

EQUIPMENT JOURNAL

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SEPTEMBER 11, 2017

ISSUE 12

NEXT ISSUE: OCTOBER 2, 2017

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ISSUE 12

September 11, 2017

THE BIGGEST DEAL IN ITS HISTORY

Toromont Industries to acquire Hewitt Equipment for \$1.02 billion

The acquisition of Hewitt Equipment by Toromont Industries is the largest deal between Caterpillar dealers in the manufacturer's history.

On Aug. 28, Toromont announced it's purchasing the Quebec-based Caterpillar dealer for more than \$1 billion.

"The announcement represents our most significant development yet, given its size, potential for profit contribution and opportunity for delivering organic growth in the years to come," Scott Medhurst, Toromont president and CEO, said during a conference call. "We believe this

transaction has the potential to be transformative for Toromont, and our results going forward."

The acquisition will see Toromont's network of dealerships grow by 45 branches and 2,000 employees in Quebec and the Maritimes. When the deal is finalized, Toromont will operate 120 Cat dealerships throughout Nunavut, Manitoba, Ontario, Québec, New Brunswick, Prince Edward Island, Nova Scotia and Newfoundland & Labrador.

"This expanded presence makes us one of Caterpillar's largest dealers, both from a financial and geographic

perspective," said Paul Jewer, Toromont's executive vice president and chief financial officer. "That's a lot of ground to cover."

Although the transaction's size is significant, Medhurst noted the two companies share numerous traits and values, including strong relationships with Caterpillar and their customers, a commitment to growth and advancement for employees.

"These common values will make the integration for both companies as seamless as possible," Medhurst said.

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**Cat's first electric
drive wheel loader**

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LETTER FROM THE EDITOR

Ignite our economy with the Ring of Fire

About a decade ago, Noront Resources discovered a massive mineral deposit about 400 km north of Thunder Bay, Ont.

Dubbed the Ring of Fire, then-premier Dalton McGuinty called the deposit “the most promising mineral development opportunity in a century,” and then-federal Treasury Board chair Tony Clement compared the possible impact of the area to Alberta’s oil sands. Sure, their statements may be hyperbolic, but it illustrates the excitement surrounding the discovery.

So far, exploration of the area has discovered deposits of high-grade chromite, high grade-nickel, copper, zinc, gold, platinum and vanadium. Combined, the mineral deposit has an estimated value of about \$60 billion.

This summer, 10 years after the discovery and following numerous announcements by politicians, Premier Kathleen Wynne visited Thunder Bay to announce “an important next step” toward developing the Ring of Fire. This next step is working with First Nations communities to plan and construct a year-round road to the proposed mine site. As well, Ontario

will work with First Nations to build access roads to link their communities.

According to the government, Environmental Assessments of the road projects will begin by January and construction will be underway in 2019.

“The entire Ring of Fire region has huge potential for development that would benefit all of the communities involved and the entire province — creating new jobs and improving the quality of life for people in the North,” Wynne said.

“Getting shovels in the ground to build this connection to the Ring of Fire will move us forward towards unlocking its full potential.”

Construction of the roads will be paid for through the government’s pledge to invest \$1 billion in the Ring of Fire infrastructure — a pledge made in 2014.

That funding promise came three years after the provincial government established its Ring of Fire Secretariat, created to develop the mineral deposits.

Victor Fedeli, the Progressive Conservative finance critic and MPP for Nipissing, has visited the mineral-rich region on several occasions.



Bill Tremblay // Editor
editor@equipmentjournal.com

Following Wynne’s recent announcement, he told The North Bay Nugget the Ring of Fire generated employment of about 250 people ... in 2011.

“Today there are six people left. Those six people are the caretakers who are there to simply protect the investment. It’s sad to watch it dwindle to nothing,” Fedeli told the newspaper.

Without a doubt, establishing a new mining area takes time and careful consideration. However, 10 years down the road, we should see more action than the announcement of Environmental Assessments.

Hopefully, the latest announcement will build more than political inroads, and we’ll see construction of actual infrastructure. **EJ**

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Police investigate theft of 17 hydraulic hammers

Tramac is appealing to its peers in the heavy equipment industry in hope of recovering numerous hydraulic hammers that were stolen from its warehouse.

Sometime in the late evening of Tuesday (Aug. 22), thieves stole 17 hydraulic breakers from Tramac's office and warehouse at 3421 Blvd Industriel in Laval, Quebec.

The hammers, worth hundreds of thousands of dollars combined, were all new and still packaged in crates at the time of the theft.

The theft included five 900 medium breakers. The 900 is designed for effective breaking of oversized boulders, excavating and demolition of concrete up to 6 ft. thick.

As well, several light range hammers were stolen, including five SC36 models, one SC36 and one SC50-2. The SC Series is specially designed to function as a breaker, bucket and compactor - with quickly interchangeable accessories, requiring only one operator. They are designed for mini-excavators, backhoes and skid steers. A 501-NG-4 was also stolen, which is designed for carriers from 8 to 10 metric tonnes.

