper tensioning of belt-cleaning systems minimizes wear on the belt and cleaner blades, helping to prevent damage and ensure efficient cleaning action. Belt cleaners must be engineered for durability and simple maintenance and conveyors should be designed to enable easy service, including required clearances for access. Service chores that are straightforward and "worker-friendly" are more likely to be performed on a consistent basis.

The use of factory-trained and certified specialty contractors can also help ensure belt cleaner maintenance is done properly and on an appropriate schedule. In addition, experienced service technicians often notice other developing system or component problems that can be avoided if they are addressed before a catastrophic failure occurs, helping conveyor operators avoid potential equipment-damaging and expensive unplanned downtime. By setting the cleaning goal necessary for each individual operation and purchasing a system adequate for those conditions as laid out in CEMA standards, it's possible to achieve carryback control and yet obtain long life from belt cleaners. The bottom line is that properly-installed and adjusted belt cleaners help minimize carryback and spillage, reducing risk and overall operating costs. ■



Sensors can be used to back the blade away during stoppages or when running empty.

Carbon emissions reduced by 98 percent at Volvo CE and Skanska's electric site

Volvo Construction Equipment (Volvo CE) and its customer Skanska tested the viability of the Electric Site research project during 10 weeks in autumn 2018 at Skanska's Vikan Kross quarry near Gothenburg, Sweden. The results were even better than expected. The tests showed a 98 percent reduction in carbon emissions, a 70 percent reduction in energy costs and a 40 percent reduction in operator costs. The results also indicate that the Electric Site project takes a big step towards helping Volvo CE achieve its future vision where work sites are 10 times more efficient, with zero accidents, zero unplanned stops and zero emissions.

Together, these results support the potential for a 25 percent reduction in total cost of operations. However, at this stage, the reduction in total cost of operations is just a prediction. As the prototype machines are part of a research project and are not commercially available, it is impossible to give a guaranteed figure.

"Over the last ten weeks, we've made incredible progress, learnt a lot and seen huge potential in the Electric Site solution's environmental, efficiency, safety and cost benefits," said Uwe Müller, chief project

manager for the Electric Site at Volvo CE. "In fact, we have decided that we want to learn more, so we will extend our test period with Skanska until the end of the year (2018). The results we have seen so far confirm that this research project is a step towards transforming the quarry and aggregates industry and creating emission-free quarries."

A powerful partnership

The Electric Site project aims to electrify each transport stage in a quarry – from excavation to primary crushing, and transport to secondary crushing. It incorporates electric and autonomous prototype Volvo CE machines, new work methods and site management systems, which together form a complete site solution. New technology encompasses machine and fleet control systems and logistic solutions for electric machines in quarries.

"With climate change reshaping our industry, we need to find new, sustainable solutions and build partnerships with organizations that have different competencies," said Anders Danielsson, president and CEO of Skanska. "Our ambition is that this collaboration with Volvo CE will help us and our customers to reduce our carbon footprint. The power of partnership

will make it happen."

Prototype machines in focus

The Electric Site project involves eight HX2 autonomous, battery-electric load carriers which transport the material from the primary mobile crusher up to the secondary static crusher. When it came to energy use per ton, the HX2s proved that they could help Volvo CE take a big step toward achieving its future vision where work sites are 10 times more efficient. The second-generation prototypes incorporate shared technologies and components from the Volvo Group. They use a lithium ion battery to power two electric motors which drive the machine; the hydraulics are driven by an additional electric motor. The HX2 is fitted with a vision system, which allows it to detect humans and obstacles in its vicinity. It can follow an adjustable, pre-programmed GPS path.

The LX1 prototype electric hybrid wheel loader delivered more than a 50 percent improvement in fuel efficiency at the quarry as well as significant reductions in emissions and noise pollution, compared to its conventional counterparts. Its job was to organize the piles of material at the site. The LX1 is a series hybrid



Volvo
Concept
Lab

Volvo CE and its customer Skanska have recorded groundbreaking results at the Electric Site.

that incorporates a driveline that consists of electric drive motors mounted at the wheels, electric-driven hydraulics, an energy storage system, a significantly smaller diesel engine and new machine architecture, including a new design of the lifting unit. It's this combination that enables the substantial gain in fuel efficiency.

The EX1 70-ton, dual-powered, cable-connected excavator prototype loaded the primary crusher at the quarry. The base machine for the EX1 is a Volvo EC750 crawler excavator that has been upgraded to

incorporate an electric motor in addition to the diesel engine. At the quarry, the machine was plugged into the grid, so zero emissions were emitted. If the cable is connected, the EX1 will automatically start in electric mode. If it's not, it will start in diesel mode. The EX1 is operated in exactly the same way as a conventional Volvo excavator.

Building tomorrow together

"At Volvo CE, we believe in a sustainable future and we are doing our best to build the world we want to live in," concluded Melker Jernberg, president of Vol-

vo CE. "The Electric Site is one example of how we are trying to achieve this. With this research project we are combining intelligent machines, automation and electromobility to challenge traditional ways of working in the quarrying industry and explore new alternatives. We will now further mature the technologies involved and the reliability of the concept. Developing, testing and validating prototype machines with a customer at an early stage in the process speeds up development and ultimately brings more value to us and our customers." ■



Volvo CE and Skanska revealed the results from the Electric Site research project in front of customers, dealers and the media.

Photos courtesy of Volvo CE



Volvo
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The fleet of HX2 autonomous, battery-electric load carriers.

New all-terrain stacker from McCloskey

McCloskey has taken the next big step in its industry leading designs by adding the groundbreaking new All-Terrain Stackers to its line-up. The patent pending design breaks through industry standards to deliver a truly portable solution for stockpiling. Blending the benefits of onsite track mobility with the high productivity of a radial conveyor, the All-Terrain Stackers allow the conveyor to switch from track mode to radial in seconds.

Designed for use in any terrain, the stackers, ranging from 60-feet to 150-feet, are easily moved site to site without the need to remove the wheels for transport. Built-in leveling indicators allow operators to position the stacker regardless of ground evenness, with independent hydraulic jack legs to stabilize the stacker once in place.

Historically, tracked radial stackers offered on the market have been focused on a track bogie under the hopper. While this allows mobility, it also creates an obstacle for the stacker during operation with buildup and spillage of material blocking the tracks. The configuration raises the height of the stacker such that additional transfer conveyors are often required. The McCloskey design eliminates the need for any additional equipment, delivering a clean radius without material buildup.

The stackers feature a unique rear counterweight that counter balances the tracks and wheels, which are behind the stacker's center of gravity. The design enables a much higher stockpile capacity, with the radial wheels set well back. The rear counterweight also firmly anchors the tail end during radial mode,

delivering greater stability to the stacker while in operation.

The McCloskey All-Terrain Stackers' standard features include:

- Tires that have aggressive-tread patterns for more traction in tough terrain
- Hydraulic raise/lower arm allows the conveyor to switch from track to radial mode in seconds
- Level gauge to allow for operation on uneven ground
- Internal wheel drive motors allow radial travel
- Patented counterweight design delivers enhanced stability and safety in operation.

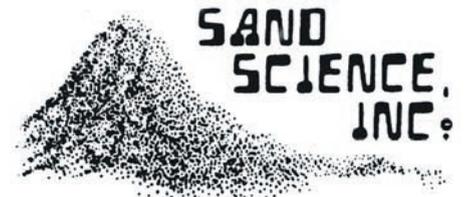
McCloskey radial track stackers are more easily transported than other products on the market and the track bogie features radial rubber tires with a planetary gearbox to drive the wheels. This limits them to being pit portable, as road transport becomes difficult. The McCloskey design allows for the wheels to be folded for transport, delivering true portability for operators moving from site to site.

"Helping customers achieve greater production levels is what drives us to design and manufacture innovative products," said Paschal McCloskey, President and CEO of McCloskey International. "This patent pending design evolved from watching and listening to the customers' challenges when stockpiling material in a variety of conditions and locations. We will continue look at developing new products to meet these unique challenges around the globe."

For more information, contact your local dealer or visit mccloskeyinternational.com . ■



The McCloskey design eliminates the need for any additional equipment, delivering a clean radius without material buildup. Photo courtesy of McCloskey



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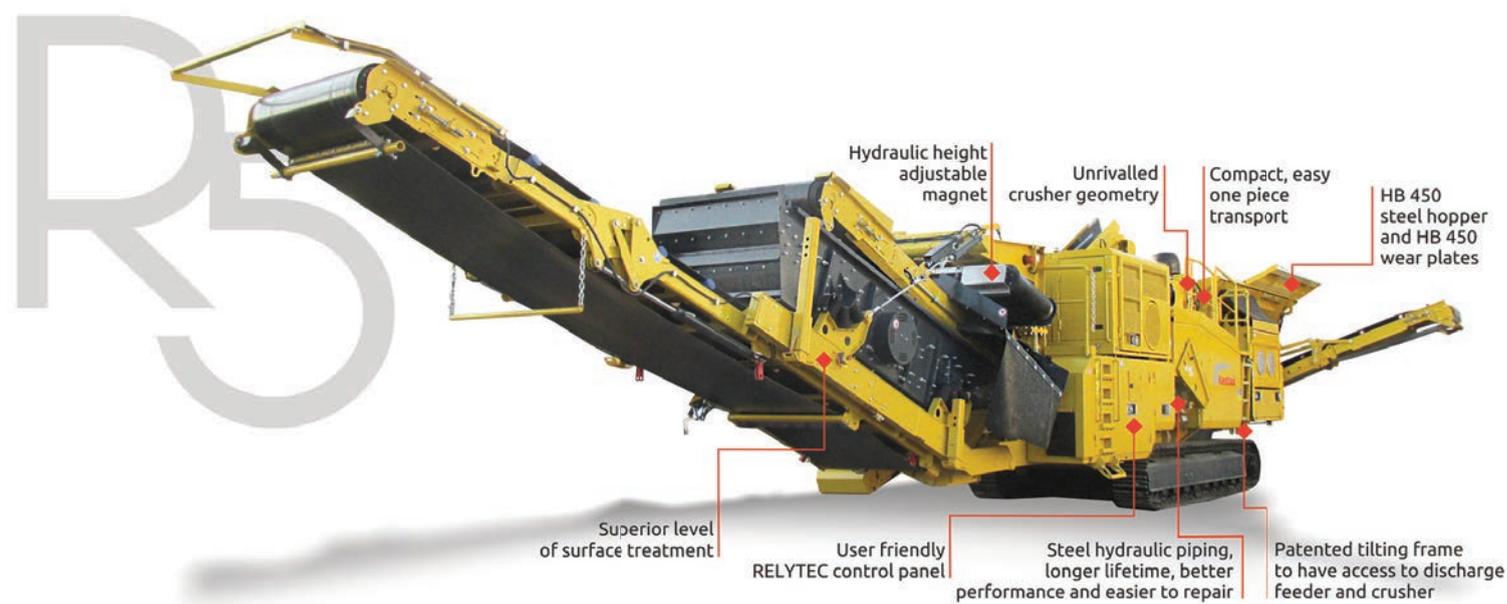
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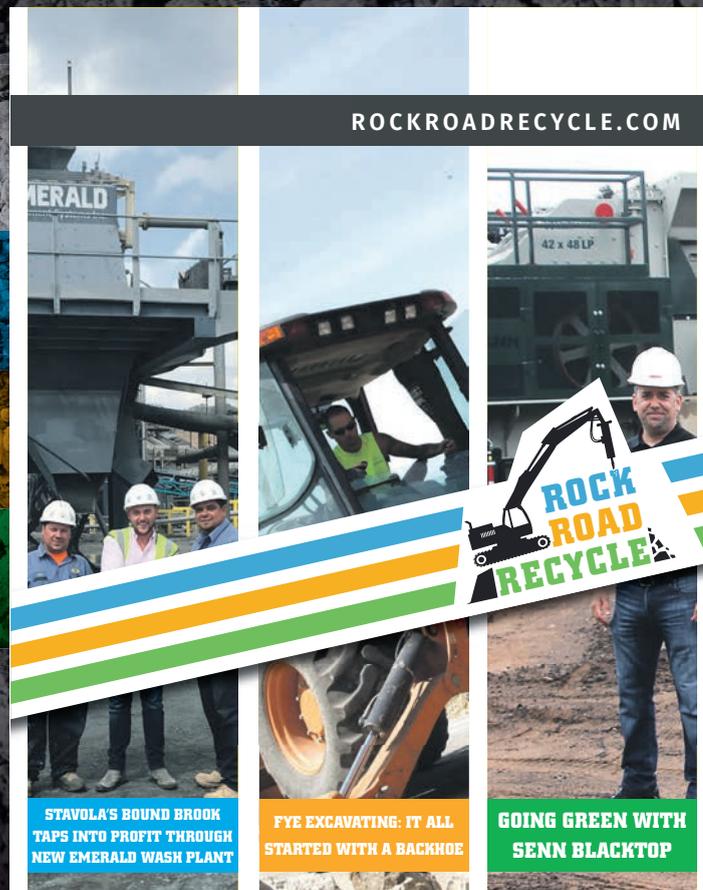
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NIOSH hazard recognition software now available

In early 2017 RockRoadRecycle (which was NAQN at the time) featured a two-part series entitled “The psychology of mine safety — How do mine workers search for and find worksite hazards,” by Brianna M. Eiter, Timothy Orr and Jason Navoyski. The series was based on research being conducted at NIOSH

during that time with a view to “identify novel ways to improve mineworker’s knowledge, skills and abilities related to detecting worksite hazards and assessing risk to empower them to make decisions that most benefit their health and safety.”

The articles appeared before we went digital, but are now

uploaded to the website. You can now read [Part I](#) and [Part II](#). It was recently announced that NIOSH has finished the study and have released their major output, which they call EXAMiner. NIOSH has posted a beta version on the [NIOSH](#) website.

EXAMiner allows mine-workers to search for haz-

ards by performing a virtual workplace examination with the goal of finding as many hazards as possible. The interactive PC-based application can be used with the 30-plus preloaded images of scenes from four locations at a stone surface mine — in the pit, at the plant, in the shop and along mine road-

ways. EXAMiner also gives you the opportunity to upload your own panoramic images and create your own site-specific materials.

This software has not completed NIOSH’s rigorous testing but is considered to be fully functional. Because of the high level of interest from numerous stakehold-



ers this beta version is being made available now. Visit their site, download the program and check it out. Send comments to mining@cdc.gov. ■

Volvo CE opens parts distribution center in Canada

Volvo Construction Equipment (Volvo CE) has opened a new parts distribution center in Toronto, Canada, to better serve its customers in the country. The new facility is part of the company’s strategy to ensure the highest uptime in the industry, as it cuts delivery time and enables dealers to restock both common and business-critical components much faster.

The Canadian distribution center increases Volvo CE’s distribution footprint and reinforces the company’s best-in-class customer experience initiative. With the new center, Volvo CE will be able to deliver critical parts the next day after an order is placed to dealers in most major markets across Canada.

“We’re very excited with the opening of this modern, efficient parts distribution center, which is part of our strategy to

improve uptime not only in Canada, but across North America,” said Stephen Roy, president of Volvo CE Americas. “It shows Volvo CE’s commitment to provide our customers with premium machines and premium after-sales services.”

Volvo CE dealers in Canada foresee huge benefits to having a distribution center based in the country. Prior to the opening of the center, the company shipped all parts to its Canadian dealers from the United States. This entailed processing through customs, which could cause delays in delivery and increase machine idle time.

“This Canadian parts distribution facility gives our Strongco customers improved access to critical Volvo OEM parts inventory on this side of the border,” said Oliver Nachevski, vice president and COO for Strongco, a Volvo CE Canadian dealer. “This is a

very exciting initiative, as both Strongco and our customers will benefit from enhanced parts availability, which enables us to offer next day express delivery capabilities.”

Volvo CE is making impactful strides to help deliver industry-best parts service to its customers. In 2015, the company opened a 92,903 m² (1 million ft²) distribution center in Byhalia, MS, in addition to other parts

distribution centers in Columbus, Ohio, and Reno, NV. The new distribution center, which is 16,815 m² (181,000 ft²), replaced a regional parts depot in Toronto.

Volvo Group Service Market Logistics operates the new parts distribution center, which will not only provide parts for Volvo CE dealers, but also for Volvo’s other business areas, such as Volvo Trucks. ■



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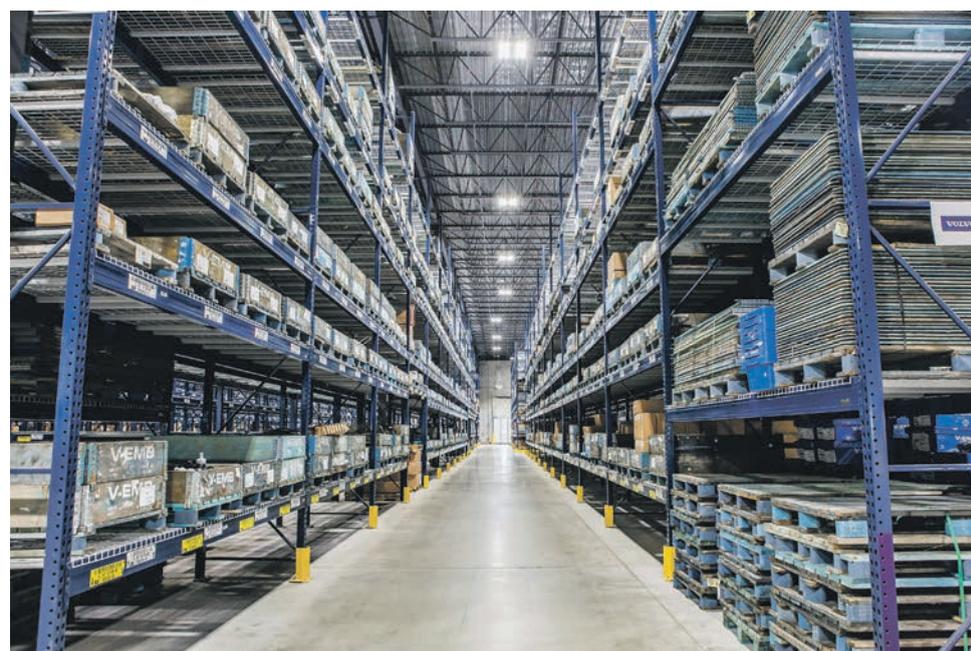


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Volvo CE dealers in Canada foresee huge benefits to having a distribution center based in the country.

Photos courtesy of Volvo CE

Preparing for an emergency

by Jon M. Casey

When it comes to preparing for an emergency, it seems that most people are not really prepared. That's why it's called an emergency. But what if you could make preparations when there was no emergency, to get ready for the time when clear thinking instead of chaos might be the better course of action? That is what Todd B. Logsdon, Esq., partner in the Louisville office of the Fisher Phillips law firm, highlighted during his safety webinar "In Case of Emergency: The Aftermath," hosted by EHS Today® and sponsored by Avetta, a risk management provider.

During his presentation, Logsdon focused on six principles to follow when responding to a critical incident. These include incident scene safety, the need to prevent further harm when an event occurs; prompt care for the injured; and to preserve respect and dignity for the injured and those involved including co-workers and immediate family members. Once the initial time has passed, companies need to restore "normal" operations, fix the problem that brought about the incident (not blame those involved) and prevent recurrence.