In the heavy hammer range, thieves stole a V32, V3500,

N-3000-5 and a N-3000-1. The V-Series hammers respond to changes in hardness as material is processed by adjusting automatically to the optimum combination of impact power and striking rate. The N-Series breakers break up all densities of rocks, with maximum power and speed. Laval Police are investigating the theft. Anyone with information regarding

the theft, or who has been approached to purchase a new Tramac hammer, is asked to call Laval Police at 450-978-5959. To provide police with an anonymous tip, call 1-800-222-8477.

Anyone purchasing a hydraulic breaker is asked to check its serial number to ensure it doesn't match the stolen equipment. ■

Mode NO.	Description	Serial NO.
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900	Hydraulic Breaker	M900D51143
900	Hydraulic Breaker	M900D51144
900	Hydraulic Breaker	M900D51145
900	Hydraulic Breaker	M900D51146
900	Hydraulic Breaker	M900D51148
N-3000-5	Hydraulic Breaker	X130A50098
N-5000-1	Hydraulic Breaker	X170C50604
SC36	Hydraulic Breaker	A01R05424
SC36	Hydraulic Breaker	A01R05425
SC36	Hydraulic Breaker	A01R05427
SC36	Hydraulic Breaker	A01R05428
SC36	Hydraulic Breaker	A01R05429
SC42	Hydraulic Breaker	AC4502270
SC50-2	Hydraulic Breaker	A5T600813
V32	Hydraulic Breaker	V032D50057
V3500	Hydraulic Breaker	V350B50107

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- 988B Transmission p/n 3P9094 ...25,850 outright
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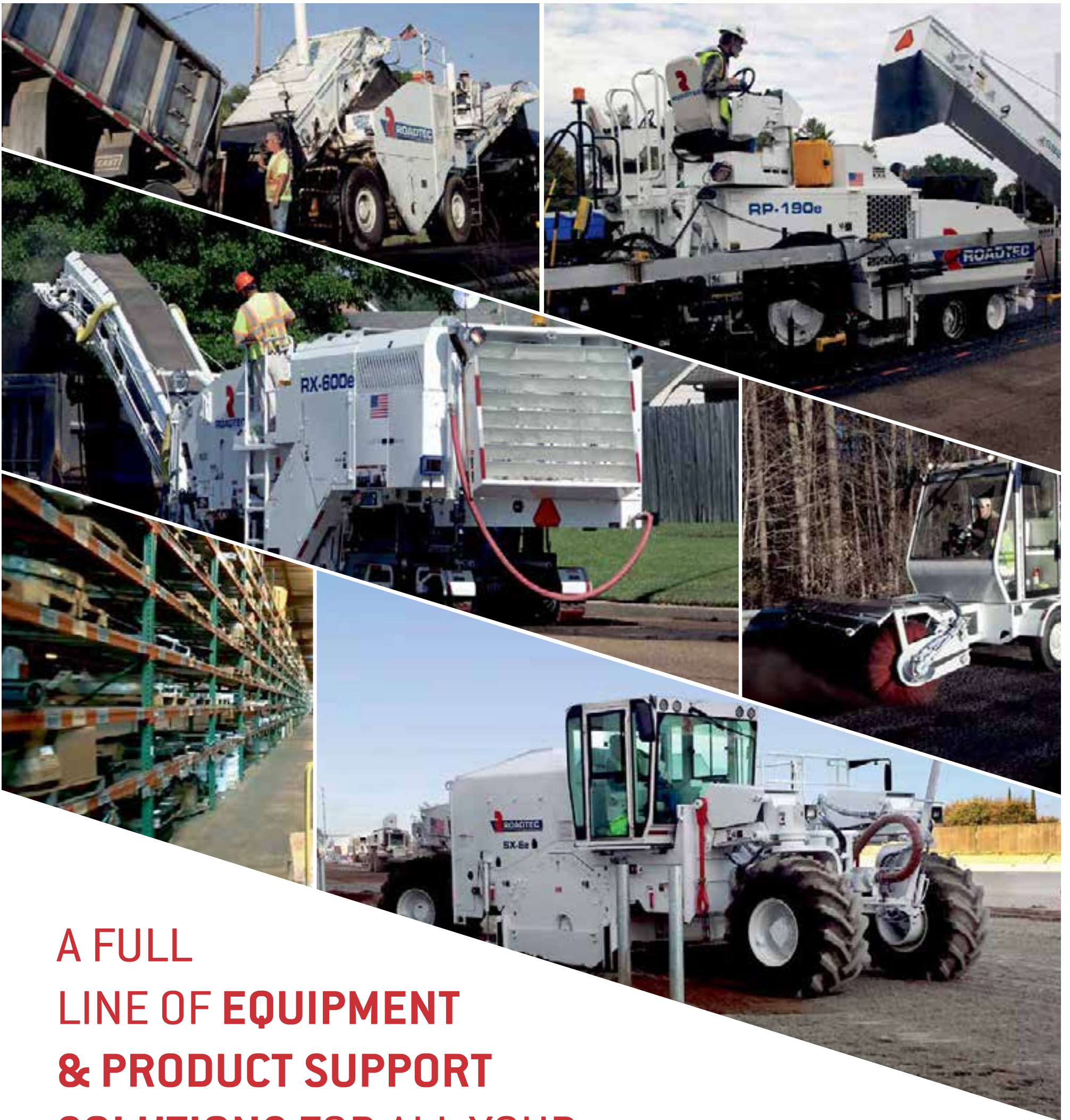
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Yanmar America quadruples its wheel loader lineup

Yanmar America has increased its wheel loader lineup, both in size and numbers.

Building on its V-series wheel loader, the company recently announced the addition of three new, larger machines.

The company now carries four wheel loaders, eight excavators, four skid steers, two track loaders and one tracked carrier.

"We are excited to continue to expand our product line. The addition of these three models helps us provide a more complete offering to our dealers and their customers," said Jeff Pate, national sales manager for YANMAR America's Construction Equipment Division.

The new V8, V10 and V12 models are purpose-built to overcome challenging conditions, conserve fuel and provide flexibility, the company claims.


The V8 is equipped with a transverse-mounted, 61 hp diesel engine with minimized fuel consumption and low emissions. With a bucket capacity of 1.05 to 1.57 cubic yards, the V8 also features hydrostatic travel drive and parallel kinematics for syn-

chronized parallel operation of bucket and forklift attachments over the entire lifting height.

With the V10, horsepower increases to 74 with a turbo diesel EPA Tier 4 Final engine. The bucket capacity also increases to 1.31 to 2.03 cubic yards.

The hydrostatic drive provides high speed and low torque when travelling across a job-site. The drive then changes to high torque, low speed for greater traction and more power demand.

The turbocharged diesel engine provides additional counterweight at the rear of the machine for greater stability and improved loader performance and provides ample access for easier engine service. Furthermore, the oscillating rear axle provides stable operation on uneven ground while maintaining four-wheel traction for greater operator comfort and control.

Yanmar's largest wheel loader option, the V12, includes a 100 hp, four-cylinder turbo diesel EPA Tier 4 engine and a bucket capacity of 1.57 to 2.35 cubic yards. 

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Continued From - A3

About Hewitt

Hewitt Equipment, a private company, is the authorized Caterpillar dealer for the province of Québec, Western Labrador and the Maritimes, as well as the Caterpillar lift truck dealer for most of Ontario.

Hewitt is also the MaK dealer for Québec, the Maritimes and the Eastern seaboard of the United States, from Maine to Virginia.

Headquartered in Pointe-Claire, Que., Hewitt sells, rents and services the full line of Caterpillar and other products through its six operating business entities: Hewitt Equipment, Atlantic Tractors, Location Hewitt/Hewitt Rentals, Hewitt Material Handling, Montréal Hydraulique and SITECH QM.

"For more than 65 years, the Hewitt Group has been at the centre of the resource and construction industries in Quebec and the Maritimes, helping to get roads, dams and mines built and running," said Jim Hewitt, chairman and CEO of the company.

With the trend towards consolidation throughout the various sectors of heavy equipment, Hewitt decided the timing was right to sell the company.



"Jim felt the timing was right. He approached us for a dialogue and we were excited to engage with him on the process. We were thrilled Caterpillar was very supportive of that," Medhurst said.

"The Hewitt family has built a world class organization

with a strong reputation for quality service amongst its customers. We are privileged to be taking on the stewardship of this excellent business and building on the family legacy."

By the numbers

Toromont will fund the acquisition through current cash on hand, unsecured debt financing of up to \$750 million and the issuance of 2.25 million Toromont shares, valued at \$100 million, based on the 10-day average share price prior to the announcement.

A syndicate of financial institutions has provided Toromont with committed financing of up to \$750 million to fund the purchase of Hewitt and a revolving working capital facility of up to \$500 million.

Prior to closure of the deal, Toromont plans to launch a private placement bond offering of up to \$400 million to reduce the draw on bank financing. The transaction is expected to close by mid-October, depending on the timing of certain regulatory consents, including TSX approval and customary closing conditions.

Jewer noted the transaction would not be possible without the strength of Toromont's balance sheet. The company currently holds more than \$1.5 billion of assets and \$31 million in long-term debt.

"Even with the financing required for the acquisition, Toromont will have a debt to capital ratio of approximately 30 per cent by the end of 2018," Jewer said. "The transaction is the largest in our history, but I don't think that paints the full picture of the size of this deal."

In 2016, Hewitt generated revenue of more than \$1 billion, and operating profit of \$66.4 million and net earnings of \$46.6 million.