He began by defining what a catastrophe or emergency might entail. Events such as public fatalities or mass injuries, fire or explosions, natural disasters like tornadoes or floods, financial crisis or criminal allegations and other newsworthy emergencies are some of the events for which businesses should prepare. His focus for this presentation was on things safety professionals would need to consider in a business setting. Logsdon emphasized that events like this could happen to anyone at any time.

He pointed out, for example, that in 2009 there were 4,551 workplace fatalities nationally. Despite being the lowest annual total on record, that still equates to almost 50 fatalities per day. Many of these include workplace vehicles that involve the public. Weather-related issues are another major source of concern.

When catastrophe strikes, employees, emergency responders and the accompanying business disruption will need attention. Investigators, insurance people, news media and law enforcement are next on the list. Others to consider include defense and plaintiff counsel, governmental agencies and workers' compensation. Eventually, customers and vendors who work with the affected company will also need to be informed. Preparing for the aftermath is a critical step.

How to prepare

Logsdon recommends company executives appoint a planning team. This team is tailored to the specific industry or business. It should consider the "big picture," the most likely risks and the least likely, yet quite terrible risks such as a terror attack or a product liability claim. The planning team should be made up of people with leadership skills and the knowledge and expertise to implement the plan.

The development of the emergency management plan needs to include a crisis management action procedure with an incident command system. This will ensure the business will be prepared to fit in with the police and emergency responders when they arrive on the scene.

Likewise, a procedure for how to respond to regulatory

agencies such as MSHA or OSHA needs to be in place. The media is also an important consideration. A spokesperson needs to be designated in advance.

A second stage of preparation includes how to return to business operations once the initial event has passed. Is there an employee assistance plan in place? A community outreach plan is also important, especially if the event goes beyond the business property line. Letting the nearby community know what kind of business you operate can go a long way to making your crisis management a little easier.

Logsdon noted that pre-event preparation should include safety compliance audits and hazard assessment. "Heading off these problems before they happen [is important]," he said.

With the proposed plan in place, the company executives need to endorse the plan, in important ways. They need to do it in writing, signing off on the plan document and then informing all of the employees via memo or other form of media. They also need to announce the plan in person.

The written plan needs to be put in one place and should include step-by-step instructions, names and contact information of all key people and prepared media statement that can be given by the designated spokesperson. By having a prepared statement, it lets the public know your company is getting involved with solving the problem and is not trying to hide anything. A "no comment" statement gives the public a reason to be suspicious.

Next, training in how to use these materials and how to implement an emergency management scenario needs to take place. Training is essential. Training sessions are best accomplished with scenario-based sessions that help build confidence and prepare employees. Tabletop sessions are helpful, but not nearly as beneficial as participating in a "real-time" event. After training sessions, planning and response teams need to review the strengths and weaknesses of the plan and update it. Executives then need to endorse the updated plan so that everyone is "on the same page."

Emergency response

When an emergency actually takes place, that is the time to take action. Handling the accident or incident is the top priority. Logsdon said oversight of the initial evacuation or containment should include accounting for ALL employees and isolating the area of the incident to prevent further injury or damages. Prompt care for any injured needs to be coordinated with the emergency responders.

Preserving any evidence, securing the scene as a safety precaution and determining whether work can continue or should be shut down is the next consideration. Preventing any recurrence of the incident and isolating hazards needs to be addressed at this time.

Notifying corporate management and legal counsel should take place as soon as possible. Site managers need to provide details of the incident and give the status of the incident resolution. They need to contact OSHA/MSHA counsel as well as other corporate counsel for insurance and legal needs. Considering the exposure to claims by customers, employees and the public is a part of the legal counsel's responsibilities.



Employee concerns such as assigning duties for accident/incident response are extremely important. Initial communications about the investigations, activating employee assistance needs, addressing safety concerns and scheduling work and leave are a priority. Employees need to be reassured. Families need to be informed and met with to assess their needs and to communicate what is taking place with regard to their family members. Assessing what they may need in the way of material or monetary support takes place at this time.

Dealing with the news media takes place early on. The designated company spokesperson needs to respond quickly and proactively. "Never say 'No comment,'" said Logsdon. Keep the updates brief. Written communications should be limited, if released at all. A pro-active message to the public, consumers and vendors will reassure them as well.

Remember the appropriate time deadlines for reporting accidents/incidents to regulators like OSHA, MSHA, EPA, DOT, etc. Only notify those entities that are required to be notified. Insurance carriers and workers' compensation people need to be contacted as well. This can be coordinated with the various counsel representatives that are a part of the initial plan. Other outside inquiries may take place and will need to be handled as well.

When investigations by internal and external groups begin, be prepared to manage a host of people including employees, legal counsel and witnesses. Protect the accident scene, especially if it is designated a crime scene. Focus on timely and appropriate documentation of all kinds since a number of agencies may need it.

OSHA, MSHA, ATF, DOT and state officials such as the Fire Marshall and Attorney General's office may need to be satisfied during the investigation time. OSHA and/or MSHA have very specific protocols when it comes to investigations, so it is imperative the incident management personnel are familiar with what is required during this time.

Finally, if there are civil and criminal actions that are taking place against the company, legal teams that have been put into place early in the overall event proceedings need to oversee the litigation. Various claims, insurance questions and investigatory inquiries will need to be handled by qualified representatives for the company.

While Logsdon's presentation was given as an overview for planning purposes, it is understood that much more can take place when an emergency hits a business. As he emphasized, it never hurts to be prepared. For more information, email tlogsdon@fisherphillips.com. ■

Todd B. Logsdon,
partner at Fisher
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ABB expands Dodge® Passport selection tool with belt conveyor design program

ABB enables customers to design conveyor pulley assemblies and belt conveyors for the first time with its web-based Dodge Passport design tool. These user-friendly programs allow customers to create and order complete application-based solutions for bulk material handling applications typically

found in mining, cement, aggregate and grain industries.

Passport's new conveyor pulley assembly designer allows users to select, quote and order conveyor pulley assemblies complete with shafting and mounted bearings. Real-time pricing and availability enables customers to make

cost-effective selections of readily available components. After selections are complete, Passport offers add-to-order capability, allowing customers to seamlessly convert selections into orders via the PT Place e-commerce platform.

For the new belt conveyor design program, Passport uses application-specific



These user-friendly programs allow customers to create and order complete application-based solutions for bulk material handling applications.



Passport uses application-specific design parameters such as capacity, material characteristics, and conveyor geometry to accurately size gear reducers, motors, conveyor pulleys, shafting, and mounted bearings.

Photos courtesy of ABB

design parameters such as capacity, material characteristics and conveyor geometry to accurately size gear reducers, motors, conveyor pulleys, shafting and mounted bearings. Passport also delivers a comprehensive summary that includes component details, supporting technical performance data and indexes selections for future reference.

"From Torque-Arm

reducer drive packages to conveyor pulley assemblies complete with mounted bearings, Dodge has a leading product offering for belt conveying applications," said Matthew Woldford, Electronic Tools Product Manager. "Passport's new design applications leverage over 140 years of bulk material handling expertise, guiding users through a reliable selection process for all

Dodge mechanical products and accessories."

Future Passport capabilities will incorporate additional Dodge mechanical power transmission products as well as expanding the application-based approach for packaged product solutions to a wider range of common industrial applications.

For more information please visit dodgepassport.abb.com.

AEM kicks off year-long 125th anniversary celebration

The Association of Equipment Manufacturers (AEM) officially kicked off its year-long 125th anniversary celebration.

"For 125 years, AEM has served as a steward of our industry and provided an industry-wide consortium that transcends individual member company size, products or individual business concerns," said John Lagemann, SVP Ag & Turf Sales & Marketing for John Deere and AEM chair. "Through AEM, more than 1,000 member companies take off their proverbial competitive hats and work together on key issues for the betterment of the industry."

AEM, the North American-based international trade group representing off-road equipment manufacturers and suppliers, provides innovative business development resources to advance the off-road equipment manufacturing industry in the global marketplace. Its member companies manufacture and market a wide variety of equipment, from large earthmovers and agricultural equipment to smaller hand-held, portable and walk-behind machinery, designed to handle a myriad of specialized tasks. AEM members make the machines that provide the productivity to feed, build and power the world.

"Through the years, then as now, none of AEM's accomplishments would have been possible without the engagement of its member companies and their dedication to serving their industry," said Dennis Slater, president of AEM.

"As we give a nod to our past endeavors, we asked our member leadership to share what AEM has meant to them and their organizations. The result is AEM's leadership stories, their look back and their look ahead to the next 125 years."

Each month, AEM will feature an enlightening and entertaining conversation with one of its volunteer leaders at www.aem.org/125-years.

"Our celebration will culminate at our Annual Conference, November 18 through 20 in Marco Island, Florida," said Slater. "The conference is always a highly-anticipated event and this year we will be celebrating 125 years of building momentum in our industry, and this annual conference is not one to be missed."

AEM will feature anniversary updates throughout the year in the AEM Industry Advisor. Don't miss any updates by subscribing to the newsletter at www.aem.org/subscribe.

125 Years of Thinking Forward

AEM's robust history began from a unique vantage point – when its industry segments came together to create a fundamentally more powerful voice and advocate for the off-road equipment manufacturing industry.

In 1894, the precursor of the Equipment Manufacturers Institute (EMI) formed with three members – John Deere, CNHi and AGCO (Massey-Ferguson). Seventeen years later in 1911, the group that evolved into Construction Industry Manufacturers Association (CIMA) had their first meeting.

"We may be one of the oldest associations in the U.S, but we're also a very forward-looking organization," said Slater. "Both EMI and CIMA had a common goal – advocating for better roads that brought products to market faster, safer and more efficiently. And today we continue to advocate for our industry on many levels and provide a number of services that help our members win in a global marketplace."

The memberships of CIMA and EMI voted to consolidate to form AEM, and in 2002 AEM was formally established. ■



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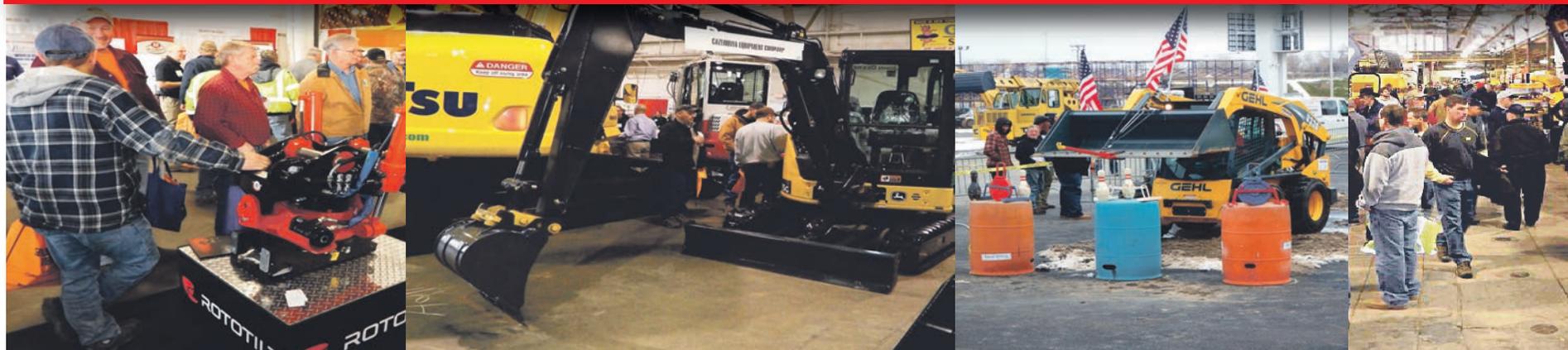
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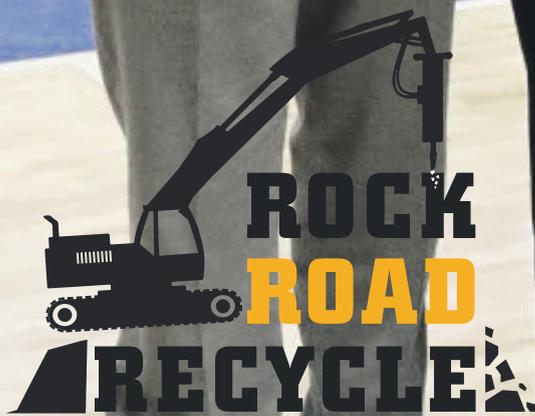
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A tribute to the hard hat ~ 100 years young



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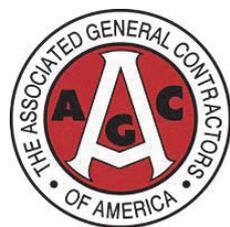
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Classifieds

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33rd Annual Hard Hat Expo preview



A tribute to the hard hat ~ 100 years young

by Larry Bernstein

On the cover: The Official Representative from Guinness World Records (center) presented Bullard with the record-breaking certificate for having the largest gathering of people wearing hard hats.
L-R: Jed Bullard, Sherri Bullard, Philip Robertson, Wells Bullard and Harding Dowell.
Photo courtesy of Bullard

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Making something new seem familiar

by Jonathan Salem Baskin



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Good catch or near miss? Why the answer matters



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Next Generation Cat mini excavators designed for optimum customer value



Associations and affiliations:



New Brokk 170 offers 15 percent more power while retaining compact build

MONROE, WA – Brokk recently introduced the Brokk 170. With SmartPower™ — the company’s signature intelligent power management system — the new machine offers 15 percent more power than its predecessor, the Brokk 160, but retains the same compact dimensions.

The Brokk 170 is one of four new next generation Brokk remote-controlled demolition machines Brokk launched at World of Concrete 2019 in Las Vegas.

“Contractors work in some of the most confined spaces and to get their jobs done successfully they can’t sacrifice power or safety,” said Martin Krupicka, president and CEO of Brokk Group. “That’s why maintaining the same footprint as the former model and boosting the machine’s power was a must. This new machine truly tests the limits of compact power.”

The Brokk 170 incorporates the revolutionary new

SmartConcept™ system, which ensures improved performance and uptime. SmartConcept consists of three features: SmartPower, SmartDesign™ and SmartRemote™. SmartPower senses when the power supply is poor or faulty and then compensates before damage to components occurs. This allows contractors to use the machine with generators or unreliable power sources. SmartDesign extends machine life and provides unprecedented ease of maintenance due to 70 percent fewer cables, hardened components, LED headlights and easily accessible grease points and hydraulic hoses. An ergonomic remote control, the SmartRemote, incorporates adjustable straps, intuitive controls and professional-grade radio technology with a 984-foot (300-meter) working range.

Brokk equips each Brokk 170 with a 452-pound (205-kilogram) BHB 205 hydraulic breaker, to deliver 299 foot-



As with all Brokk machines, the Brokk 170 offers superior reach and movement.

Photo courtesy of Brokk

pounds (406 joules) with each blow. The machine can be paired with a wide variety of attachments for added versatility, including buckets, clamshell buckets, concrete crushers, grapples and metal shears.

As with all Brokk machines, the Brokk 170 offers superior reach and movement. The three-part arm extends to 16 feet (4.8 meters) vertically and 14 feet (4.4 meters) horizontally. The machine also features 360 degrees of continuous rotation for optimal versatility on the jobsite. ■

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A tribute to the Hard Hat ~ 100 years young

by Larry Bernstein



A Bullard aluminium hard hat. Bullard was bullish on safety long before it was required by the government.

Photos courtesy of Bullard, unless otherwise noted

While some inventions draw “oohs” and “ahhs” and are duly noted, some things seem to have always existed. Their regular usage is necessary and appreciated yet their existence is often taken for granted. One such item is the hard hat. Believe it or not, the hard hat didn’t always exist. In fact, 2019 marks its 100th year of existence. Who created this item? That would be Bullard. The company continues to this day and is a leading manufacturer of high-quality personal protective equipment including thermal imagers, hard hats, firefighter and rescue helmets, supplied air respirators, powered air-purifying respirators and air quality equipment.

Company history

Bullard — which has 300 employees, customers worldwide and products made in Kentucky — was founded in San Francisco in 1898 by Edward Dickinson Bullard. He began as a distributor of carbide lamps and other mining equipment to gold and copper miners in California, Nevada and Arizona. He learned of their needs by literally going into the mines and seeing the challenges they were facing.

The company is in its fifth generation of being run by a Bullard. The current CEO is Wells Bullard, the great-great granddaughter of the company founder. Wells, who “feels very proud of the legacy that came before me,” notes that reaching a fifth generation is no small feat.



The hard hat grew in popularity in the 1930's when the Golden Gate Bridge was being constructed.

While reaching such a milestone is a testament to effort and planning, the key to Bullard’s success from the beginning has been listening to the customers and responding to their needs. “We have been constantly evolving and transforming and are responsive to the changing needs of our customers,” said Bullard. “We listen and watch our end users as they do their work and identify problems they face — whether they articulate them or not.”

The Hard-Boiled® Hat

This policy started with the founders and continued with the next generation who founded the Hard-Boiled® Hat and now Bullard said, “it’s part of the company’s DNA.”

The Hard-Boiled® Hat was created by the founder’s son, E.W. who served in World War I. It became the mining industry’s first head protection device. E.W. came up with



Bullard Hard Boiled Hats: The full size hard hat on the left measures 12 3/4 in. x 8 1/2 in. x 6 1/4 in. high and has a paper label identifying it as a genuine Bullard Hard Boiled Hat manufactured by the E. D. Bullard Company of San Francisco. It also has the Hard Boiled trademark along with Tuff Nut. The label is marked Patent Pending. The miniature hat on the right is a Bullard Hard Boiled salesman sample hat also marked with the trademark label.

Photo and caption courtesy halslamppost.com

the idea of the hard hat by combining his understanding of customer needs and his experience with his doughboy army helmet.

It got the name “hard boiled” because of the process it went through to be made. A canvas hat and leather were steamed. Then, a leather brim was added and the entire hat was shellacked with black paint. It included elementary suspension, cotton straps and cotton strings.

The hard hat was a major upgrade in safety for miners. Previously, they wore canvas baseball hats, which kept debris and dust off their head and face but did not absorb impact.

The hard hat grew in popularity in the 1930’s when the Golden Gate Bridge was being constructed. The bridge engineer sought out Bullard and requested they adapt the hard hats to protect bridge workers. The company did so and Bullard engineers modified the hat to include an original supplied air respirator for workers responsible for blasting the steelwork prior to painting.

The company continues to apply changes to the ever-evolving hard hat. Bullard said, “We are always working to develop and deliver innovative solutions to solve our customers’ unique problems.” One recent change was co-developed with an oil and gas end user. While a brim helps keep the wearer’s face protected, it means the wearer has to tilt his/her head back to see up. So, Bullard created and recently launched the AboveView® hard hat with a clear brim which is also removable

and replaceable. This way the wearer can see above head hazards, which are coming at him/her without exposing his/her face.

The only way a hard hat can be effective is if it's actually worn. This is something Wells and the Bullard company consider often. They want people to wear their hard hats, "We design the hard hat while keeping in mind comfort, stability and ease of use," says Wells. "The hard hat is also aesthetically pleasing and often includes customized printing of the company name and logo so employees can proudly show off their employer." Another way Bullard ensures their hats are worn is by designing them to stay on the wearers' head when they bend over.