Heavy equipment represents about 65 per cent of the company's revenue. In addition, energy accounted for about 12 per cent of revenue followed by material handling at 11 per cent.

"Regular followers of Toromont will notice a similar pattern of revenue streams," Jewer said.

By product line, parts were responsible for 36 per cent of Hewitt's sales, followed by new machines holding 32 per cent of the company's sales.

Hewitt's future

Toromont plans to maintain and invest in existing Hewitt facilities. Under its decentralized business model, regional leadership will continue to run their businesses, allowing local decisions based on the interests of their customer base.

"Each of these branch's employees will be key members of the Toromont family, once we close the transaction," Medhurst said. "We intend to cross pollinate best practices from the two companies once the transaction closes."




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Ministers agree on growth plan for Canadian mining

Energy and mine ministers from across Canada have agreed to collaborate on a new plan for minerals and metals.

The plan, which was agreed upon at the annual Energy and Mines Ministerial Conference in St. Andrews, N.B. on Aug. 15, aims to position Canada as the leading mining nation worldwide, as well as ensure lasting success. In addition, the plan will include an investment strategy from the domestic minerals and metals industry. Quebec will examine the feasibility of participating in the plan development, taking into consideration its circumstances.

"Our discussions in St. Andrews are laying the foundation so we can benefit from the opportunities that lie ahead. It is clear that Canada's leadership in the energy and mining sectors depends on collaborative action by government, industry, Indigenous communities and stakeholders at large," said Rick Doucet, New Brunswick's minister of Energy and Resource Development. "New Brunswick is embracing responsible development of our resources and the adoption of cleaner energy options to help create jobs and grow our economy."

Clean growth

With the common goal of clean growth, the ministers agreed to a framework for the plan, which includes supporting development, deployment and commercialization of new green mining technology.

As well, the plan will improve access and availability to energy data across all jurisdictions; advance energy efficiency and collaborate on transformation strategy in the building sector; and explore new opportunities to advance joint missions to advance trade and investment as well as open new markets.

During the conference, Jim Carr, federal minister of Natural Resources Canada, echoed the plan's scope in his keynote address.

"We can — and should — be pursuing greater market access, more investments and improved competitiveness for our traditional sources of energy, even as we lead the way on clean growth," Carr said.

He added new clean technology offers Canadian mining firms the opportunity to produce the minerals and metals needed for advancement, as well as using new tech in the industry's own growth.

"Our mining sector is already among the fastest adopters of advanced green technologies," Carr said.

On recent trade missions to China, Carr noted an

"overlap" in Chinese need for raw materials and Canadian resources.

He added similar opportunities exist in the United States, a message he's de-

livered numerous times to Rick Perry, the United States secretary of energy.

"My message each time was as simple as it is compelling: nothing is more

important to the U.S. economy than access to secure, reliable sources of energy, minerals and metals. And Canada is that source," Carr said. **EJ**

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



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



2003 BOMAG 180AD Cummins, 5,800 hours, 66" drum. **P.O.A.**

Technology improves efficiency for auto mall site prep

By Jeff Winke

When S. Dilawri Automotive Group does something big, it is really big.

Dilawri has franchised dealerships representing 30 automotive brands throughout Quebec, Ontario, Saskatchewan, Alberta and British Columbia. With more than 3,500 employees, Dilawri continues to expand its footprint in Canada, building on its 32-year-old history.

Its most recent venture is unfolding with the construction of a four-dealership auto mall in Barrhaven, Ont. Situated in the Greater Ottawa Area on the northwest corner of Highway 416 and Fallowfield Road, the location is expected to serve Nepean, Barrhaven, Manotick, South Kanata and as far south as Kemptville.

Dilawri contracted Ottawa-based MB Ford Construction Ltd. as the general contractor and construction management firm for the project. MB Ford specializes in automobile dealerships and auto malls. The company, in



turn, subcontracted site-prep of the 157,500 sq. ft. site to Rabb Construction Ltd., which is located in Richmond, Ont.

Quarry to car sales

The new Dilawri Auto Mall is a sizeable project for Rabb Construction Ltd. The facilities for the Auto Mall will be situated

on the about 15-acre site. Rabb needed to level and grade the former stone quarry for the four auto-dealer elevated building pads and their surrounding inventory lots and customer parking. The Rabb contract also includes excavating three, two-acre storm water runoff retention ponds. Rabb is also responsible for constructing the on-site sew-

age systems. The project site was an active rock quarry in the 1970s, where blasting occurred to excavate the bedrock, which was used to make crushed stone. The large open pit was converted into a dump site for clean fill, which benefited local construction contractors.

"We were supplied a full set of design drawings, grading plans, storm water management plans and structural plans, which were completed by a team of consultants and designers," stated Brenda Burrows-Rabb, P.Eng., general manager of Rabb Construction Ltd. "Using this design information, we developed a 3D site model to use with our Topcon GPS machine control system on our equipment. This site model is also available on our Topcon Tesla tablet data collector hand-held rover."