Family owned

As noted above, Bullard is family owned. That family feeling, however, trickles down to the employees as well. There are generations of employees at the factory, and they are made to feel part of the Bullard family. "They are listened to and heard and driven to act with integrity," says Wells.

It's her strong belief that what Bullard employees do on a daily basis matters as they have a direct impact on safety. "Our employees enable someone to go home safely at the end of the day to be with their families."

That responsibility and vision drive Bullard in their quest to advance human safety. The goal is not only to protect people from hazards but to help them avoid hazards alto-

gether. This great concern for employees was not the standard during the early days of Bullard's existence. While OSHA was not signed into law till the early 70's, Bullard was bullish on safety long before it was required by the government. "Through the great depression, there was a disposable worker approach," says Wells. "Those employers who believed in their workers and cared about their safety quickly became fans of the Hard-Boiled® Hat."

Being family owned has other benefits. It enables the company to think long term and not be tied to quarterly reporting. This leads to decisions that may be unorthodox in the short term, but the benefits become clear in the long term. "The stakeholders we are accountable to understand what we are doing and are intimately involved in the business," says Wells. This sort of thinking contributes to Bullard's ability to continually innovate.

Customers choose Bullard because they care about protecting their workers and their products provide employees peace of mind. They're confident they are receiving a quality product, which will protect their employees. It's a responsibility that the Bullard company and family take seriously. They have and continue to walk a mile in their customers' shoes so those who use Bullard products can feel that safety matters and has been greatly considered. ■



Wells Bullard — fifth generation CEO and great-great granddaughter of the company founder.

Year long celebration

Bullard is planning a variety of activities throughout this year in celebration of the hard hat's anniversary. One of the first on their agenda was to establish a world's record for the largest gathering of people wearing hard hats at a sporting event.

On Saturday, Jan. 12, the company accomplished this goal during halftime of the U Kentucky vs. Vanderbilt men's basketball game. Bullard supplied attendees with 10,000 hard hats, which had to be worn while seated for five minutes to accomplish the record. During that time, Guinness Book spotters were able to confirm the record was set — and U Kentucky proceeded to win the game 56-47.



Guinness Book spotters worked quickly and efficiently to confirm the record during halftime.



Scoreboard announcing the new world's record.



CASE introduces all-new TV450 compact track loader

CASE Construction Equipment introduces the all-new TV450 compact track loader (CTL), a new 10,610-lb. vertical-lift machine with a rated operating capacity of 4,500 lbs. at 50 percent tipping load. The newest and largest CASE CTL ever built features an industry leading 9,188 lbs. of breakout force, and optional high-flow (3,450 psi at 39.5 gpm) and enhanced high-flow (4,000 psi at 35 gpm) hydraulics for high-power attachments such as mulching heads, stump grinders and cold planers.

"The CASE TV450 provides lifting and earthmoving performance that will meet the demand of general contractors, landscapers, roadbuilders — and the 4,000 psi with enhanced high-flow makes this an excellent platform for attachments," said Deborah Townsley, product marketing manager, CASE Construction Equipment. "It's a powerful, large-frame loader that handles heavy materials and still provides the advantages of low ground pressure for jobsites where finished lawns and underground utilities may exist."

The CASE TV450 is available in either standard mechan-

ical (H Pattern) controls or optional electro-hydraulic controls (H and ISO pattern interchangeability), as well as optional mechanical hand and foot controls. CASE electro-hydraulic controls — EZ-EH — provide adjustable speed and control sensitivity settings that can adjust to meet the needs of each application and attachment, and operators are able to switch between H and ISO patterns via a simple rocker switch.

CASE has also made a number of premium features standard on the new CASE TV450, including heavy-duty front and side lights, front cylinder guards, a heavy-duty rear door, remote oil and fuel filters, as well as debris ingestion sealing to prevent material from entering the engine compartment. It also offers optional hydraulic one-way self-leveling and ride control for a smoother ride and greater material retention.

The new loader retains the hallmark CASE operating environment, with one of the industry's widest cabs and lowest entry thresholds for easy access to the cab and greater visibility to the front of the machine. The cab-forward design provides industry leading 360-degree visibility and site lines down to the bucket edge. A large, rounded rear window delivers excellent rear visibility — and an all-new standard in-cab rearview mirror further improves operational awareness.

The CASE TV450 meets Tier 4 Final emissions standards with a selective catalytic reduction (SCR) system that only requires diesel exhaust fluid — no maintenance or lifetime service related to diesel particulate filters is required. Operators can quickly access all routine service points, including the engine, filters, fill points and all other service points through a single point of access at the rear of the machine. The compact track loader also offers CASE's easy-tilt cab for easy access to the drivetrain compartment and features reinforced structures for enhanced machine durability and reliability to meet the demands of harsh working environments. ■



The new loader retains the hallmark CASE operating environment, with one of the industry's widest cabs and lowest entry thresholds.



The newest and largest CASE CTL ever built features an industry leading 9,188 pounds of breakout force.

Photos courtesy of CASE CE



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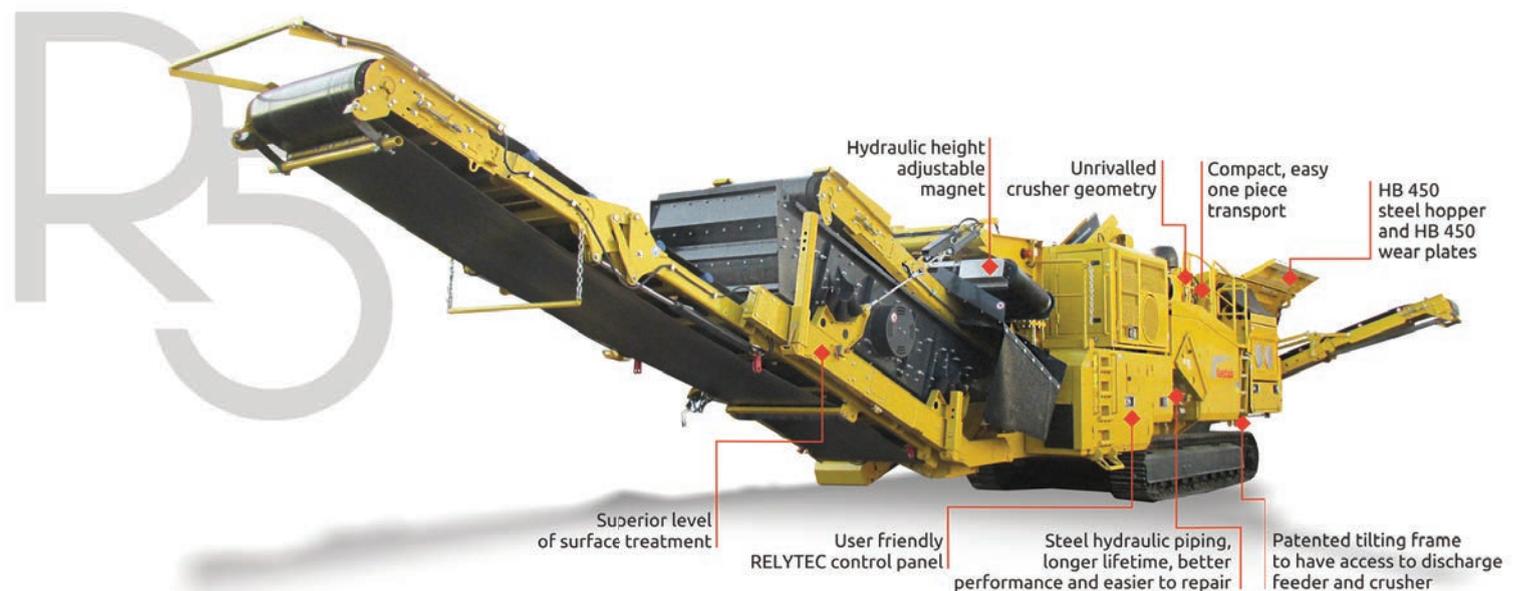
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33rd Annual Hard Hat Expo ~ April 3 & 4, 2019



Lee Trade Shows and RockRoadRecycle have been diligently working toward the goal of this year's Hard Hat Expo filling the 110,000 square feet of the new Expo Center at the New York State Fair Grounds. At the time of this writing, there are only a handful of available spaces on the showroom floor and all outdoor and truck corral exhibiting spaces are full.

OEM dealers and service providers that will be on hand during the two-day show to explain what's new and how they can help your business with cutting edge equipment and technology.

New at the expo this year: U.S. Training Consultants are offering NCCCO Rigger I and Signaller practical exams (with advance sign up at their website). We are also welcoming Alfred State University, who will have representatives on hand to explain what their building trades department has to offer the next generation of construction worker.

Aggregate processing, utility work, tire services, custom truck bodies, welding supply & training, drone services, heavy equipment sales and services —will all be represented.

As always, our Wednesday skid steer rodeo allows anyone to try their hand at our skills obstacle course — with great trophies and cash prizes for the winners.

Be sure to clear your schedule for at least one day to experience this premiere Northeast heavy equipment and services show. Last year's show was well received by attendees and exhibitors alike. This year is gearing up to be the best Hard Hat Expo yet. Don't miss out!



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Syracuse's own JC Smith has been a staple at the Expo from the beginning and they come well stocked with special deals.

Kubota unveils its lightest and most maneuverable compact track loader yet

LAS VEGAS, NV – Kubota Tractor Corporation recently unveiled its new SVL65-2 to the company's popular compact track loader line, further diversifying its construction equipment offerings. The new compact track loader is positioned in a lighter ROC weight class than its predecessors and features an advanced hydraulic multi-function valve, the line's signature slide-up overhead front door and on/off self-leveling capability. The introduction rounds out Kubota's SVL line that includes the larger SVL75-2 and SVL95-2s models. The new unit will be available at authorized Kubota dealers beginning April 2019.

"Its small-but-mighty size allows the SVL65-2 to maneuver easily in tight areas and is lighter weight for less soil compaction but still packs a powerful punch in efficiency, making it an ideal choice for landscapers, rental yards and small contractors," said Tim Boulds, Kubota Construction Equipment product operations manager. "Offering this smaller-class size compact track loader further strengthens our construction equipment line and makes Kubota a formidable player in a new class."

AMV valve allows for improved multifunctional operation

The new SVL65-2 features an advanced multi-function valve (AMV) that provides smooth operation when using simultaneous functions, such as auxiliary, boom and bucket circuits, allowing oper-

ators to be more productive throughout their work day. With the AMV, the SVL65-2 makes running any attachment that utilizes auxiliary hydraulics even easier, especially attachments such as grapple buckets, 4-in-1 buckets and hydraulic augers, to name a few.

Small on size, big on power and performance

The SVL65-2 is powered by a 68-hp engine ready to power through any job. The SVL65-2 boasts a wide working range including a rated operating capacity of 2,100 lbs. at 35 percent or 3,000 lbs. at 50 percent, a reach of 34.9 inches and a hinge pin height of 118.5 inches. The standard self-leveling feature can be engaged with the flip of a switch and keeps the bucket or forks level without the need to manually adjust the angle on the way up. Plus, multi-function levers provide fingertip control of all major vehicle and attachment operations.

Exceptional comfort

While the overall footprint on the new SVL65-2 is smaller, the cab is equivalent in size to its big brothers, the SVL75-2 and the SVL95-2s. A wide door opening allows for easy and safe entry and exit. Consistent with the larger models in Kubota's SVL Series, the SVL65-2 features an easy-open sliding front door — its signature and best-selling feature — that can be opened regardless of the position of the bucket or loader arm; plus, full machine operation is possible with the door open, if desired. ■



The introduction rounds out Kubota's SVL line that includes the larger SVL75-2 and the SVL95-2s models.

Photo courtesy of Kubota

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Roberts to manage new Pile Master Air Hammer Line for ECA subsidiary

JACKSONVILLE, FL — Mike Roberts has been hired by Foundation Hammers LLC, a subsidiary of Equipment Corporation of America (ECA). As Director of Pile Master Products, he will be responsible for overseeing manufacturing, setting up a national dealer network for distribution, sales and rental and developing training programs for sales, service and repair.

Pile Master air hammers (designed and distributed by Foundation Hammers LLC) can be used with 21- or 26-inch leads or freely suspended with an extended base to drive timber, H-pile, pipe and pre-stressed concrete piles.

An optional sheet pile adapter makes these hammers ideal for driving steel sheet piles in soil conditions where a vibratory hammer cannot achieve the required depth. These air hammers are also very efficient — transferring up to 90 percent of impact energy into the pile while using an air compressor as small as 185 cubic feet per minute.

Roberts began his career in this industry as the parts manager for Florida-based Pile Equipment in 1999, and has 20 years of experience with the sales and management of various brands of pile driving equipment. He will also be attending national and regional industry trade shows and en-



People in the industry

gineering events to raise awareness of the Pile Master line. Mike and Annette, his wife of 31 years, enjoy spending time with their five children and first grandchild. He is also the pastor at Harbor of Hope of Jacksonville. ■



Mike Roberts has been hired by Foundation Hammers LLC, a subsidiary of Equipment Corporation of America (ECA), as director of Pile Master Products. Photo courtesy of Foundation Hammers LLC

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ASV names 2018 dealer award winners

GRAND RAPIDS, MN — ASV Holdings Inc. recently announced its 2018 dealer award winners. The awards honored top-performing and loyal members of its growing list of dealers at the company's annual dealer meeting.

ASV named Ontario-based Regional Tractor Sales as the 2018 Dealer of the Year due to the company's exceptional sales, performance and loyalty. The family-owned dealer took on the ASV line in 2005 and has worked closely with the manufacturer ever since.

ASV also presented CSTK of Kansas and Missouri with the Rookie of the Year Award. The new dealer has gone beyond expectations in its market, developing a market strategy, driving sales and brand name awareness.

"ASV is only as good as our dealer network and we depend on every single dealer," said Justin Rupar, ASV vice president of sales and marketing. "We are proud to show our appreciation for these loyal dealers promoting the ASV brand promise in every aspect of their business."

ASV also presented awards for 20-year dealers. Recipients included Alberta-based Barda Equipment and Wisconsin-based Duffy's Sales & Rental. ■



(L - R) Russ Rydberg, Duffy's Sales & Rental; John Hepburn, Regional Tractor Sales; Kellie Hepburn, Regional Tractor Sales; Derrick Landsverk, CSTK; Barry Fenton, Barda Equipment; and Penny Batt, Barda Equipment. Photo courtesy of ASV

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Making something new seem familiar

By Jonathan Salem Baskin

"We started out with a CTL on steel tracks," said Dan Seacat, a design engineer in Wichita, KS, referencing the early days of CASE's Project Minotaur, the world's first hybrid dozer/loader, which relied on the decades of experience the company has with designing and building dozers.

It also has expertise spread across its facilities: one of Seacat's partners on the project was Ryan Ogg, who works eight hours away at the company's facility in Burlington, Iowa, where it makes its 650M Crawler Dozer, among other products. He's a design engineer with deep experience in dozer undercarriage track design.

Seacat and Ogg are part of a much larger team of engineers working on Project Minotaur. These engineers combined the ripper attachment designs of a grader and dozer to create a new one for Project Minotaur. They also did some best-in-class research on rear doors and came up with a new, improved design for Minotaur.

"Instead of beefing up at CTL, we started over with a heavy duty dozer undercarriage and adapted the design to the Minotaur's smaller platform," Ogg explained, noting that it involved using different, heavier and more roller mountings than would be normally found on an CTL, and a more robust cross-shaft design to withstand the increased loads from the dozer application across the chassis and undercarriage.

dozing applications, plus rubber tracks may be an option for Minotaur customers who see its duty cycle primarily for lifting and loading.

The design process started with a small team sitting in a conference room in Wichita in early 2016, sketching ideas on paper of what Minotaur would look like, informed with deep market research and company expertise.

The process quickly migrated to computers, where design specs could be moved around to meet performance requirements. For instance, adjusting the linkage points (which define the path the arm would move) to stay within hydraulic cycle times and still meet lift performance requirements meant taking into account the location of the battery, tanks and other components of a highly compact system. Past real world testing and field experience informed all such decisions.

The real world testing only added to CASE's confidence in the design and engagement with customers will add to it.

"You can model how things are supposed to fit together, but you won't know how it truly works and feels until you have an operator behind the controls," said Jacob Benteman, design engineer.

Project Minotaur is a new machine that will bring dozer and CTL functionality to worksites in a single unit, but it relies on mature, proven technology that will make



Engineers combined the ripper attachment designs of a grader and dozer to create a new one for Project Minotaur.

Photos by Bill Elverman

solutions.

"There's an assigned manufacturing person capturing video of each prototype build on a daily basis, which is then shared with the team to create the best installation process," said Murali Mani, who's focused on Minotaur's hydraulics system. "They're looking for a ways to enhance the current assembly line setup with the help of Minotaur."

"One place we should see the benefit of using proven technology and reliable components will be in the field," added Tim Hinkle, design engineer, who works on engine dress systems (intake, exhaust and cooling). "There'll be less to learn for dealers and parts will be familiar to the service techs, so they can leverage their existing capabilities."

Virtual stress

"It needs to survive what customers throw at it, since we're part of a tough — oftentimes grueling industry. We need to get at the durability of the thing," said Eric Waters, lead test engineer.

He's describing FEA testing, a go-to tool used to develop new products, which is playing a key role in the continued development of Project Minotaur.

He continued: "We start out with an estimate of the load we think the machine can withstand, which is the static load. Then we want to look at how much stress does that generate and you know, how much is something going to bend?"

"We want to understand cycle count and

loading, so the static test turns into a dynamic one, from which we can estimate the durability of the machine under real world conditions," added John Moffitt, design engineer.

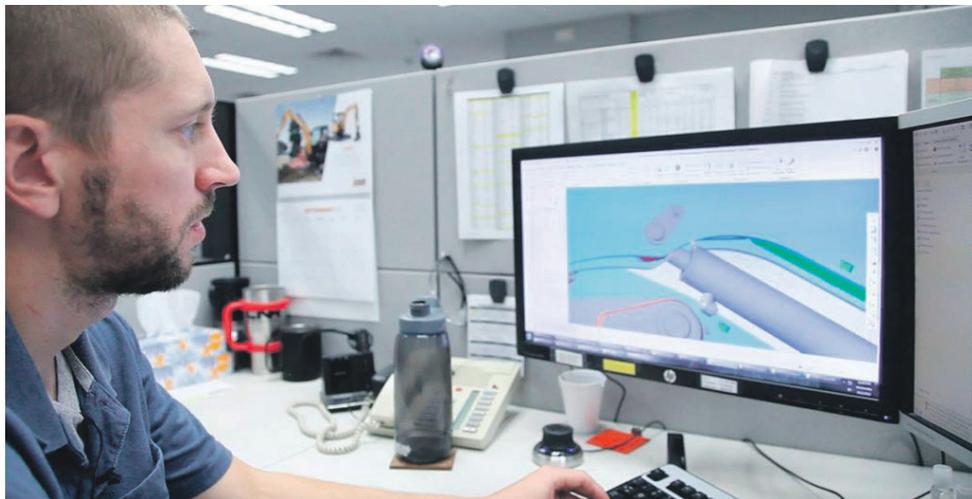
FEA, which stands for finite element analysis, is a proven methodology for studying the properties of machine components. The Minotaur team combines experts in product validation, product engineering and design analysis to pull together tests that mirror real-life. The challenge is that Minotaur is the first of its kind.

"They're complex models," Moffitt continued, "modeled with the material and weld classifications defined and we use a lot of actual field load data to look at not just one load case, but what's happening in maybe a hundred different static loads in a series over time."

"Really, what we're talking about is virtual fatigue analysis," Waters said.

The team is implementing cutting edge analysis tools for simulation to test a completely new machine, but it stays grounded in their deep expertise in building site-ready equipment. It's an approach we call practical innovation.

"There are things customers do with our machines that we never could have imagined," Waters added. "So while we may be surprised by the reality of what our machines are put through, we're testing to account for the unexpected in our dynamic loading." ■



The process quickly migrated to computers, where design specs could be moved around to meet performance requirements.

"Steel tracks had been a part of the plan from Day One," said Seacat. "But for Minotaur, we wanted the entire track system to be more dozer-like in durability and capability, even if it wouldn't be operated in a full-time dozer duty cycle."

"We pulled proven design elements from both platforms, and built Minotaur based on proven technologies," Ogg said. "But we're using thicker materials and larger sections to stiffen it up."

The result, according to Ogg, is a robust combination that will give operators more traction — "it bites in better" — and will let Minotaur work in more severe ground conditions. Steel might not move as fast as rubber, but it's far more durable and more traction means increased push forces for

it easier to manufacture, sell and, when necessary, service.

The CASE team looked, as it always does to ensure reliability and provide a common look and feel for customer interfaces, at the best features of its range of products — from skid steer loaders (SSLs), compact track loaders (CTLs) to dozers and backhoes — and liberally borrowed lessons learned and best-in-class ideas from across its offering.

Sometimes, the innovation challenge meant finding new components, like a pump to drive the motor, or increased tubing size to yield better flow and performance, so the team researched components and, in most cases, worked with its existing, proven suppliers to find the best



Project Minotaur is a new machine that will bring dozer and CTL functionality to worksites in a single unit.

John Deere upgrades compact wheel loader line with new 244L and 324L models

MOLINE, IL — Offering operators increased productivity and significantly faster travel speeds, John Deere redesigned its K-Series compact wheel loader models with the introduction of the 244L and 324L compact wheel loaders. Ideal for landscape/snow removal, ag material handling and construction tasks, the new models round out the full line of L-Series compact wheel loaders available from John Deere.

“Our next generation of compact wheel loaders was designed to meet the needs of industry professionals who are demanding higher performance from their machines,” said Drew Miller, product marketing manager, compact wheel loaders, John Deere Construction & Forestry. “Tailor-made for tight spaces, the 244L and 324L use our proprietary Articulation Plus™ system to provide greater stability and yield more lifting power while turning tighter.”

The industry-exclusive Articulation Plus™ steering system on the 244L and the 324L provides operators an unparalleled combination of lift capacity and maneuverability. This feature includes an articulated frame plus rear-wheel steer, providing excellent full-turn tip load and stability with a tight turning radius.

Newly optimized linkage provides improved parallel lifting, with only 6 degrees of rollback. The 244L achieves an 8-foot, 3-inch (2,520 mm) full-lift dump height and a full-turn tip load of 8,157 lbs. (3,700 kg), while the 324L high lift reaches a 10-foot, 3-inch (3,130 mm) height, and standard lift is capable of a full-turn top load of 9,766 lbs. (4,430 kg).

To increase productivity, the new models allow operators to move faster without having to manually shift the machine. A smooth auto shift hydrostatic transmission is coupled with an automatic two-speed gearbox, which provides a faster travel speed of up to 23 mph — a 21 percent increase in speed over the K-Series models. Both models are equipped with 73-hp (54 kW) Final Tier 4 engines.

Knowing a comfortable operator is a productive operator, the 244L and 324L models offer a redesigned cab. An optional air ride, high-back operator seat ensures a smooth ride. Better visibility to the loader arm and bucket and interior layout of the switches and gauges improves overall efficiency.

For greater uptime, a rear enclosure provides better de-



The industry-exclusive Articulation Plus™ steering system on the 244L and 324L provides operators an unparalleled combination of lift capacity and maneuverability.

Photo courtesy of John Deere

bris management, while a revamped cooling package improves air flow. This is ideal for tasks that require longer run times in high air-borne debris applications, like agriculture and light material handling.

To keep operating costs at a minimum, rim pull control extends tire life by allowing customers to adjust the torque of the machine to the conditions of their job sites, saving tire and drive line life. Additionally, optional JDLink™ telematics provides real-time data and health prognostics

to suggest maintenance solutions that decrease costly downtime. Remote diagnostics enable a dealer to read codes, record performance data and even update software without a trip to the job site.

Contractors looking to get the most versatility out of their machine can leverage over 100 John Deere Worksite Pro™ attachments. These new models are also backed by the John Deere full machine standard warranty, which promises to fix any defects in materials or workmanship for two years after delivery or 2,000 hours — whichever comes first.

To learn more, visit JohnDeere.com or contact your local John Deere dealer. ■



Ideal for landscape/snow removal, ag material handling and construction tasks, the new models round out the full line of L-Series compact wheel loaders available from John Deere.



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Who owns the data generated by machines?

AEM.org (Nov. 12, 2018)

by David Knight, founder and CEO of Terbine

With Internet of Things (IoT) technology becoming critical to equipment manufacturers, questions about data ownership are coming with increased frequency. And the answers aren't obvious.

Many organizations are beginning to send their machine-generated IoT data to third parties. Often this is motivated by a desire to monetize the data, and sometimes by regulatory reporting reasons. These initiatives are bringing the issues of data ownership and licensing to the foreground.

Interestingly, there are few established standards for determining how ownership is assigned, much less how IoT data can be licensed properly. Here's an overview:

Data ownership in the western world

Generally, the owner of machine-generated data (MGD) is the entity that holds title to the device that recorded the data. In other words, the entity that owns the IoT device also owns the data produced by that device.

However, when real-world constructs such as lease holdings come into play, the issue of ownership gets more complex and murky.

Furthermore, data may be owned by one party and controlled by another. Possession of data does not necessarily equate to title. Possession is control. Title is ownership.

Referred to as usage rights, each time data sets are copied, recopied and transmitted, control of the data follows it. Conversely, transfer of ownership requires a legal mechanism to convey title.

Clinically speaking, data is owned by the titleholder. In this regard, data title is like a deed to real property. MGD may also contain metadata, which is akin to mineral and water rights.

One way for non-attorneys to think about data ownership

It turns out that data by itself is not protectable under the American intellectual property framework; however, data title rights are similar to the rights afforded by a copyright.

Data title includes a bundle of usage rights that allow the titleholder to copy, distribute and create derivative works. Data within a database is like the words and images that make up a copyrighted book. The usage rights

and title to the book are separable.

This is similar to how the author of a novel retains title to the words and pictures that comprise the novel, and also owns the ability to authorize a publisher to publish and distribute books. However, he or she does not control each reader's usage rights once the content is accessed by readers.

Similarly, an entity that holds title to a database holds the associated data ownership rights. If the data set is copied and transmitted elsewhere, the entity relinquishes the usage rights.

The parties to a data contract play a role, too

There are two major classes of parties in this space. The first includes corporations, data brokers and marketplaces, which have been exchanging data amongst themselves long before the concept of MGD came along. These activities are not typically exposed to tight government regulation.

This model translates well into the purely machine-generated data world. There are legal constructs that convey rights, often with payment involved.

But the second category is composed of consumers who share data with a vendor in exchange for a product or service. These agreements in the consumer space may be subject to government oversight, and certain industries like healthcare must comply with a network of statutes and agency rules.

The second category is on the other end of the spectrum — essentially a "give-and-take" approach. However, instead of applying personal usage data as with consumer applications, the vendor may collect in-depth data from a sensor platform to optimize the user's experience.

Here, the contract allows machine-generated data to be exchanged in return for incentives such as a curated service or discount. This approach conveys the requisite data usage rights and data title once the end user opts in.

As we move into the future, with artificial intelligence programs increasingly becoming the end users of data, it's likely that a hybrid of these two approaches will emerge to provide a standardized legal construct that also offers the flexibility to tune the results

based on analysis of machine data.

The Ag equipment industry is providing an example of how to handle data rights

The agriculture industry has embraced the use of sensors and machine-generated data to maximize production, and is also sophisticated in the way it handles data ownership interests. The bottom line is that the farmer owns the data produced by his or her sensor platforms. Nevertheless, some farm equipment manufacturers have developed a system of agreements with a high level of transparency to enable agricultural MGD to flow freely.

The difference between machine data and personal data

The automotive industry offers another important distinction that must be made in determining data ownership rights. Regulators and industry groups primarily agree that a car owner owns the MGD generated by that car. Like an insurance policy, the MGD ownership interests follow the car.

However, that non-personal machine-generated data is treated differently than personal data, which is generated by the automobile's operators and occupants.

This opens up an entirely separate class of data and ownership. And it turns out that the ownership rights to personal data follow the people who generate it.

There is also the growing importance of consumer trust and sentiment. Consumers perceive all the data flowing from their car to be theirs, and they expect to receive something in return.

In response to data-conscious users, automobile manufacturers craft data exchange provisions that use a give-and-take approach. Similar to agribusiness data exchanges, there is an underlying presumption that the MGD captured after purchase is owned by the entity who bought the car, and the onus is on manufacturers to use that data to provide a service to the purchaser.

Other uses for data from moving vehicles

The increasing use of connected technologies and sensors in on-road and off-road machines will create

an unprecedented explosion in vehicle-generated data. And with this, data users across sectors that have no direct association with those machines are poised to integrate these new data streams into their business models.

These users could range from insurance to telecommunications, to high-tech and beyond. And the value for them is that, as a machine moves, it can capture and transmit all kinds of data that's only tangentially pertinent to the operation of the machine.

But these other users could find value in, for example, on-the-spot barometric air pressure and ambient temperature, or other factors that can be utilized for applications not possible until the advent of connected vehicles.

There's no universal answer to data ownership

As evidenced in this piece, IoT data ownership is, and will likely continue to be, a complex issue.

As a rule of thumb, whoever holds title to the data producing platform likely owns the data. But different industries and companies take different approaches to regulating the transfer of data control and title. Add in international and intranational regulatory issues, and it gets even more complicated.

The common denominator in successful utilization of machine data is well-crafted contractual language that both protects consumer interests and feeds a growing data ecosystem. We'll keep updating you as this brave new world of machine-generated data exchanging, compliance and monetization evolves. ■

David Knight is the Founder/CEO of Terbine, the first commercial exchange for Internet of Things data. A serial entrepreneur, his background is in core technologies including multi-spectral sensing and communications, digital audio, messaging, enterprise software and distributed systems. On August 23, he was one of the speakers at AEM's Thinking Forward event in San Francisco.



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SAFETY

Good catch or near miss? Why the answer matters

Source: [EHS Today](#) | Charles Douros | Jan. 28, 2019

The distinction between the two very different programs is an important one. Each has their own place in a healthy safety culture and each brings different data to light.

“Whew, that was a close one. He could have been killed. Today must be his lucky day!”

How many times have you heard that in your career? Chances are just reading that sentence conjures a vivid memory of a workplace occurrence you’ve seen that could have been catastrophic. Safety professionals know these events by many names: close call, near hit, narrow escape, near collision, near miss or the colloquial “close shave” or “squeaker.” As if that’s not enough ambiguity for such an important safety indicator, there’s another term for this — frequently cited in safety circles — known as “good catch.”

“Good catch” has such a kind and gentle ring to it — much friendlier than “near miss.” “Whew, that was a close one. You could have been killed. Good catch, old friend!”

For too long, companies in all major industries suffered systemically from a culture of underreporting near misses, regardless of severity. This is a cultural byproduct and happens when trust levels are low and workers fear the consequences of reporting something so egregiously labeled as a narrow escape or near miss. There’s potential for blame with such harsh terminology. Alternatively, a good catch program has positive undertones, insinuating an experience free from consequence. It’s no wonder companies are tempted, albeit mistakenly, to record an acute near miss instead as a good catch.

The distinction between the two very different programs is an important one, as each has its own place in a healthy safety culture and each brings different data to light. Near miss programs measure, as a lagging indicator, injuries, accidents, events or occurrences that have already transpired. Good catch programs record, as a leading indicator, observations, activities and actions that result, or may result, in a safer workplace.

Near Miss

The National Safety Council/OSHA Alliance defines a near miss as “an unplanned event that did not result in injury, illness, or damage — but had the potential to do so.” The council concludes that near misses happen when there’s “a fortunate break in the chain of events” that might have otherwise caused an injury, fatality or damage, and that “a faulty process or management system invariably is the root cause for the increased risk that leads to the near miss.” Something happened that, if given a change in timing, position, circumstance, etc., could have damaged equipment or injured a person but thankfully didn’t.

A company’s near miss program is intended to encourage incident reporting for events that have already happened, but for whatever reason didn’t result in impact or injury. It’s a more passive reporting vehicle (no action has been taken; instead, someone just records a close call). Such reporting often has a stigma attached or, at the very least, there can be hesitation or reluctance to report. For example, if it occurred because someone ignored or neglected a safety procedure, there might be a reluctance to report it for fear of reprisal. It’s essentially a lagging indicator — something bad has already happened and now the company is forced to react to it.

Good Catch

A good catch is an action-oriented program that implies somebody did something positive to prevent something bad from happening. It goes something like this: “I recognized

an unsafe condition, action, defect or flawed piece of equipment and I acted to prevent an event from occurring. I caught it early and prevented something unfortunate from happening.”

It can be as simple as one employee notifying a supervisor that there’s an unsafe condition present or, even better, saying there’s an unsafe condition and “this is what I just did about it.” When a company’s safety culture includes encouragement and recognition for employees who see something, say something and do something to prevent events from occurring, the company has implemented a good catch program.

Good catch programs are well-suited for cultures trying to initiate or reinvigorate a positive reporting experience. Employees can feel very good about taking some measure of action to potentially prevent a bad thing from happening. It’s an opportunity for employees to see the potential for an injury before one happens and do something to address it. There is usually no stigma attached to this program since it isn’t blame-based. There’s no blame to administer if nothing has happened yet.

Three Characteristics: A Common Thread

These programs can even coexist in a mature safety process. Companies that are still building trust levels within the organization might consider launching just one at a time. Which one launches first is entirely up to company leadership. Ultimately, managers will have to decide whether the site has the bandwidth and appetite to work with good catch leading indicators or if they’re more inclined to first get a handle on their near misses. Most often, companies that are results-oriented are compelled to act on past events out of a necessity to stem the flow of more near misses before they can develop and work on the more predictive leading indicators brought forth by a good catch program.

Regardless of the program or order in which they’re implemented, the most effective near miss reporting and good catch programs share at least three characteristics.

First, each program must be easy to use and uncomplicated, so employees will be more inclined to make a report. In your organization, do your employees have to complete exhaustive paperwork or file a formal report to notify the supervisor of a conditional, procedural or behavioral opportunity in the workplace? If so, consider simplifying the process, even to the point where it is informal.

Next, the programs need to be well-communicated, so employees have absolute certainty the information collected will never result in reprimand — to anyone. Who controls this message in your company? Are employees telling tall tales of fellow workers being reprimanded or fired for reporting? Is there merit to that storyline? Or is the plant leadership reinforcing a more compelling truth that nobody is punished for making a report?

Finally, it’s important to do something with the information collected so employees don’t believe their report will go into a black hole, to never again see the light of day. Employees are motivated by visible progress toward a goal, so it only makes sense to take deliberate action on reported items and communicate those actions to the workforce. Do the safety stakeholders in your company act on near misses and communicate those actions to employees?

Take an honest look at your current process for reporting and decide which program is best for your organization. Don’t be afraid to apply these disciplines to enable a strong, proactive and action-oriented methodology to your near miss and good catch programs.

Charles J. Douros is a senior consultant for ProAct Safety. ■

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Four construction materials that sound too good to be true

Source: [CONEXPO-CON/AGG 365](#)

With technology aging and evolving in the construction world, smart infrastructure has become an exciting feature that has added intrigue to how job sites operate. More construction companies have taken a greater appreciation for structural monitoring and safeguarding materials. Even the most basic of materials have been technologically enhanced, with a greater emphasis on green construction to create a safer work environment. These materials sound too good to be true, but they exist, and they work.

• Smart glass

The implementation of smart glass is shattering the mold within the construction industry and becoming one of the top sustainable building materials on the market.

Electrochromic glass is a kind of smart glass that changes its properties when encountered with its stimuli, voltage. You can use it to control how much heat or light passes through the glass, which helps regulate temperature. It can be tinted, transparent, colored or opaque, with heat modulation capacity. It can also be used as a modernized type of building glass that can create partitions, skylights or windows.

With governments worldwide striving for more and more green construction opportunities, smart glass's market growth is expected to climb going forward, making this a must-have feature.

• Bio-concrete

Next generation materials such as bio-concrete have the power to "heal" themselves. As far-fetched as it sounds, this could be a blessing for construction professionals for years to come.

Buildings and structures made from bio-concrete can be healed using bacteria that are able to create limestone on a biological basis, resulting in the formation of seals as

well as repairing cracks. Though it is expensive, considering the fact so much money is already being spent to repair roads, sidewalks and bridges, bio-concrete might be a good financial plunge to take.

This smart version of concrete can help sustain a structure for up to two centuries. With creative applications arising, bio-concrete can also replace more conventional materials in structural and non-structural settings.

• Anti-corrosion technology

Anti-corrosion technology such as smart coating and self-healing mechanisms are options being explored more often. This research is as a result of the growing demand for offshore oil and civil construction.

Zinc-rich primers, epoxies and polyurethanes are common anti-corrosion coating sources currently being used. Construction planners could find anti-corrosion technology useful in helping to reduce maintenance time and costs. In some cases, seawater-resistant stainless steel is being used for a portion of corrosion prevention when building coastal steel structures.

• Shape-shifting metal

For skyscrapers, homes and other types of structures, the use of shape-shifting metal can boost their durability.

Though they change shape over time and withstand a lot of stress, this type of metal is designed to revert to its original form after it is heated or cooled. This function is as a result of the memory sensors it contains. Shape-shifting metal is so resistant that it can protect bridges from both hurricane and earthquake damage.

Implementation of this material is still in the early phase but has foreseeable, long-standing benefits.

For the latest news on construction technologies, subscribe to CONEXPO-CON/AGG 365. ■



Buildings and structures made from bio-concrete can be healed using bacteria that are able to create limestone on a biological basis, resulting in the formation of seals as well as repairing cracks.



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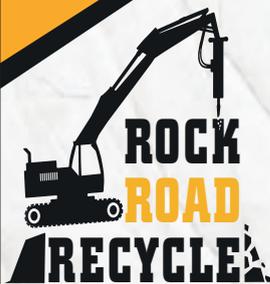
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Test-drive a Vermeer mini skid at the Hard Hat Expo

Visit Vermeer Northeast at booth O-6 during the Hard Hat Expo and test-drive the versatile Vermeer mini skid steer. Designed according to customer input, these skid steers fit into small spaces and are light-weight enough to use on most landscape surfaces. Intuitive joystick controls are easy to master and several industry-leading safety features help protect the operator.