Field access to the site model helped increase efficiency and accuracy.

"We had a fairly aggressive timetable in order to accommodate the two dealerships



JOHN DEERE



The sequence of tasks that Rabb Construction tackled from day one included:

- » Initial site preparation.
- » STM sewers to manage surface water.
- » The building excavation, backfill, and interior plumbing.
- » Install the fire tank network – excavation, installation, backfill.
- » Install the water main for water service and fire protection.
- » The sanitary sewer system was established.
- » On-site septic systems installed.
- » Excavate and shape the storm water retention ponds.

that were to be built as soon as we finished the site preparation,” Burrows-Rabb said. “Plus, there was a commitment for the third dealership, and we needed to complete enough work on the fourth location to help the owner market it.”

It was a frigid day, when Rabb Construction Ltd. first arrived on the snow-covered site. The dynamic compaction process was

completed first, with the stone building-pad elevated 1- to 2-metres above existing grade. Once the building pads were constructed, the land was ready for the initial site work to begin.

To perform the earthmoving on the project, Rabb used four large Caterpillar crawler hydraulic excavators, including a Cat 321D equipped with the Topcon X-53i excavator system and two dozers, a New Holland DC80 and a Cat D6R high track dozer equipped with a Topcon 3D-MC2 system.

The contractor moved 20,000 to 25,000 cubic-metres of material on the Dilawri Auto Mall site. The site is balanced, so it became a matter of relocating the fill material as per the grade design. The grade needed to match into the existing grades at all of the property lines.

“The Topcon systems helped us achieve grade on this challenging site and saved us a tremendous amount of time, which has helped us meet the tight deadlines,” Burrows-Rabb said. “The ROI on the technology was immediately obvious to us. We don’t feel a need to quantify what we already know, which is why we purchased a second unit as quickly as we did.”

Help in selecting the GPS machine control systems and with training was provided by

GeoShack Canada, based in Ottawa. According to Burrows-Rabb, the operator training on the GPS controls, made a difference with the confidence for using the technology.

“We learned the Topcon 3D-MC2 dozer system is the latest technology on the market and is said to be twice as fast as any other 3D dozer system. I don’t have enough experience with GPS machine control systems to verify. All I know is that it’s fast and precise. We’ve eliminated the necessity for multiple passes and there is no need to re-visit any of our work.”

The X-53i 3D control for excavators helped increase the Cat 321D’s versatility. According to Burrows-Rabb, the system’s 3D positioning capabilities helped the excavator for sewer installation for bedding grade, rough grade, and “just about every task – it is very useful.”

“We knew about Topcon machine control for some time. However, it is an expensive investment,” Burrows-Rabb said. “It became evident as we used it that it is completely worth the capital investment. Our efficiency has greatly improved. For example, with the grading of the parking lot stone the D6R dozer with GPS control can be operated without foreman supervision. This frees up key personnel to complete other required work.”

For Rabb Construction achieving the cor-

rect grade according to the provided design drawings and elevations was critical, since they were preparing the sub-grade for the asphalt paving and concrete contractors. All quantities of crushed stone, asphalt, and concrete materials to be supplied are based upon the Rabb-produced sub-grade elevation.

The elevation needed to be accurate and match the city-approved grading and servicing plans.

Additionally, elevation accuracy on the auto mall site was critical for storm water management and for the septic systems.

The project has progressed and the end is now in sight.

The Chrysler dealership and the Mazda dealership are now open for business. Nissan, the third dealership, opened in June. The building on the fourth stone building pad is currently in the design stage.

“We were met with difficult site conditions and a very aggressive schedule,” Burrows-Rabb reflected.

“Certainly, having the machine control technology has helped us tremendously. Without it, we would be less efficient and it would have been more difficult to meet the timeline pressures. I’m proud that we’ve done good work here.” ■

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Roadtec goes big with the SX-8e

Roadtec has launched its largest machine in the company's line of soil stabilizer-reclaimers.

The SX-8e, designed for road rehabilitation, cold recycling or soil stabilization, has an operating weight of 82,000 lbs., and is capable of cutting up to 20 in. deep and 100 in. wide.

The machine's weight is distributed between its two axles, resulting in power being applied more efficiently. With its weight balanced over the cutter, the machine is designed to handle challenging surface and ground conditions.


The SX-8e features a Tier 4i Caterpillar C18 755 hp engine, while the SX-8ex is equipped with a Tier 3 Caterpillar C18 700 hp, which is intended for countries with fewer regulations. The engine provides power to the rotor through a direct drum drive.

The SX-8 rotor is designed for milling and mixing resistant soils. A variable geometry cutter housing enables the machine to achieve material gradation with each pass. The variable geometry design positions the cutter in a way that promotes material sizing

and flow. Heavy-duty front and rear doors are hydraulically adjustable for additional control of grade and flow.

An air-shift 4-speed transmission is included to allow the change of cutter speeds without a loss in production. As well, the operator is able to select the appropriate cutter speed for the right conditions, without making modifications to the cutter drive, saving time and effort.

The SX-8 cooling system pulls air from the top of the machine before it is exhausted through the radiator package. This design is intended to reduce the amount of dust travelling through the cooling system. In addition, clean-out panels provide access for radiator maintenance.

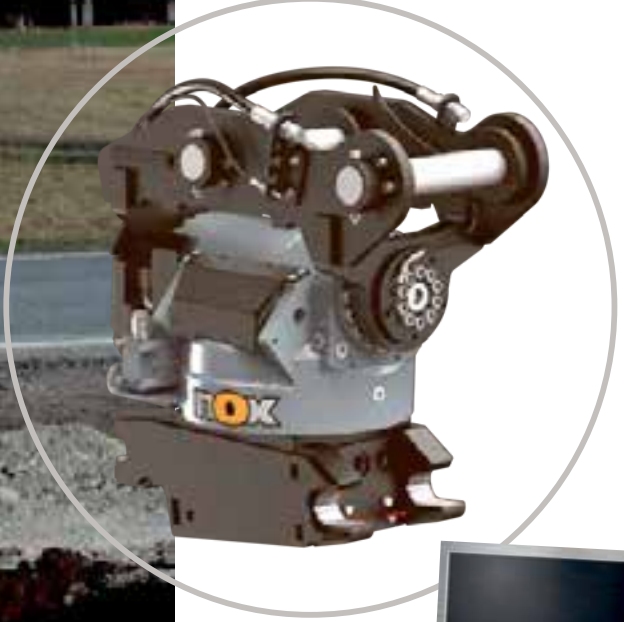
With operator comfort and visibility in mind, the ergonomic design of the sealed cabin allows the operator to reach all controls and systems. Joystick controls and four different steering modes supports the machine's manoeuvrability and operation. The stabilizer-reclaimer's hydraulically-controlled suspension allows the depth of cut to be selected via push button. 



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CASE adds minimum-swing excavator to D Series lineup

Designed to provide ample digging and lifting power in a small footprint, CASE Construction Equipment's new CX145D SR features a compact counterweight and modified boom placement.

The minimum-swing radius excavator, part of the company's D Series lineup, is a highly manoeuvrable and powerful excavator that is easy to transport.

Its small footprint makes the machine ideal for restricted jobsite conditions, such as road and bridge work, utilities, urban construction and landscaping applications.

With an operating weight of 32,100 lbs. and a 102 hp Tier 4 Final engine, the CX145D SR offers bucket digging forces up to 21,400 foot-pounds and lift capacities up to 21,350 lbs.

Options include a dozer blade configuration as well as the choice between either steel or rubber tracks, depending on operating conditions and jobsite requirements.

D Series models offer more standard features than previous CASE excavators, simplifying the buying process and making them operator friendly.

Maintenance free

The CASE CX145D SR excavator meets Tier 4 Final emissions standards through an innovative combination of selective catalytic reduction (SCR), cooled

gas exhaust recirculation (CEGR) and diesel oxidation catalyst (DOC) technologies. There is no diesel particulate filter (DPF), no DPF regeneration or associated lifetime service costs.

Speed, power and efficiency

Faster cycle times are achieved through a new electronically-controlled pump, a larger control valve and multiple sensors.

These features enhance the CASE Intelligent Hydraulic System and its four integrated control systems to make the best use of the machine's hydraulic power and momentum, resulting in added strength and fuel efficiency.

The CASE Intelligent Hydraulic System is comprised of the Boom Economy Control (BEC), which reduces rpms by using gravity during boom down and swing; Auto Economy Control (AEC), which lowers rpms during idle and automatically shuts down the engine after a preset idle time; Swing Relief Control (SWC), which reduces hydraulic power at the swing start; and Spool Stroke Control (SSC), which adjusts hydraulic pressure during digs.

The Intelligent Hydraulic System actively manages hydraulic power throughout lift, dump, dig and curl movements to maximize speed and efficiency while reducing fuel consumption by minimizing unnecessary hydraulic flow.

Feature standardization

CASE D Series excavators now offer more standard features than any previous CASE crawler excavator. The features include Free Swing for improved craning, laying or lifting of offset loads; oil sample ports for quick sampling of engine and hydraulic oils; and an easy pattern selector for the operator's preference of ISO or SAE controls.

Comfortable cab

The CX145D SR features a spacious cab, advanced visibility, a standard fully-adjustable heated air-ride seat, ergonomic multifunctional controls and a pressurized, viscous-mounted cab that reduces noise and vibration.

A standard Bluetooth radio gives operators hands-free functionality and a standard rear-view and side-view camera that feed a 7-in. widescreen monitor. The

screen also provides operators with real-time access to important performance parameters, including fuel consumption, operating

hours and machine information.