Available in track-driven models, these highly productive skid steers maneuver easily around tough worksites and reduce workloads in the process. In addition, Vermeer mini skid steers boast the breakout force and lift capacity more commonly associated with larger skid loaders.

The CTX100 is equipped with exceptional lift and tipping capacities to efficiently transport materials on tough jobsites. Whether it is site prep or hauling heavy material, the CTX100 compact utility loader is up to the challenge. With versatile features such as dual hydraulic auxiliary controls and a universal mounting plate, this machine is ready to work for you. To help increase productivity and efficiency on the jobsite, the CTX100 is equipped with a 40-hp (29.8 kW) turbocharged engine and features a compact footprint. The robust design and outstanding power on the

CTX100 will help you tackle those tough jobs — and it's backed by a 3-year/3,000-hour limited warranty on the loader arms.

Looking for power, versatility and reliability? Look no further. Following in the footsteps of its predecessor, the S925TX mini skid steer from Vermeer has the toughness to work through your toughest challenge. With impressive lift capacity and the comfort of a chariot-style operating station this machine is designed for productivity and comfort. The standard dual auxiliary hydraulic system works in tandem with the universal mounting plate to provide maximum versatility on the jobsite.

Features and benefits

Improve efficiency on the jobsite with a 6" (15.2 cm) ground clearance to help operate in uneven terrain and tough ground conditions.

Reduce premature wear and tear in rocky soil conditions with the high-mounted track sprocket.

To help operational safety, when the operator steps off the platform the ground drive and boom/bucket motion are limited until the operator steps back on the platform.

Designed with maintenance in mind, the S925TX provides easy access to daily service points by removing panels". ■

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Loftness introduces Battle Ax™ mulching attachment for skid steers

HECTOR, MN — Loftness has introduced new models of its Battle Ax™ horizontal drum mulcher designed specifically for skid steers. Featuring a new rotor, tooth design and exclusive two-stage cutting chamber, the heavy-duty Battle Ax is designed for highly efficient vegetation management, including right-of-way maintenance, land clearing, forestry applications and more.

The Battle Ax is available with 61- and 71-inch cutting widths for skid steers with 50 to 120 hydraulic hp. Its 17-inch-diameter rotor features built-in depth gauges, which function similar to raker teeth on chainsaws to prevent the attachment from engaging too much material at one time. This unique design is more ideal for managing the amount of material being fed into the attachment than competitive ring-style rotors, which many operators find to be overly limiting.

The Battle Ax rotor is optimized for use with all cutting tooth styles. Customers can choose from Quadco planer blades, hard-surface Quadco blades and carbide teeth. The cutting teeth are mounted to the rotor with a single hex bolt for easy removal on the jobsite.

To further maximize performance, the Battle Ax features a two-stage cutting chamber, which allows material to be cut twice by the rotor and helps produce some of the smallest particle sizes in the industry. The primary shear bar is adjustable for customizing particle size.

The Battle Ax is available with two hydraulic motor options. A fixed-displacement gear motor operates at a constant RPM that provides an optimal balance between speed and torque. Customers may also choose a variable-displacement piston motor, which automatically shifts the rotor RPM from the highest speed to a lower range for increased torque as needed. The piston motor results in less stalling and a shorter recovery time, helping

operators to concentrate on the job instead of power settings and continuous head repositioning.

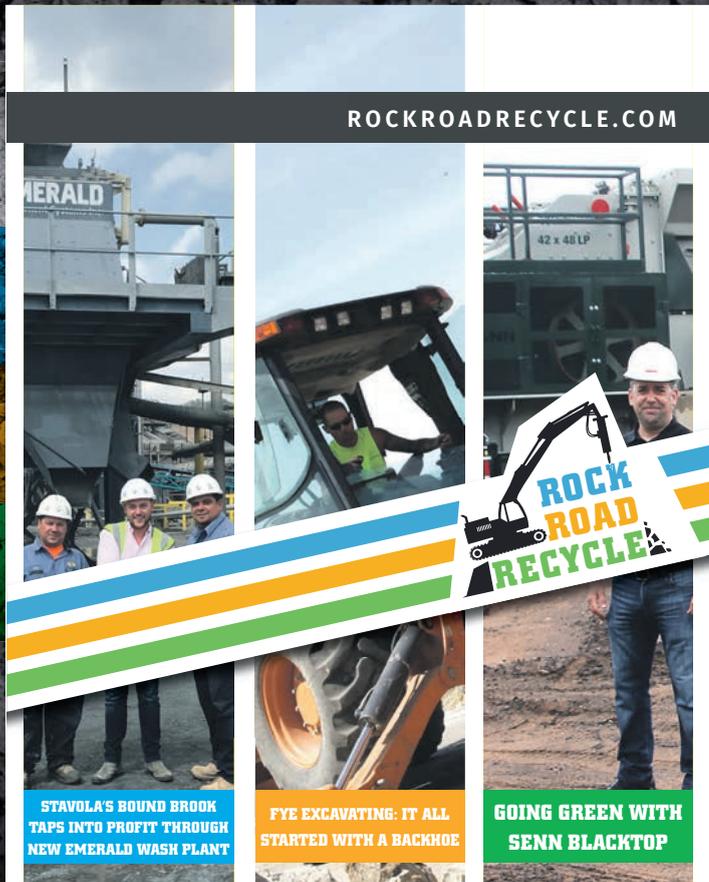
Other standard features include universal skid-steer mounting, premium strength steel housing, adjustable skid shoes from 0.5 inches to -1.5 inches for below-grade

mulching, a machined anti-wrap bearing protector, an adjustable push bar with welded claw hooks, an integrated pressure gauge and a staggered tooth pattern to ensure single-tooth contact with the work surface at all times. ■



A fixed-displacement gear motor operates at a constant RPM that provides an optimal balance between speed and torque. Photo courtesy of Loftness

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Caterpillar expands next generation mini excavator range with six new 7 to 10-ton models



The Caterpillar range of Next Generation mini hydraulic excavators has been expanded with the addition of six new models in the 7-to-10-ton category. The new models provide a selection of basic configurations, allowing customers to choose the machine that works most efficiently in applications routinely encountered. As with all Cat® Next Generation mini excavators, the new models feature heavy duty main structures, fuel efficient engines, load sensing hydraulics, spacious cabs and the exclusive Cat stick-steer system. The overall design goal for Next Generation models is to ensure optimum value for the customer in terms of performance, operator experience, serviceability and affordability.

The new-model lineup includes the 307.5 — a standard tail swing model with a fixed boom; 308 CR — a compact radius model with a swing boom; 308 CR VAB — featuring a variable angle (two-piece) swing boom; 309 CR — a new model in the mini range featuring a compact radius, swing boom, and high flow auxiliary hydraulics; 309 CR VAB — which expands the 309 CR's capability with a variable angle boom; and 310, also new to the range — featuring a fixed boom, standard tail swing, and twin blade cylinders for handling heavy duty dozing chores.

The new models range in maximum operating weight from 18,152 to 22,447 pounds and in standard dig depths from 13 feet 5 inches to 17 feet. Three models — 307.5, 308 CR, and 309 CR — are available with a long-stick option that increases dig depth by approximately 22 inches. The variable angle boom, available with the 308 CR VAB and 309 CR VAB, enhances digging capability in congested work areas. Powering the 307.5 is the Cat C2.4 turbo diesel engine rated at 55.9 net horsepower; the five larger models use the Cat C3.3 diesel engine rated at 70.3 net horsepower.

Operator environment

The design of Cat Next Generation mini excavators emphasizes operator comfort, convenience and safety. The six new models are fitted with cabs, sealed and pressurized to ensure a clean environment and featuring a redesigned heating/ventilating/air conditioning system that ensures all-weather climate control. Suspension seats, with a retractable 3-inch-wide belt are standard and the operating consoles feature adjustable wrist rests. In-cab sound levels are a quiet 72 dB(A).

Intuitive controls include the Next Generation LCD monitor that provides easy-to-read machine information and features a jog-dial for easy navigation, including setting personal operating preferences. For added convenience, a standard control-pattern changer allows operators to quickly adapt the machine to favored joystick movement. A machine security system is standard (numeric code) as is a radio with Bluetooth capability. The large front window slides upward and stores conveniently overhead,

and expansive glass areas on the sides and rear of the cab, plus a skylight, provide all-around visibility. A rear camera is integrated into the monitor.

An exclusive feature for new Next Generation models is the standard Cat stick steer system, which allows the operator to switch (with the touch of a button) from conventional lever/foot-pedal steering controls to low-effort joystick control. Automatic two-speed travel is standard, as is a cruise control system that further simplifies machine travel.

The cab's protective structures — ROPS (ISO 12117-2:2008); TOPS (ISO 12117:1997); and top guard (ISO 10262:1998 Level II) — are designed to promote a safe working environment for the operator; and controls are protected via a hydraulic lock-out. Halogen boom lights help illuminate the work area, and optional LED lights — front and rear — help to further enhance visibility. The easy-to-transport Next Generation models also feature tie-down points on the track frames to facilitate securing the machine.

Premium performance

The new Next Generation mini excavators use an efficient, fuel-saving, load-sensing hydraulic system with an electronically controlled variable-displacement piston pump capable of oil flows to 44 gpm (167 L/min) in the 307.5 and 308 models and 62 gpm (233 L/min.) in the 309 and 310 models. Generous flow rates, coupled with high main-relief pressures, provide the new models with the hydraulic capacity to generate increased travel performance and higher digging and lifting forces, as well as to handle powered attachments. High flow on the

309 model provides dedicated flow to the auxiliary circuit for operating the most demanding hydromechanical attachments.

For added versatility, the standard auxiliary hydraulic system (complete with quick-disconnect lines) provides one-way, two-way and continuous flow. Manual and hydraulic couplers are available and the new models are available with a thumb-ready package and a certified lifting eye. Front-shovel operation — a capability that lends an extra measure of precision when digging around utilities — can be accomplished with both pin-on and coupler-mounted buckets.

The 307.5, 308 CR, and 309 CR come equipped with a standard undercarriage length, while the 309 has the option for a long undercarriage. The 310 is available

with a long undercarriage only, which is designed for added stability.

A dozer blade further expands the capability of the new models, allowing the machine to handle backfilling and grading tasks. The blade features ample travel, above and below grade and has a float function. Major structures for the Next Generation mini machines — upper and lower frames, track frames, boom and stick — are patterned after their larger Cat excavator counterparts and designed for long-term durability.

Routine maintenance checkpoints are accessible at ground level through the side doors and the battery is maintenance-free. Side panels are flat and recessed to protect them from damage and have also been designed for easy replacement. ■



For added versatility, the standard auxiliary hydraulic system (complete with quick-disconnect lines) provides one-way, two-way and continuous flow.

Photos courtesy of CAT



Intuitive controls include the Next Generation LCD monitor that provides easy-to-read machine information.

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WEST FARGO, ND — Bobcat Company introduces the new Bobcat® Bob-Dock™ system — a cutting edge, hands-free hydraulic attachment mounting system. The Bob-Dock mounting system is designed for strong, easy and repeatable hydraulic connections, without operators leaving the Bobcat compact loader cab.

The Bob-Dock system will be available for M2-Series T630, T650, T740 and T770 compact track loaders; S630, S650, S740 and S770 skid-steer loaders; and the A770 all-wheel steer loader.



The Bob-Tach system secures the attachment while the Bob-Dock system automatically connects the hydraulics.

Photos courtesy of Bobcat

“Fleet owners, equipment managers and operators who worry about machine downtime will love the Bob-Dock mounting system because it prevents many common operator errors, like failing to disconnect hydraulic hoses before backing away from an attachment and the system routes and protects auxiliary hydraulic hoses from tire and track contact,” said Jason Boerger, Bobcat Company marketing manager. “The Bob-Dock system is also going to be a favorite of operators who will appreciate not having to leave their cabs to connect or disconnect hydraulic hoses.”

How it works

To connect an attachment to a compact loader equipped with the Bob-Dock system, an operator lines up the loader with the attachment’s Bob-Dock adapter plate. The operator then presses the Power Bob-Tach® switch inside the cab. The Bob-Tach system secures the attachment, while the Bob-Dock system automatically connects the hydrau-



The system prevents many common operator errors, like failing to disconnect hydraulic hoses before backing away from an attachment.



To connect an attachment to a compact loader equipped with the Bob-Dock system, an operator lines up the loader with the attachment’s Bob-Dock adapter plate.

lics. The attachment is then ready to use.

When you’re done using the attachment, retract the Bob-Tach wedges and pull away. The hydraulics instantly release, providing simple, hands-free removal.

Versatile and made for easy use

If a loader has a Bob-Dock attachment mounting system installed, and the operator wants to use an attachment that lacks a Bob-Dock adapter plate, it’s no problem. While the Bob-Dock™ attachment mounting system’s floating coupler block equips your loader with a hands-free connection point, the standard couplers located on the lift arm remain ready to use. You can utilize the full lineup of approved Bobcat attachments – with or without the Bob-Dock adapter plate attached.

Individuals interested in seeing the Bobcat Bob-Dock can visit Bobcat.com. ■

Bandit adds Pronar trommels and stackers to lineup

Bandit Industries is proud to announce that it will offer select trommel screens and conveyor stackers manufactured by Poland-based company, Pronar, Sp. z o.o.

Bandit unveiled and demonstrated the Model 60 GT-HD stacker and the Model 7.24 GT at the U.S. Composting Council’s Conference and Tradeshow in Glendale, AZ, from Jan. 28 - 31.

“This partnership is very important for Bandit because it will broaden our product portfolio, and allow us to offer a more complete line of equipment for various markets,” said Bandit General Manager Felipe Tamayo. “Pronar is one of the largest manufacturers of agricultural, compost, recycling equipment in world. The mix of products that our companies offer blend perfectly together.”

Bandit and Pronar share the same level of commitment to their customers — building machines to withstand the rigors of the job and backing every single machine with the full support of the factory.

The Model 60 GT-HD is capable of moving up to 600 tons of material per hour, and is able to stack material nearly 40 feet high, creating piles of material without the need of an additional loader or operator. The stacker can be mounted on tracks, making it easy to move around a grinding yard quickly.

The Model 7.24 GT is a track-mounted or towable trommel screen that has some of the highest throughput in the industry. This trommel is capable of screening a variety of materials, including compost, urban wood waste and biomass. Operators can swap out the drum screens to meet a specific size requirement.

Bandit’s network of industrial equipment dealers will begin to offer these machines to their customers in 2019, and Bandit will begin to offer factory support.

“Our dealer network is very excited about this new line,” Tamayo said. “And I think our customers will see the advantages of these two new machines as they become more familiar with them.”

Pronar was founded in 1988 in northeastern Poland. Its owners founded the company focused on producing a wide range of machinery to reach across multiple industries. Bandit Industries was founded in 1983 in mid-Michigan, and today employs nearly 500

professionals to produce hand-fed and whole tree chippers, stump grinders, The Beast® horizontal grinders, track carriers and skid-steer loader attachments.

Learn more about the Pronar trommel and stacker by visiting banditchippers.com. ■

The stacker can be mounted on tracks, making it easy to move around a grinding yard quickly.

Photos courtesy of Bandit



The Model 7.24 GT is a track-mounted or towable trommel screen that has some of the highest throughput in the industry.

John Deere makes snow and debris cleanup easy with new angle and pickup brooms

MOLINE, IL — John Deere is updating its line of Worksite Pro™ attachments with three new angle and five new pickup brooms. The BA72C, BA84C and BA96C angle brooms and the BP72C, BP84C, BR60C, BR72C and BR84C pickup brooms were designed for effortless cleanup in turf, snow and construction applications. Like all Worksite Pro attachments, these angle brooms are optimized to work with John Deere skid steers and compact track loaders. They're also compatible with most competitive models.

"With new OSHA silica dust exposure rules, contractors are in need of attachments with options that meet these requirements and make contractors more competitive bidders," said Jessica Hill, program manager, global attachments, John Deere Construction & Forestry. "We designed a new class of brooms to deliver more durability and job site protection to help our customers get the most of out of their investments."

The new pickup brooms are superior solutions for dust mitigation challenges and restrictive barriers, like curbs and sidewalks. These pickup brooms feature a 660-mm (26-in) diameter brush with standard 50/50 poly-wire segments and optional all-polypropylene brush segments,

allowing operators to customize the attachment to their job site. The BR models use bolts for precise brush-contact adjustment, while the BP models incorporate a tool-free system for fast, easy adjustment. BP models feature a 12.7-mm (0.5-in) single-bevel cutting edge; BR models have a 15.9-mm (0.625-in) double-bevel cutting edge. Optional 95-liter (25-gallon) broom-mounted or 113.5-liter (30-gallon) roof-mounted water-tank kits are available for dust-suppression applications.

An adjustable baffle on BP pickup broom models increases hopper capacity by 22 percent, offering greater sweeping impact in each pass. A front caster wheel on BP models allows the brush to follow ground contours, while a front bumper on BR models provides extra strength and protection when sweeping close to walls or obstacles. An optional 510-mm (20-in) gutter brush with wire bristles can be mounted on the right or left side of any model pickup broom for collecting material close to curbs.

Ideal for turf and snow removal applications, the BA model angle brooms feature a hydraulic-angling range of 30 degrees to the right or left of the machine. The 32-in (810-mm) diameter brush features standard 50/50 poly-wire segments, a well-suited combination for dirt and debris cleanup

on hard surfaces. Optional all-polypropylene brush segments are available for work on softer surfaces. Brush-core removal for bristle replacement is quick and easy, with no tools required. Foldaway storage stands help the brush maintain its round shape when not in use.

An optional hood extension provides 180-degree brush coverage, while a rubber deflector prevents snow from blowing back onto the machine when winter strikes. An optional 130-gallon roof-mounted water tank kit is available for applications that require dust suppression.

For added performance and durability, both the pickup broom and angle brooms feature a heavy-duty, high-torque, bidirectional motor coupled to the brush core through a 2.5-in (63.5-mm) hex hub. The attachments' motor and bearing are protected within the broom-frame structure. Motor and bearing separate from the brush core without having to disconnect any hydraulic hoses, eliminating the risk of oil spills or contamination.

The new pickup and angle brooms are backed by John Deere parts, service and warranty coverage. To learn more, visit JohnDeere.com or contact your local John Deere dealer. ■



The 32-inch diameter brush features standard 50/50 poly-wire segments, a well-suited combination for dirt and debris cleanup on hard surfaces.

Photos courtesy of John Deere



An optional 130-gallon roof-mounted water tank kit is available for applications that require dust suppression.

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CASE introduces new N Series backhoe loader updates with powerboost, direct drive and factory-installed thumb

CASE Construction Equipment is making numerous updates to its N Series backhoe loaders, including new industry-exclusive PowerBoost functionality, a new PowerDrive transmission upgrade with direct drive and a factory-installed thumb that makes backhoe operation even more versatile. New CASE N Series backhoes also feature updates to loader controls, including a new declutch trigger, new roller/rocker switch for better attachment control and an all-new F-N-R thumb switch for simplified operation.