New Lighting Package

Each D Series machine is

available with a new, optional LED working light package that provides illumination that is three-times brighter than halogen lamps. ■

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Caterpillar unveils high efficiency electric drive wheel loader

Following more than four years of rigorous testing for a range of applications, Caterpillar has released the new 988K XE, the company's first wheel loader with a high-efficiency electric drive system.

Designed for all loading applications, the 988K XE is rec-

ommended for demanding job sites where fuel efficiency makes a difference in the machine's total cost of operation.

Featuring Switched Reluctance (SR) technology, the new loader leverages Cat's 15 years of electric drive experience. The field proven C18 ACERT engine, mechanical dropbox, driveline and axles from the 988K remain in the electric drive machine for consistent operation.

The 988K XE increases efficiency by about 25 per cent overall, and up to 49 per cent in face-loading applications, when compared to the 988K.

This reduces costs and helps operations reduce their carbon footprint. At the same time, Caterpillar claims the new loader delivers up to 10 per cent higher productivity in load-and-carry applications.

The 988K XE's electric drive technology lowers overall maintenance costs, while increasing engine life expectancy. Offering extended oil change intervals of 2,000 hours, the electric drive wheel loader uses 40 per cent less powertrain oil.


The SR drive motor, generator and inverter are built to last through the second engine life with minimal maintenance. As well, the electric drive design increases engine life by up to 3,500 hours, extending time between powertrain rebuilds.

Slight changes inside the cab of the 988K XE provide operators with the familiar functions and feel of its predeces-

sor. At the same time, operators will experience improved handling smoothness and ease of operation, the company claims. The new loader offers a single speed range, allowing the machine to efficiently operate without gear shifting. New virtual gears help to control machine ground speed and deliver smooth direction shifts.

Equipped with Cat Product Link for remote data monitoring through VisionLink, key personnel are able to stay informed of critical machine operating data. Fuel usage, payload summaries, scheduled service reminders, fault code alerts and various productivity reports are available to help improve machine management. Additionally, the onboard Vital Information Management System (VIMS) provides operators with data such as real-time fuel consumption and fuel efficiency via an interactive touch screen display.

Furthermore, Cat Production Measurement (CPM) brings payload weighing to the cab, so operators are able to deliver accurate loads with confidence. CPM offers advanced weighing modes, which assist with payload accuracy and increase loading cycle speed.

An optional Tire Pressure Monitoring System (TPMS) is a fully integrated Cat feature. Available through the VIMS display, the operator can quickly view each tire's pressure and take action when needed to reduce wear and increase service life. 



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A warm North American welcome for the Albach Diamant 2000 chipper

With a travel speed of 72 km/h, the Albach Diamant 2000 can be driven on local roads and highways from job to job, even hundreds of kilometres apart.

At the tree stand, its fulltime four-wheel drive allows it to navigate rough terrain. With the push of a single button, the Diamant 2000 automatically converts from transportation mode to chipping mode in 20 seconds.

The Diamant 2000 allows a tight control on the chip sizing, from microchips all the way to 2.5 in.

“Whatever my Sennebogen 718 material handler knocks down, the Albach can come right behind and process in a fraction of the time,” said Dan Mayer, owner of Mayer Tree Service in Massachusetts.

“If it’s a big job, we let the Sennebogen go off a day or two in advance, and then have the Albach follow up behind.”

Mayer, who constantly researches new equipment types, makes, applications and procedures, had keenly noted self-propelled mobile chippers from Europe.

Mayer became the first operator in North America to own a combination of a Diamant 2000 and a SENNEBOGEN 718, following a trip to the Bavarian town of Menning, Germany to learn more about the Albach product line.

The equipment combination instantly became a staple in his company’s busy municipal, residential and commercial tree management operations.

High-tech and ready to work

Customizable overall to meet an arborist’s particular geographic or application needs, the crane-equipped chipper produces up to 500 cu. yds. of chips per hour.

Once the Albach chipper is driven to the jobsite, its computerized cabin is transformed from a highway-mode transport pod into an elevated work station. This provides the operator with an eye-level view of timber handling, chip production and delivery.

Ergonomic operation

The spacious, high-tech, air-conditioned cab is comparable to that of the world’s most modern agricultural and construction equipment.

The operator’s ergonomic swivel chair can access operating consoles located on both the left and right sides of the cab. This allows the operator to maximize the machine’s processing capabilities regardless of the physical challenges or restrictions of the particular job site.

Developed in house by Albach, the advanced in-cab software allows touchscreen machine operation and critical data access via the coloured terminal. Software settings can be personalized, as can joystick configurations.

Jobs large and small

The Diamant 2000’s 2.4-ton rotor consumes large trees as effortless as it processes small branches, according to Mayer, who

admits “it’s hard to impress me” after 30-plus years in the tree service business in New England.

The Albach chipping rotor is mechanically driven and is equipped with six blades.