CASE N Series backhoe loader updates for 2019 include:

- **PowerBoost (industry exclusive):** A new button on the left-hand backhoe joystick provides the operator with a momentary boost of increased hydraulic power without decreasing engine RPM (so as not to affect speed/cycle times). This feature is ideal for digging through tough conditions, including hard clay, rock and frost. CASE backhoes still feature PowerLift, which provides added lifting power (comparable with some mid-sized excavators) at lower engine RPM to provide powerful and smooth lifting and craning operations.

- **PowerDrive upgrades:** A new feature on CASE S-Type and H-Type transmissions, direct drive engages the engine and transmission directly for improved gradeability, faster roading speeds, improved fuel economy and faster travel times around the jobsite and between jobs. The PowerDrive transmission maintains the existing auto-shift feature and now includes an automated activation of the direct drive feature in third and fourth gears based on torque demand and conditions on the jobsite.

- **New factory-installed hydraulic thumb:** Available on all extendahoe models, this new factory-installed hydraulic thumb improves material handling performance and is also compatible with either a mechanical or hydraulic bucket coupler, allowing the owner to change buckets/attachments without affecting the thumb installation. All new extendahoe models include the new thumb mounting provision, providing the customer the ability to add on the new thumb after the time of purchase without requiring any welding on the structure.

- **New loader control functions:** The loader joystick features three new switches that will simplify operation and make it more intuitive: a new declutch trigger on the back of the joystick allows for simple operation while performing continuous/repetitive operations, such as loading trucks, etc.; a new roller/rocker switch with a detent position that can be locked in the forward position for use with attachments such as brooms and snow blowers; and a new F-N-R switch that allows for quick and easy directional changes without ever taking a hand off the joystick.

- **New backhoe control roller switches:** Newly enhanced roller switches for auxiliary and extendahoe control have been added to the backhoe pilot control joysticks for intuitive control and improved metering.

- **New cab amenities:** CASE has improved the seat design with new cushioning on its air-ride seats and a new premium heated air suspension seat option with multi-colored hand-stitched fabric. A hands-free Bluetooth radio has also been added for allowing operators to safely take their phone calls while also providing the ability to stream a broader spectrum of music, including SiriusXM and music from personal mobile devices.

- **New electronic fuel priming system:** Standard on all 580N and larger backhoes, this new system is easily accessible at ground level and evacuates all of the air out of the fuel lines for a simpler and more efficient service of the fuel filters.

Horsepower on the 580SN wide track model has increased to 110 hp for improved acceleration and gradeability (especially when paired with the new Direct Drive). ■



A new F-N-R switch allows for quick and easy directional changes without ever taking a hand off the joystick.



Updates include a new declutch trigger, new roller/rocker switch for better attachment control, and an all-new F-N-R thumb switch for simplified operation.

Photos courtesy of CASE CE



The loader joystick features three new switches that will simplify operation and make it more intuitive.



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Next Generation Cat® mini excavators designed for optimum customer value

Four new models in the Cat® mini hydraulic excavator lineup, engineered and manufactured by Caterpillar, are designed to provide users the best performance, versatility, safety, operator convenience — and affordability — in the smallest possible packages for 1- to 2-ton class machines. This customer-centered approach to engineering results in the new models incorporating industry-first standard features, such as joystick steering (Stick Steer) and a tilt-up canopy or cab, as well as new options, including air conditioning and expandable undercarriages across the range.

The new model range allows customers expanded choices for matching machine capabilities and machine features to the applications: 301.5 (1.5-ton class, standard tail swing, with canopy); 301.7 CR (1.7-ton class, compact radius, with canopy); 301.8 (1.8-ton class, standard tail swing, with either canopy or cab); and 302 CR (2.0-ton class, compact radius, with either canopy or cab).

Approximate minimum operating weights for the new models range from 3,500-4,500 lbs., with weights increasing to 3,900-4,900 lbs. depending on specific machine configuration. Dig depths are 7 ft, 8 in or 7 ft, 9 in, depending on the model, and an available long stick increases depth to 8 ft, 4 in or 8 ft, 5 in. Rubber track undercarriages are standard, with steel tracks available for all models.

All the new models use the Cat C1.1 engine, a three-cylinder diesel rated at 19.2 net hp (14.3 kW), and 21.6 gross hp (16.1 kW), while meeting Tier 4 Final/Stage V emissions regulations. The C1.1 features a power-dense design and delivers consistent performance through a wide speed range. Fuel efficiency is enhanced with engine idle control and automatic shutdown systems.

Premium features

The new Next Generation mini excavators use an efficient, fuel saving, load-sensing hydraulic system with an electronically controlled variable displacement piston pump capable of oil flows to 17.4 gpm (66 L/min). Flow rates, coupled with high main-relief pressures, provide the new models with the hydraulic capacity to generate high digging and lifting forces, as well as to handle powered attachments.

For added versatility, the standard auxiliary hydraulic system (complete with quick disconnect lines) provides one-way, two-way and continuous flow. Manual couplers are available, and the new models are equipped with a thumb-ready package and a certified lifting eye. Front shovel operation, a capability that lends an extra measure of precision when digging around utilities, can be accomplished with both pin-on and coupler-mounted buckets.

The expandable undercarriage (standard for all models) narrows to allow the new machines to enter work sites through restricted access points, and then extends to provide a stable work platform. Undercarriages for all models, except the 302 CR, retract from 51.2 to 39.0 in; the 302 CR retracts from 55.1 to 42.9 in.

A dozer blade further expands the capability of the new models, allowing the machine to handle backfilling and grading tasks. The blade features ample travel, above and below grade, has a float function and allows “dig-to-blade” operation for more efficiently handling loose materials. Major structures for the Next Generation mini machines — upper and lower frames, track frames, boom and stick — are modeled after their larger Cat excavator counterparts and designed for long term durability.

Operator environment

The design of the new Next Generation models emphasizes the comfort, convenience and safety of the operator. The cab, optional on the 301.8 and 302 CR, is pressurized

and sealed to reduce dust intrusion and is fitted with a climate control system (with or without air conditioning). The front window slides upward and stores overhead, and large glass areas on the sides and rear of the cab, plus a skylight, provide all around visibility. The operating consoles feature adjustable wrist rests, and a suspension seat is available.

Controls are designed to be intuitive, with a pattern changer that allows operators to select their preferred system. A machine security system is standard — key with pass code or push-to-start with fob. The Next Generation LCD monitor provides easy-to-read machine information and features a jog dial for easy, ergonomic interaction with the monitor. Radio is standard with cabs, as is Bluetooth capability.

An exclusive feature for the new Next Generation models is the standard Stick Steer system, which allows the operator to switch (with the touch of a button) from conventional lever/foot-pedal steering controls to left-hand joystick control. Stick Steer provides the benefit of less effort with improved operator control. Additionally, automatic two speed travel is standard.

Safety and service

Protective structures (ROPS, TOPS and Top Guard — Level II) are designed to promote a safe working environment for operators. All controls are protected via a hydraulic lock out, and halogen boom lights help illuminate the work area. Optional LED lights (front and rear) help to further enhance visibility. The easy-to-transport Next Generation models also feature tie-down points on the track frames to facilitate securing the machine.

Routine maintenance checkpoints are accessible at ground level through the side doors, and the battery is maintenance-free. The exclusive tilt-up cab allows access to major hydraulic components with a simple process that can be completed in less than five minutes. ■



Rubber track undercarriages are standard, with steel tracks available for all models.



The new Next Generation mini excavators use an efficient, fuel saving, load-sensing hydraulic system with an electronically controlled variable displacement piston pump.



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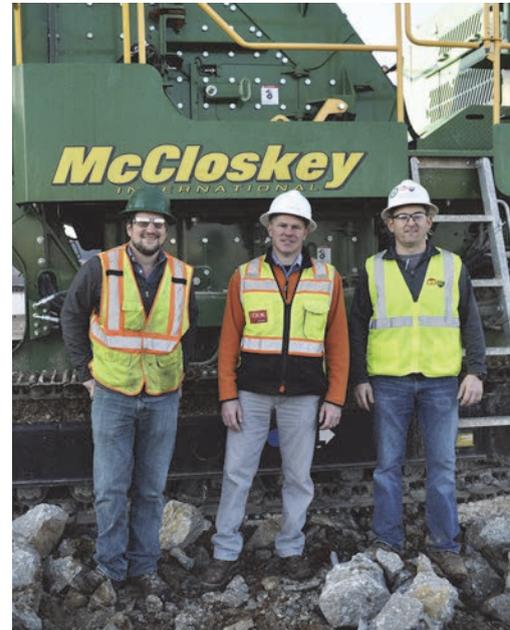


*Weddle Brothers use McCloskey
for Cook Medical redevelopment project*



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Weddle Brothers use McCloskey for Cook Medical redevelopment project

RockRoadRecycle staff writer

On the Cover:

L-R:

Jarrold Franklin, Brad Boring (Cook Medical) and Jim McElroy (Weddle Brothers) on site with the McCloskey impact crusher.

PG 3

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Compact crushers and screeners: C&D processing options

RockRoadRecycle staff writer



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New Cat® multi-processors feature quick-change jaws



24

New Bobcat nitrogen breakers have industry-leading impact energy



Associations and affiliations:



Weddle Brothers use McCloskey



for Cook Medical
redevelopment project

Indiana construction company Weddle Bros. Construction Co. was recently chosen by Cook Medical to redevelop its GE Appliances Plant. The project involves the demolition and rebuild of existing structures, and when complete, the new Profile Park will serve as one of Cook Medical's centers.

The demolition of the Bloomington, IN, GE Appliances Plant – aptly named due to the range of equipment made on site – was the direct result in the steady decline of equipment manufactured at the site. This led to Cook Medical stepping in to purchase the facility. The company, which is dedicated to developing innovative medical solutions to enhance patient care globally, aims to redevelop the site, turning it into one of its strategic centers as the newly named Profile Park.

In order to ensure that the former site was demolished and rebuilt to Cook Medical's exacting standards, the company called upon the services of Bloomington-headquartered Weddle Bros. Construction Co. This is the parent company of a group of professionally managed construction service providers engaged in healthcare, higher education, bio and life sciences, power, site, civils and transportation. Providing a wide variety of commercial, industrial and civic construction expertise, the company was founded in 1946.

Since its founding, Weddle Bros. has been driven by the principles of integrity, excellence, quality, collaboration and community involvement. In recent years it has diversified its offering into new areas of expertise, drawing on the vast experience at its hands to push for continuous improvement for the benefit of its clients, team and the communities in which it operates.

Employee-owned excellence

In addition to the veteran leadership team of Weddle Bros., the employee owned and empowered company has based its success on employing experienced and highly skilled tradespeople. This ranges from highly skilled staff such as carpenters and operating engineers to site laborers, all being a critical element in the company's success. This has

enabled highly skilled project teams to manage the entire construction process, delivering high levels of project control and high cost-benefit to its clients. To this end, Weddle Bros. is committed to delivering superior construction services with pride, integrity, excellence, quality and with a team approach on every project. It is committed to ensuring its clients achieve their visions and goals — while providing its employees with a culture where they can have an exciting and fulfilling career.

Expertise in healthcare and green construction

Hospitals and healthcare professionals such as Cook Medical have trusted Weddle Bros. to deliver a wide variety of memorable and essential projects for many years. Its portfolio has touched almost every clinical and specialty area and department ranging from new replacement hospitals to surgical suites, cath labs, emergency rooms, cancer treatment centers, state of the art imaging, women and children specialties and medical office buildings. Weddle is also committed to making a meaningful impact toward a greener future. As a construction company, Weddle's work has the potential to greatly impact the environment, with the company striving to integrate sustainable practice into

its operations.

Weddle Bros. has been building green for many years, before terms like "LEED" and "sustainable design" were buzzwords in the construction industry. Weddle employs LEED-accredited professionals who understand the standards and practices required for building high performing, energy efficient, sustainable buildings and infrastructure. This expertise and focus led directly to Weddle Bros. adopting new strategies and techniques to ensure that the resources used during the redevelopment of the GE Appliances plant were maximized.

Getting the most "on-site"

In order to create Cook Medical's Profile Park facility, the existing buildings and infrastructure would have to be demolished and redeveloped. Weddle Bros. project management realized that if this material could be processed on site, then it would provide the ideal material for sub base and fill material. As well as being highly cost effective, it would match Weddle Bros. "green" credentials, and through using the material on site, waste would be minimized, haulage costs (and pollution) would be reduced and the efficiency of the operation enhanced.

The essential problem, however, was this was an area outside of Weddle Bros.' expertise. Fortunately, a local company not only had the expertise to advise Weddle Bros. on what was required, but also acts as the authorized distributor for McCloskey's range of mobile crushing and screening equipment throughout Indiana, Kentucky and Tennessee, namely Franklin Rock & Recycle.

A name to trust

Choosing the right equipment for the Cook Medical Profile Park job was crucial. Franklin Rock & Recycle has the experience and expertise to provide the right equipment solution for any job, whether the equipment is needed to increase capacity or reduce operating costs, Franklin Rock & Recycle has the products and aftermarket support to support the company throughout the project. The company, in addition to its many years of construction material processing



(Left to right) Jarrod Franklin, Brad Boring (Cook Medical) and Jim McElroy (Weddle Bros.) on site with the McCloskey impact crusher.



An over band magnetic separator removes rebar and other metal contaminants prior to the crushed concrete being fed into the scalper-screen.

expertise, offers a complete range of aggregate processing and recycling equipment. This includes fully self-contained McCloskey track mounted units (which were to prove ideal for Weddle Bros.' specific requirements), but also includes wheeled units and fully customizable stationary plants.

Mobile crushing and screening solution

Following contact from Weddle Bros., Jarrod Franklin of Franklin Rock & Recycle went directly to the Cook Medical site in order to see first-hand exactly what was required. Following in depth discussions with Brad Boring (Cook Medical) and Jim McElroy (Weddle Bros.), Franklin realized that a mobile crushing and screening train would provide the most cost effective and efficient solution.

The equipment Franklin supplied and supported consists of a McCloskey I44 impact crusher, a McCloskey R155 scalper-screen, and in order to provide more efficient stock piling capacity, two McCloskey ST80T tracked stackers. These would be used as long as there was material to process, with the demolished GE buildings and infrastructure being initially crushed down to 1½" minus for base and fill material. Should it be so required, the R155 scalper-screen is also capable of not only scalping off but also fine screening of smaller particles.

The equipment was not only supplied by Franklin, but also supported by them, with McCloskey aftermarket support also being there to assist if and when required. "Weddle Bros. has limited experience of using mobile plants such as was used on the project. In order for them to get the very most out of it, we spent a week training them to use the equipment. McCloskey equipment is easy enough to use that general construction experience and common sense are basically all that is needed to have a successful operation," said Franklin.

"We are the nearest provider (for the project), but McCloskey is a well-known, premium brand in the industry. This meant that Weddle Bros. site superintendent Jim McElroy and Cook Medical's chief engineer Brad Boring were familiar with the attributes of the McCloskey range."

As to the role played by his own company, Jarrod explained, "We provide after sale support, service and training – in fact, everything the customer needs. It helps that McCloskey backup is solid, but this was not needed for this project."

The Franklin-supplied and supported McCloskey equipment has now been working at the Cook Medical site since September 2018. Its productivity and efficiency have proven to be "first rate" – so much so that it is actually on hiatus currently as it has so effectively dealt with the material demolished and excavated. Weddle Bros. is now waiting for a backlog of material to be built up for further crushing, screening and stockpiling.

Best place to work in Indiana

The enlightened attitude shown by Weddle Bros. to both its business practices and to its treatment of its workforce led to the company being selected, for the second year in a row, as one of the best places to work in Indiana by the Indiana Chamber of Commerce. "The companies selected represent some of our most outstanding employers. They embrace the idea that a positive work culture which includes respect, communication, opportunity and being part of a team not only makes it a place in which employees want to work, but also fuels the success of the company," stated Indiana Chamber President Kevin Brinegar.

As the work on the Cook Medical development has shown, Weddle Bros. was a thoroughly deserving winner of this highly prestigious accolade, with its staff being fully trained to operate the McCloskey equipment, and the demolished material on site being reused for the Cook Medical development. ■



A close up of the McCloskey scalper-screen and the tracked conveyor.



An excavator loads the impact crusher prior to feeding the scalper-screen for further processing.



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US Composting Council®

COMPOST 2019

The U.S. Composting Council executed another home run with this year's COMPOST 2019 conference and exhibition. The 27th annual conference took place Jan. 28 - 31 in Phoenix, AZ. The four days were packed with pre-conference workshops, tours, council and chapter meetings, learning sessions, ample hours of open exhibitors and a demo day was held Jan. 31 at Tierra Scape Compost Facility in El Mirage, AZ.

Topics covered during the concurrent sessions included (to name a few): CCRF research reports; preparing for, fighting and recovering from fires at your facility; campus composting, parts 1 and 2; improving operations with process management and maintenance; managing difficult or unusual feedstocks; planning for organics recycling in urban and regional settings; and managing regulations and regulators.

More than 1,000 members of the commercial composting community registered to attend and just under 100 vendors of equipment and services pertinent to the industry were on hand to display their products.

In regard to the focus of this year's conference "renew and regenerate," USCC's Executive Director Frank Franciosi said, "Our conference focuses on the role of compost in regenerative agriculture and carbon sequestration to mitigate climate change is in response to the intense interest in these concepts."

According to the USCC, the annual event serves as a place for new entrepreneurs to be trained and learn best business practices; an exchange for members to work on policy issues to solve challenges to development of composting businesses; and a location for compost manufacturers and collectors of organic materials to find the newest vendors of services and products.

Next year's conference date has been scheduled for Jan. 28 - 31, 2020.

Visit their [website](#) to add yourself to the list for announcements regarding next year's event. ■



Ready to discuss their grinding, milling and screening machines and systems, WMS representatives Matt Bergeson (L) and Scott Haynes traveled from Salem, OR to attend the show.



Peterson supplied their 6710D horizontal grinder sporting the COMPOST 2019 logo. The 6710D is Peterson's largest grinder.



McCloskey International demoed the new ST80TF radial stacker, a 628RE trommel and an R155 scalping screener.



Below:
Demo attendees had the chance to get up close and personal with Vermeer's HG6800 series machine that was on hand.



ROI's Scott Waring discusses the Carbonator 500 — a cost effective and environmentally friendly wood debris conversion system.



Mike Whitney of the Moby Dick line of dust control machinery answered questions regarding their product portfolio and customized solutions.



Hugh Gordan with CW MACHINE WORX helped attendees with their moisture control and custom excavator extensions.



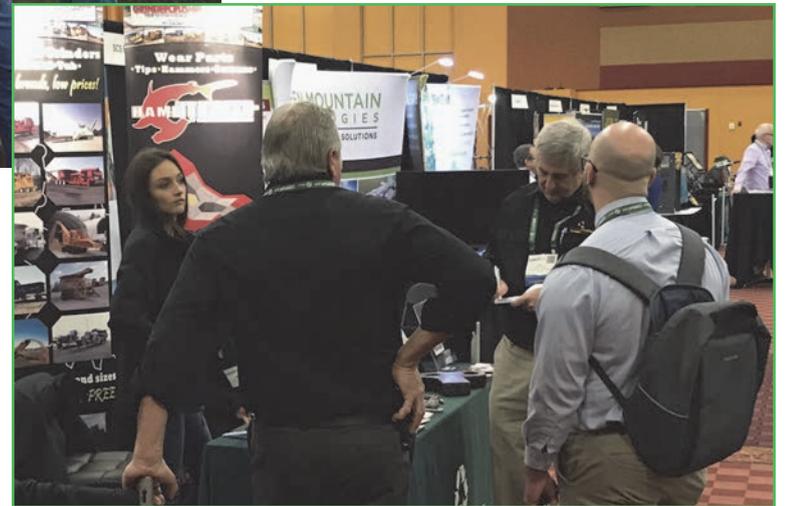
RockRoadRecycle's Sales Manager, Matt Stanley representing our brand on the show floor.



Right: Bandit recently added Pronar trommel screens and conveyor stackers to its line of processing equipment.



Left: On hand to represent Edge Innovate were two of their premiere dealers. L-R: John O'Dwyer, business development manager at Crushing Tigers (Austin, TX) and John Connolly of Green Rock Equipment (supplying to California and Hawaii).



Rick Cohen with GrinderCrusherScreen.com helping COMPOST 2019 attendees with their equipment needs.



Edge Innovate had a variety of their equipment working in tandem during the demo proving their tagline: innovation at work.



Komptech's Topturn X5000 was just one of several turners at work during the COMPOST 2019 demo day.

Compact crushers and screens: C&D processing options



Compact crushers are more than capable of producing significant material stockpiles.

Finlay Hydrascreens — now part of Terex — initially launched a mini screener in the late 1990s, but there proved to be little interest in it. The technology at the time did not allow for the unit to produce enough output, nor have the right amount of throw to accurately screen material. Despite this setback, the advent and acceptance of tracked crushers in the late '90s led to advances in crushing technology that more savvy manufacturers realized could be adapted to a smaller format.

The UK's Red Rhino was one of the first major entrants into the market, producing compact crushing solutions ideal for the construction industry on site. The product range proved popular in segments of the industry that had not been seriously considered as potential customers for crushers, due to cost and size. Developments in technology, such as the flatbed scalper/screener (which have mitigated the requirement for significant throw in screening) now mean that these compact solutions are highly productive, cost effective and easily transportable.

The current owners of Red Rhino Mini Crushers acquired the business in 2009 and

have developed and refined the range with investment in manufacturing facilities and distribution channels. The Red Rhino range has been designed to enter sites where access and space are restricted, but are productive enough to make light work of reinforced concrete, brick, porcelain and other aggregate-type products.

There are now six models in the range of jaw crushers and electric versions are also available with a compact 3-way split screener being recently developed and launched. The Red Rhino 2000 and 4000 series crushers are designed with dust suppression fitted as standard by means of fine water spray nozzles utilizing standard domestic hose pressure. Both these crushers have proven to be ideal for landscapers, small builders and developers. They are very simple to operate and are incredibly inexpensive to run. But what's really key is they are able to pass through a doorway or gate — which means awkward entry areas can now be accessed.

The company's larger 5000 series is more powerful and has hydraulically adjustable jaws presenting an instant choice of 10mm to 100mm sized product. Being only 1660mm wide, the 5000 series can enter

sites where access and space are restricted and as with its smaller siblings, dust suppression is fitted as standard by means of fine water spray nozzles utilizing standard domestic hose pressure.

The 5000 has proven popular with civil engineering companies wanting to crush on-site or skip (dumpster) companies looking to reduce their liabilities to landfill. The tough design of the 5000 series makes light work of reinforced concrete, brick, porcelain and other aggregate type products. It is easily transported from site to site using a plant trailer and can be up and crushing within five minutes of arrival. Using the wireless remote control system, crushing with a 5000 series can be a one-man operation.

The 7000 Plus feeder-unit is the largest member of the range and comes complete with a hydraulically driven vibratory tray rapidly and constantly moving material into the jaw.

The speed of the feeder can be controlled from the operator's handset. Grizzly bars are fitted to separate the fines material from the material travelling to the jaw, which has been designed to optimize the crushing process as the fines are ejected down a bypass chute onto the output conveyor. A blanking plate is also available to cover over the grizzly bar if the crusher is being operated in wet conditions or the material is damp. The latter feature prevents the grizzly from becoming blocked, directing the fines material through the jaw path. The feeder base is fitted with wear plates to account for abrasive materi-

als and can be replaced during maintenance periods.

The 7000 Plus has also proven itself on heavier duty applications, such as recycling demolition and construction waste in a cost efficient manner. This helps avoid large landfill costs, enables onsite recycling and allows the reuse of demolition rubble as a product. By adding a magnetic conveyor to the crusher, there is the added benefit of removing any steel found in the rubble. The recycling of the waste steel can provide other financial value gains.



Flatbed screeners have proven to be the compact solution.



Easily transportable, tough and productive, compact crushing equipment has proven to be highly valuable in many applications.

Terex — through its EvoQuip line — is a relatively new entrant into the compact market, but now offers a comprehensive portfolio of products to address the needs of the compact crushing and screening market. User friendliness is at the heart of the range, resulting in new products being developed with a focus on simplicity, easy maintenance, fuel efficiency and ease of transport.

The smallest equipment produced is the Bison range of jaw crushers that are designed to provide productivity, versatility and fuel



Some compact impact crushers are now equipped with material recirculation equipment.

efficiency. The Bison 35 is the most compact mobile jaw crusher in the line, providing a solution for construction companies and contractors who want to recycle their construction and demolition waste onsite. The ability to adjust the jaw setting and operate the plant fully from the remote control allows for a fast and simple set up. With its intuitive operation, quick set up times, compact size and ease of transport, the Bison 35 is proving to be highly popular on many small scale construction or crushing jobs.

The Bison 120 has been specifically designed for versatility, maneuverability and transportability. It is small enough to fit inside a container for transport, but strong enough to withstand the toughest of applications. The Bison 120 features a 680mm x 400mm single toggle jaw crusher that can be adjusted hydraulically using the remote control which comes as standard with the machine. The jaw is driven hydraulically, allowing the customer to reverse the crusher to clear a blockage, as well as being able to run in reverse permanently for sticky applications such as asphalt. The ability to adjust the jaw setting and operate the plant fully from the remote control allows for a fast and simple set up.

On the larger side is the EvoQuip Cobra range, with the Cobra 230 being the latest development. This new impact crusher has been designed to enhance profitability through high levels of productivity, versatility and fuel efficiency. The quick set up times, simple intuitive operation and ease of transport make the machine an ideal solution for all applications and it is able to deliver throughput of up to 250tph.

Other impactors in the range include the Cobra 230R, which has been designed to process reinforced concrete, recycled asphalt, construction and demolition waste and natural rock. The integrated after-screen system on the Co-

bra 230R ensures the required product specification is achieved with oversize material either being recirculated to the crusher or stockpiled. The Cobra 260 horizontal shaft impactor has been specifically designed for quarrying, recycling and demolition applications. The machine utilizes an extremely fuel efficient and powerful "direct drive" system to power the 860mm x 830mm impact chamber which provides high levels of productivity. The impact chamber incorporates a hydraulic overload protection system as standard and due to the innovative design of the crusher, it offers excellent reduction ratios as well as producing consistent product shape. The quick set-up time, ease of operation, ease of maintenance and ease of transport makes this machine an ideal and versatile

solution for small to medium scale producers and contract crushing operators.

The Cobra 260R, 290 and 290R are larger variants, barely recognizable as "compact solutions." The former featuring a 2.44m x 1.2m (8' x 4') single deck screen for sizing and recirculating oversize material back to the crushing chamber. The sizing screen can be quickly detached for applications that do not require resizing or recirculation of materials for further processing. The Cobra 260R features hydraulic folding of all conveyors, providing rapid set up times and easy point to point moves when operating on multiple sites.

Both the Cobra 290 and 290R are versatile and easy to use track mounted impact crushers that can operate in the most demanding of applications, including reinforced concrete, recycled asphalt, C&D waste and natural rock.

The use of an integrated after-screen system on the Cobra 290R ensures the required product specification is achieved with oversize material either being recirculated to the crusher or stockpiled, with throughput of up to 290 tph.

Compact Concrete Crushers is the U.S. distributor for Italian-based Agri-World recycling products and carries the full line of concrete crusher equipment. The company was founded on the concept of providing quality compact mobile recycling equipment to contractors. Being compact, the crushers supplied by the company have been designed for use on job sites with limited space. They are available with either electrical or diesel motors, four point lift rings and remote control operation as well as many other safety features — meaning the concrete crusher units are also perfect for city demolition applications.

The range of compact equipment supplied by the company is now comprised of jaw and impact crushers, screens and other associated plants. The crushers and screens are mainly tracked, but skid mounted and wheeled variants are also available with over band magnetic separators being fitted as options.

Herbst Machinery Ltd. is a family-run business from Northern Ireland, with the company building its reputation manufacturing trailers for the agricultural and construction sector for transporting plant, machinery, equipment and aggregates. This expertise led the company to now manufacturing compact crushing and screening equipment.

The Herbst Compac C100 is a robust, compact jaw crusher designed for a range of applications. With a 700mm x 400mm jaw aperture and variable controlled belt feed, the crusher is designed for optimal performance.

Depending on the material and the required crush size, the machine is capable of processing up to 60tph, making it ideal for any operation with low operator cost and maximum productivity being required. The discharge conveyor is set on hydraulic legs and can be easily removed from the crusher for maintenance access. The compact machine is ideal for confined working environments and can be transported easily from site to site.

The Herbst Compac S52 is a robust and versatile screener with a high performance double deck screen box, designed for a wide range of construction waste materials and aggregates. With hydraulically folding conveyors and a unique compact build, the screen can be folded up and tracked directly into a standard shipping container in just a few minutes. The forward facing, aggressive screening box is capable of processing up to 250tph, and can be adapted for a variety of applications including recycling, demolition, crushed stone, sand/gravel, soil and compost.

Austrian company Rubblemaster was an early developer of compact crushers and screens, although now the company has invested in larger brethren. The RM 70GO! 2.0 impact crusher is the company's most compact variant and has been designed to deliver high throughput relative to its size. It has been designed to be highly flexible when handling and processing a wide range of materials, including rubble, asphalt, concrete and medium-hardness natural rock. Capable of producing 150 tph of crushed material, it weighs in at 19t and has been designed to offer fuel economy and low emissions.

In addition to its impact crushers, Rubblemaster also produces a 17t flatbed screen. The RM HS3500M is a track-mounted scalper, which is designed to offer high levels of throughput. Despite its lightweight and compact dimensions, it is durable and robust — capable of handling heavy-duty jobs ranging from blasted rock to demolition material. ■



Left:
Due to their small size and low weight, many compact crushers are capable of getting to even the most difficult parts of a site.

Right:
A Herbst crusher shown at a recent exhibition.



Metso to launch groundbreaking innovations for aggregates and mining industries in bauma 2019

Metso is introducing a number of new, state of the art solutions for the aggregate, construction and mining industries in bauma 2019, the industry's leading tradeshow in Munich, Germany, April 8 - 14. The launches include technologies and services that enable improving productivity and driving down costs.

"Metso continues to invest in the development of solutions for aggregates and mining segments and we are extremely excited to be able to launch these latest innovations at bauma," said Olli-Pekka Oksanen, vice president, West Europe mar-

ket area at Metso. "Many of the developments we are showcasing at bauma are based on our customers' feedback on product capabilities and their business requirements. These solutions help our customers to improve the performance of existing operations and to control cost per ton."

Along with the new crushing and screening solutions, Metso will unveil a groundbreaking innovation for off-highway trucks, enabling mines and quarries to haul more with less. This major product launch will expand Metso's offering into completely new territo-

ry and help customers reach a higher payload while lowering their operating costs.

In addition to the key launches to be published at the event, Metso will showcase a broad range of equipment, wear and spare parts as well as services designed to help make operations more efficient and assets work harder. The solutions to be featured will include:

- The Metso Lokotrack® LT200HP mobile cone crushing plant designed for secondary and tertiary crushing operations such as producing aggregates for railway ballast, road construction, asphalt and concrete frac-

tions. The LT200HP complies with European Stage V emission regulations.

- The Metso MX(TM) cone crusher with patented multi-action crushing technology designed to cut the operational costs of crushers and to provide more uptime compared to traditional cone crushers. Since its introduction in 2017, Metso has sold 50 MX crushers worldwide.

- The Metso Lokotrack® Urban(TM) range revolutionizes crushing in densely populated environments such as city centers. It enables up to 60 percent better noise protection and cuts dust emissions. This can make the environmental permit process easier and opens new opportunities for the crushing business.

- The Metso slurry pump range is optimized for maximum uptime and reduced operating costs. Our slurry pump maintenance slide base offers fast, safe and easy wear component change or pump inspection. Leaving the suction and discharge pipe undisturbed during inspection, the entire rotating assembly and motor configuration is slid back.

- Financial services make investing in new equipment simple. Metso's leasing models allow you to better match your costs with your production revenues. As part of the Metso Life Cycle Services for Aggregates, Equipment Protection Services (EPS) brings you added protection for your most valuable assets. This comprehensive plan includes extended warranties, scheduled inspections with Metso-certified technicians and Metso Metrics Services for remote monitoring and data visualization.

- High-performance Poly-Cer wear lining enabling up to four times or more wear life compared to traditional steel lining. This long wear life in combination with quick and safe change-outs keeps downtime to a minimum and results in the lowest operating costs over time.

Metso's screening media are optimized for every application, ensuring long wear life and high operational open area. ■



As part of Metso Life Cycle Services, Equipment Protection Services includes extended warranties, scheduled inspections and Metso Metrics Services remote monitoring and data visualization solution.



Thanks to its direct V-belt drive from the gearbox, the renewed Lokotrack LT200HP delivers fuel consumption savings of at least 15 percent compared to hydraulically driven cone crushers.

Photos courtesy of Metso



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Pettibone enters 12,000-lb. capacity market with Traverse T1258X telehandler

BARAGA, MI — Marking its entry into the 12,000-lb. capacity market, Pettibone introduces the Traverse T1258X telehandler. The new Traverse model becomes part of the industry's only new telehandler product line with a traversing boom carriage that can move loads by traveling horizontally. By providing up to 70 inches of horizontal boom transfer, the Traverse allows operators to safely place loads at full lift height without needing to coordinate multiple boom functions.

The T1258X has a specified lift height of 58 feet, 6 inches and its landing height is identical. By contrast, traditional fixed boom pivots typically have a true landing height that is several feet less than the promoted lift height, as users must account for withdrawing the forks out of the load with enough rearward travel for the fork tips to clear the landing zone. The traversing boom allows for maximum forward reach of 47 feet, 10 inches.

The new telehandler is powered by a 117-hp Cummins QSF 3.8 Tier 4 Final diesel engine that helps the machine achieve its maximum load capacity of 12,000 lbs. The engine is mounted on a side pod for easy service access while allowing excellent curbside visibility and ground clearance of 19 inches.

The T1258X is built on Pettibone's next gen X-Series platform, delivering a combination of rugged dependability, user-friendly controls, and clear sight-lines for excellent visibility.

Drivetrain and axles have been optimized to provide greater tractive effort with minimal tradeoff on top end speed. A pintle hitch mount adds versatility for towing. Built for use on rough terrain, the unit offers full-time four-wheel-drive with limited-slip front axle differential. Tight steer angle capability provides an efficient turning radius of 14 feet, 4 inches. The Dana VDT12000 Powershift transmission offers

The engine is mounted on a side pod for easy service access while allowing excellent curbside visibility and ground clearance of 19 inches.

Photos courtesy of Pettibone



three speeds, forward and reverse.

Pettibone's leading hydraulics continue to deliver exceptional controllability and overall operating feel while enhancing efficiency and cycle speeds. Cylinder cushioning dampens the end of strokes – both extending and retracting – to avoid the wear and tear of hard, jarring stops while also helping prevent the potential spilling of a load. The telehandler

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

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

Boom overlap has been nearly doubled from previous models to provide smoother operation and reduce contact forces on wear pads, thereby extending service life. A bottom-mounted external extend cylinder further reduces the load on wear pads by up to 50 percent. This cylinder loca-

tion also provides greatly improved service access to internal boom components. Heavy-duty extension chains help ensure stable boom functions and longevity. Service is further simplified by fastener-less wear pads.

The operator cab maintains Pettibone's ergonomic seat, pedal, joystick and steering wheel positions. An analog/LCD gauge cluster comes standard. An optional 7-inch digital display with integrated back-up camera is also available. The cab also offers enhanced climate control, flat bolt-in glass, split door design, openable rear window, USB accessory plug, lockable storage under the seat and water-resistant

components for easy interior washdown.

All-steel fuel and hydraulic tanks are built to resist damage. The 30-gallon fuel tank offers ample volume for a full day's work at 100 percent load, and the lockable fuel-fill is in a clean, accessible location. Other features include non-tensioned boom hoses, split-system electrical circuit panels, a 12-volt accessory plug in the engine bay and heavy-duty bright LED lighting. Additional options include a sling hook for additional load security, solid or foam-filled tires and a wide variety of attachments, including a 10-foot tower that can extend the machine's lift height beyond 68 feet. ■



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The T1258X has a specified lift height of 58 feet, 6 inches and its landing height is identical.

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New Cat® multi-processors feature quick-change jaws, greater cutting/crushing forces, increased speed, durable design

Three new Cat® MP332, MP345 and MP365 [multi-processor models](#) are heavy-duty, high-production tools that accept multiple interchangeable jaws for taking on a variety of specialized demolition tasks. The new models, compared with previous models, can cycle 50 percent faster and generate up to 19 percent greater cutting/crushing forces. An innovative locking system enables a single operator to typically change jaw types in 15 minutes or less, using only standard hand tools. An included stand securely and stably holds unused jaw sets.

Some features include:

- Concrete cutter: outer jaw cracks concrete, inner jaw shears steel
- Demolition: cracks thick concrete structures
- Pulverizer: crushes concrete, separates rebar
- Shear: cuts structural steel, pipe, cable
- Tank shear: cleanly cuts tanks or plate steel at right angle on three sides
- Universal: cuts steel and crushes concrete

The new multi-processor models are designed with “speed-boost-er” technology that automatically shifts hydraulic action between force (boost mode) and speed (speed mode) as operating conditions vary, resulting in optimum efficiency and productivity. Under no-load conditions, the speed valve allows high hydraulic flow to rapidly open the jaw or close it to contact. At material contact, maximum cutting/crushing force is applied. Depending on the multi-processor model and jaw being used, forces range from approximately 460 to 1,270 tons.

The design of the new models results in greater power when installed on small excavators, and the balanced design also keeps the center of gravity close to the host machine. As an added benefit, control programs for the tools are incorporated into the operator displays of Cat Next Gen excavator models.

To ensure long-term durability, jaws are protected with easily replaced wear parts. An armored cylinder rod and a protective structure for the main body of the cylinder ensure that this critical component is kept from harm even when the jaw is deep into debris. Most cutting blades can be flipped in two ways, allowing four cutting edges to be used before replacement is required. This design lowers operating costs and keeps service time to a minimum. ■



The MP365 with concrete cutter can cut I-beams (19.7 in/500 mm) and H-beams (11.8 in/300 mm).

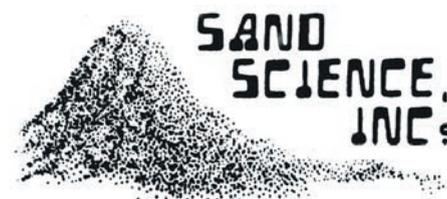


The MP332 with concrete cutter can cut I-beams (15.7 in/400 mm) and H-beams (10.2 in/260 mm).



The MP345 with concrete cutter can cut I-beams (17.7 in/450 mm) and H-beams (11.0 in/280 mm).

Photos courtesy of Cat



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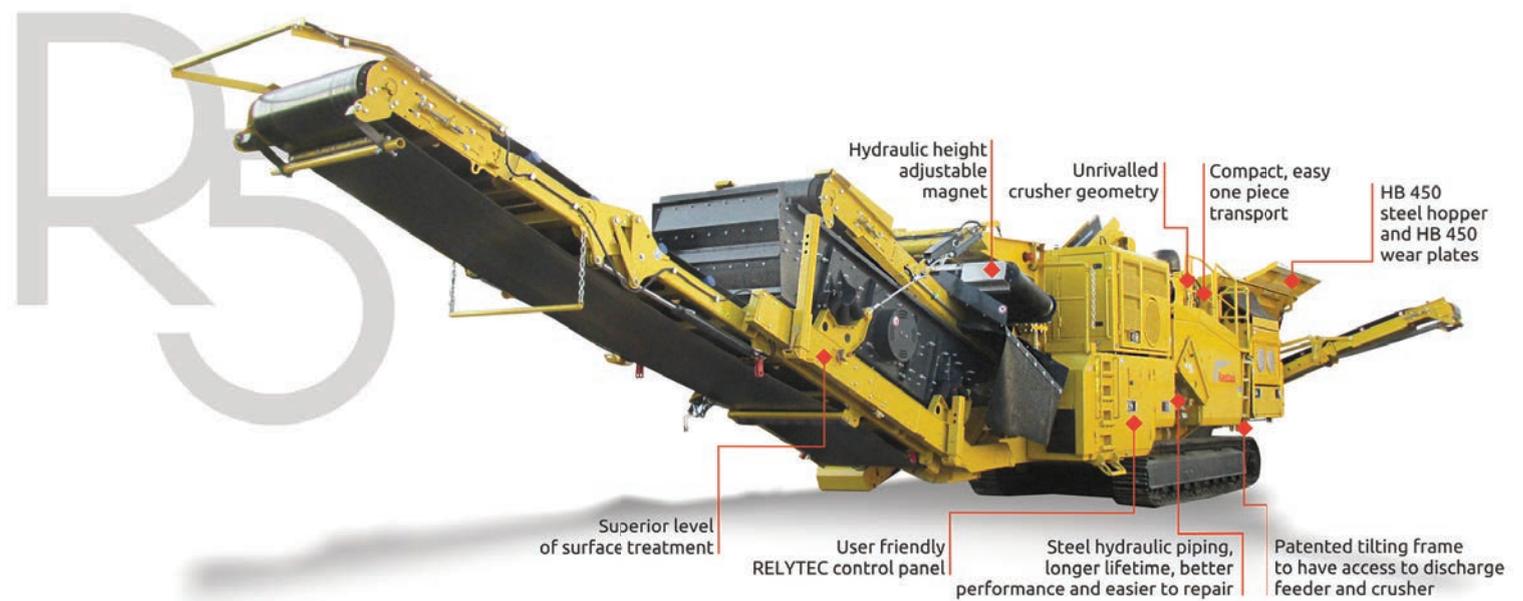
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- Bobcat of Buffalo – Western New York
- Commercial Outdoor Machinery – New Zealand
- Correlli Inc. – Central Maryland and the District of Columbia

- ESSCO Distributors – Long Island, New York
- Marshall Machinery Inc. – Northeastern Pennsylvania
- Schmidt Equipment – Massachusetts, Rhode Island and Northern Connecticut

Industrial Products:

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OSHA promotes fall protection resources

Source: EHS Today
EHS Today Staff | Jan 14, 2019

With falls leading OSHA's top 10 list of violations year after year, the agency is bol-

stering its efforts to increase awareness about its fall prevention resources.

The agency has developed a collection of compliance assistance resources to address

falls in the workplace — the leading cause of worker fatality in the construction industry. These resources, which continue the goals of the Department's Office of Compliance Initiatives (OCI), encourage and facilitate compliance evaluations.

Falls can be prevented if employers plan ahead to ensure the job is done safely; provide the right equipment; and train workers to use the equipment safely. OSHA is working with industry stake-

holders to provide informative compliance assistance resources.

The sixth annual National Safety Stand-Down to Prevent Falls in Construc-

tion will be held May 6-10, 2019. The weeklong outreach event encourages employers and workers to pause during the workday to discuss fall hazards and how to prevent them.

In addition, OSHA's series of fall safety videos show how to prevent construction-related fall hazards from floor openings, skylights, fixed scaffolds, bridge decking, reroofing and leading edge work.

Another resource is the agency's fall prevention training guide, which provides a lesson plan for employers including several toolbox talks. Fact sheets on ladders and scaffolding provide guidance on the safe use of these types of equipment while performing con-

struction activities.

A brief video, 5 Ways to Prevent Workplace Falls, encourages employers to develop a fall prevention plan and to provide workers with fall protection and training.

Lastly, OSHA's on-site consultation program provides valuable services for job creators that are separate from enforcement. OSHA recently published an analysis demonstrating how the agency's on-site consultation program contributes \$1.3 billion to the national economy each year. Job creators who implement workplace improvements can reduce lost time due to injuries and illnesses, improve employee morale, increase productivity and lower workers' compensation insurance premiums. ■



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MORBARK from 16

with more than just our high-performance equipment; they help them grow and maintain their businesses with their expertise, local knowledge and support," said John Foote, Morbark senior vice president, Strategy and After-Market Services. "Our customers' success is Morbark's success, and our dealers are integral to helping our customers succeed. These dealers are the best of the best."

Morbark dealers are reviewed and scored annually on their customer service, business plan, equipment and parts sales, service and warranty process, marketing efforts and much more. The companies earning Gold Tier status are truly exceptional in all scoring aspects, and all but one of these dealers – a relatively new Morbark dealer – have been awarded the honor previously.

For Tree Care: Alexander Equipment earned Gold Tier status for the seventh consecutive year, Bobcat of Buffalo was honored for the fourth straight year and Commercial Outdoor Machinery (a division of Stevens Products Ltd., under which name they have been previously recognized) was awarded for a third straight year. Schmidt Equipment earned the honor six of the previous seven years, ESSCO Distributors received Gold status two out of the past three years and Marshall Machinery was honored in 2016. Correlli Inc., which joined the Morbark dealer network late in 2016, earned its first Gold Tier award.

For Industrial: L.C. Whitford earned its third straight Gold Tier dealer award in the Industrial Products category.

"Our dealers complete a rigorous review process, which includes a series of annual and quarterly reviews that measure performance on various aspects of our businesses," said Foote. "Morbark constantly works with our dealers to improve this process. We're proud to recognize these dealers who are as devoted to excellence and continuous improvement as Morbark is."

For more information, visit morbark.com. ■



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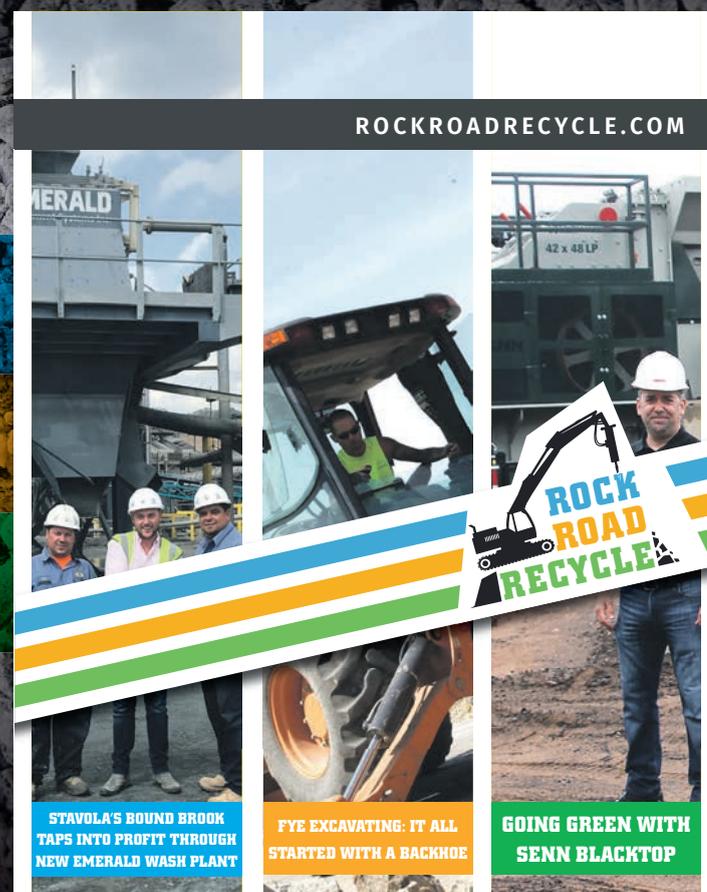
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Input sought from all U.S. asphalt mix producers by April 1 for annual survey

LANHAM, MD — Every asphalt mix producer in the United States is asked to participate in the National Asphalt Pavement Association's (NAPA) annual survey on the use of recycled materials and warm-mix asphalt. This survey is conducted by NAPA under a cooperative agreement with the Federal Highway Administration (FHWA) and is an important tool for tracking the use of sustainable practices by the asphalt pavement industry.

The confidential survey gathers information about

the use of these materials during the 2018 construction season. Responses are sought from producers of all sizes and from every community in all 50 U.S. states as well as all U.S. territories.

"By providing answers to the questionnaire, asphalt mix producers will improve the accuracy of the findings and will help ensure the industry's environmental impacts are properly understood by federal and state agencies as well as the public," stated NAPA Director

of Engineering and Technical Support Brett Williams, who is administering the survey. "The survey tracks implementation of these technologies and enables

NAPA, FHWA, industry and others to highlight sustainable practices in the asphalt pavement industry and to focus efforts to expand future implementation

growth."

NAPA and FHWA have tracked usage of reclaimed asphalt pavement (RAP), recycled asphalt shingles (RAS) and warm-mix asphalt (WMA) annually since the 2009 construction season. The results from the 2017 construction season were released in July 2018, showing that more than 78.6 million tons of recycled material was used in asphalt pavement mixtures during 2017. This includes RAP and RAS, as well as other reclaimed and re-

cycled materials, such as ground tire rubber, steel and blast furnace slags, coal combustion products and cellulose fibers.

In addition, about 147.4 million tons — nearly 39 percent of total asphalt pavement mixture produced in 2017 — used WMA technologies to reduce mix-production temperatures.

The full results of the 2017 survey are available at www.AsphaltPavement.org/recycling. ■



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Rammer celebrates 40 years of excellence

In order to help commemorate this momentous occasion, and to reflect changing customer requirements, Rammer has renewed both its outlook and its product offering. This has led to the updating and upgrading of its Excellence Line of hydraulic hammers.

Safety is endemic to the operation of the upgraded Excellence range, whether it is being used in quarry, demolition project, tunnel or any

other application. For example, all models feature reflective stickers.

"MyFleet" Telematics service

One of the major features of the Excellence Line is Rammer's purpose-developed RD3 remote monitoring device — the first of its kind on hammers. RD3 uses the MyFleet Telematics service to track and monitor fleet equipment usage without needing to go to the site to collect the data — ideal for dealers, rental companies and operators. This cloud-based system enables the hammers to be viewed and monitored via Google Maps.

The main benefits of the system are that it enables fleet owners/managers to know exactly where their equipment is and how it is being used. This supports better business decision-making — providing improved security and optimized fleet location while enabling enhanced application knowledge and operator education (all accomplished via GPS data), also contributing to the overall profitability of the business.

Other outstanding features

As well as RD3, the Excellence Line reflects Rammer's ever-increasing customer-focused outlook through a host of additional new features. Lower tool bushing rotating and replacement in the field increases lifetime, which helps reduce operating costs. This is further supported by the use of two tool retaining pins that increase the lifetime of the tool, retaining pins and tool bushings. An IBP on/off selector is fitted to the valve body, enabling easy field adjustments (2577E and up). Separate greasing channels from the valve body to the upper and lower tool bushing further increase the lifetime of the tool and tool bushings.

New outlook

Rammer's Excellence Line continues the company's 40-year tradition of delivering innovative hammers designed to improve profitability, safety and performance. With its new, customer-focused features, the line perfectly represents Rammer's continued focus on helping businesses to enhance their performance. ■



In order to help commemorate this momentous occasion, Rammer has renewed both its outlook and its product offering.



One of the major features of the Excellence Line is Rammer's purpose-developed RD3 remote monitoring device — the first of its kind on hammers.

Photos courtesy of Rammer

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New Bobcat nitrogen breakers have industry-leading impact energy

WEST FARGO, ND — Bobcat Company is providing demolition contractors a line of six new, powerful nitrogen breaker attachments covering all Bobcat® compact excavators, compact track loaders, skid-steer loaders and mini track loaders. The new Bobcat nitrogen breakers deliver powerful impact energy and are built to high quality standards with a sim-

plified design that makes attachment maintenance easy.

Devastate demolition jobs with the long piston stroke of the new Bobcat nitrogen breakers while experiencing relatively minimal recoil.

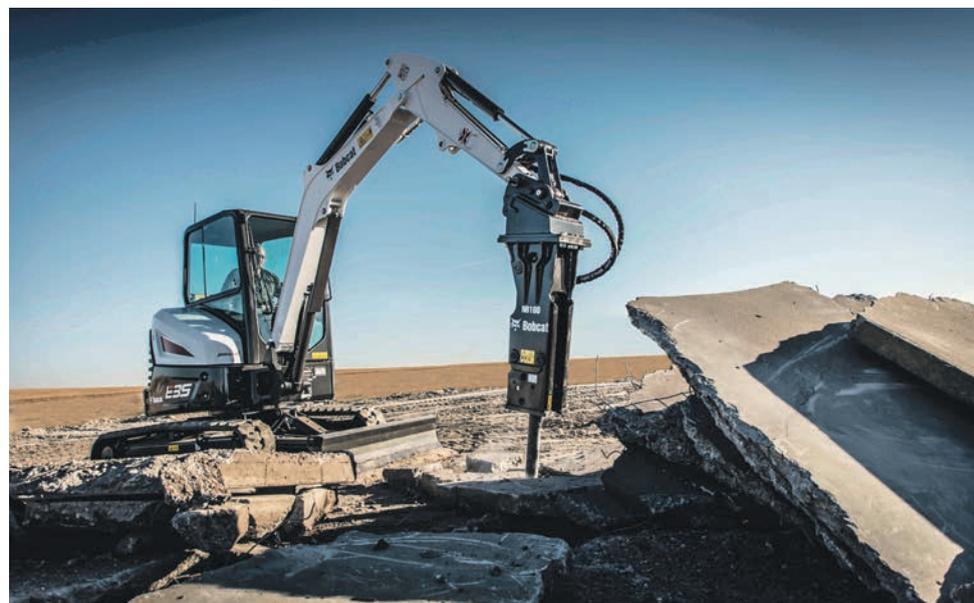
“The Bobcat nitrogen breaker has the impact power customers want for difficult demolition jobs, like removing reinforced concrete slabs,” said Travis Kidder,

Bobcat attachment product specialist.

The new Bobcat nitrogen breakers have minimal internal parts, a single lower bushing and easily accessible grease ports. Each of these design features reduces the breaker’s maintenance requirements and makes rebuilds easier. The unique valve design of the breakers lessens hydraulic pressure



The new Bobcat nitrogen breakers deliver powerful impact energy and are built to high quality standards.



Devastate demolition jobs with the long piston stroke of the new Bobcat nitrogen breakers, while also experiencing relatively minimal recoil.

Photos courtesy of Bobcat

fluctuation, which reduces stress on the carrying equipment’s hydraulic pumps.

A loader X-Change mounting frame allows owners to transition nitrogen breakers from a compact loader to a compact excavator. This can be beneficial to customers who regularly change attachments between carriers. It’s also a popular feature for

rental stores that rent breakers across a variety of compact equipment.

Nitrogen breaker tools vary by model and include blunts, moils, chisels and nail points. Customers should consult with an authorized Bobcat dealership to confirm which tools are approved for use with Bobcat nitrogen breakers and

carriers.

The six models of Bobcat nitrogen breakers are available for purchase now at authorized Bobcat dealerships in the United States and Canada. Bobcat requires the use of a special applications kit when operating a nitrogen breaker. An optional water nozzle kit for dust suppression is coming soon. ■

Volvo CE names Alta Equipment 2018 Dealer of the Year

Volvo Construction Equipment (Volvo CE) North America has named Alta Equipment Company (Alta Equipment) the 2018 Dealer of the Year. The Detroit, MI-based company demonstrated outstanding performance over the last year, when it intensified its efforts to improve customers’ experiences and entered a new market (Illinois), reinforcing Volvo CE’s presence in the Midwest. Volvo CE Dealer of the Year

Award recognizes the dealership in North America that best promotes the Volvo brand and the company’s core strategies: to provide the highest uptime in the industry, offer unique customer solutions and ensure the best value at any stage in a machine’s lifecycle.

“We are thrilled to be recognized as the 2018 Volvo Dealer of the Year,” said Rob Chiles, president of Alta Equipment, Construction

Group (CE Group). “Our passion for customer service combined with representing the best brand in the business — Volvo Construction Equipment — enables us to exceed customer expectations while delivering impeccable sales, rentals and customer service.”

Alta Equipment entered the construction equipment business in 2010 to complement an existing industrial equipment business and

was able to leverage a solid customer base to generate cross-selling opportunities. By expanding its territory into Central and Northern Illinois last year, the company boosted Volvo CE’s market share in the Midwest. Alta Equipment is one of the top performing dealers in the country and was recognized by Crain’s Detroit Business as one of the 50 fastest-growing companies in 2018.

“If there are two words to describe the 2018 Volvo CE Dealer of the Year, they are ‘can do.’ Alta Equipment’s team has demonstrated an incredible capacity to solve challenges and to deliver a superior customer experience,” said Stephen Roy, president of sales region Americas, Volvo CE. “They are fantastic partners who help us on our mission in building the world we want to live in.” ■



The Detroit, Michigan-based company demonstrated outstanding performance over the last year.

Photos courtesy of Volvo CE



L-R: Evan Perry, district director, Volvo CE; Scott Sebastian, director of marketing, CE Group (Alta Equipment); Bruce Davis, director of sales, CE Group Michigan; Agako Nouch, VP sales North America, Volvo CE; Ryan Greenawalt, CEO, Alta Equipment; Stephen Roy, president of sales region Americas, Volvo CE; Aaron Dorgan, VP rental, CE Group; Mike Dahlen, regional VP Illinois, CE Group; Rob Chiles, president CE Group.



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