“The SENNEBOGEN will cut down the trees and put them in a pile,” Mayer said. “And the Albach will pick up a big batch of that pile and chip it all at once. Once the timber gets on the ground, once make it horizontal, the Albach will take it from there ... no matter the size.”



For the accurate placement of chips, the unit’s extended-angle chute can be

swiveled up to 270 degrees and adjusted up and down by up to 10 ft. This allows

chips to be loaded directly into trucks parked in nearly any position nearby.



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TECH SPECS: Albach Diamant 2000 chipper

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United Rentals to purchase Neff for USD\$1.3 billion

United Rentals, has announced a plan to purchase Neff Corporation for \$25 per share. Based on Neff's share

volume, the deal equals a cash payment of about \$1.3 billion. The boards of directors of United Rentals and Neff

unanimously approved the agreement in August. **An added fee** The acquisition announce-

ment comes days after Neff cancelled a proposed merger with H&E Equipment Services. In connection with the

contract cancellation, United Rentals has paid H&E a termination fee of approximately \$13.2 million on behalf of Neff.

"The acquisition of Neff is a significant opportunity for us to augment long-term returns for our investors, and build value for our customers and employees," said Michael Kneeland, president and chief executive officer of United Rentals.

"We expect this transaction to be accretive to both our financial performance and customer-facing operations, with an important cross-selling component. The strategic rationale passed every litmus test with flying colours."

Top 10 in the United States

Neff is one of the 10 largest equipment rental companies in the United States, with a presence in 14 states. Based in Miami, Neff offers earth-moving, material handling, aerial and other equipment rentals to more than 15,500 construction and industrial customers.

About 1,200 Neff employees and 69 branches serve end markets in the infrastructure, non-residential, energy, municipal and residential construction sectors.

"United Rentals is an industry leader in equipment rentals, and as a result of this transaction, our employees and customers will benefit from the combined companies expanded geographic footprint and diversified offering," said Graham Hood, chief executive officer of Neff.

"We look forward to working with the United Rentals management team as we bring these companies together and leverage the compatible strengths of both businesses."

By the end of 2017, Neff is expected to generate USD\$419 million of total revenue.

The company's fleet is worth about \$867 million, based on original equipment cost.

"We're excited to realize the opportunities of this combination and leverage the many areas where we're stronger together," Kneeland said.

"Neff has a customer-focused team with seasoned field operators, a rigorous commitment to safety, and specialized expertise. We look forward to welcoming them as an important part of our future."

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<p>\$53,000</p> <p>2012 BOBCAT S650, 2690 lbs O/W, 2 spd, power Bobtach, stk #B100-583</p>	<p>\$37,500</p> <p>2003 BOMAG BW211D-3, 84", EPA, 4 cyl turbo-131 hp, stk #B200-79</p>
<p>\$35,000</p> <p>CAT V200B, 20,000 lbs., stk #B230-46</p>	<p>\$15,000</p> <p>NISSAN 15500, 15,000 lbs., stk #B230-22</p>
<p>\$9,500</p> <p>2014 New/Unused WANCO Standard Diesel Light Tower, stk # B184-0007</p>	

<p>RENT OR BUY</p> <p>2014 CAT 930K, 154 hp, ride cntrl, fusion coupler, 100" w/GP bkt, stk #B110-197</p>	<p>RENT OR BUY</p> <p>2013 KAWASAKI 65TMV, multi func. grip, R/C, single lever, stk #B110-174</p>	<p>BUY ME</p> <p>924G FOR PARTS, serial # dda670</p>
<p>RENT ME</p> <p>2013 CAT D6N XL, heavy duty U/C, multi shank ripper, stk #B130-81</p>	<p>RENT OR BUY</p> <p>2004 CAT D6R II, SU blade, draw bar, stk #B130-40</p>	<p>RENT OR BUY</p> <p>2010 CAT D8T, 100% new U/C, semi U blade-DAT avail., m/s ripper, stk #130-66</p>
<p>RENT OR BUY</p> <p>2015 AMMANN ASC130PD, 84" pad-foot or smooth, 13 ton, stk #200-346</p>	<p>RENT OR BUY</p> <p>2015 KUBOTA B2650, 4x4, hyd. trans., 1100 lb cap., SMU 188 hrs, stk# B100-719</p>	<p>RENT OR BUY</p> <p>1 OF MANY CAT ARTICULATED DUMP TRUCKS MODELS 725, 725C, 730, 735, 735B, 769 B & C</p>
<p>RENT OR BUY</p> <p>2012 CAT 416E, 4x4, extendahoe, stk #B110-169</p>	<p>RENT ME</p> <p>2014 MOROOKA MST 2200VD, 24,255 lbs, stk #B145-163</p>	<p>RENT ME</p> <p>2014 CAT 140M2, front scarifier, 14' moldboard, stk #B240-50</p>

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John Deere announces new pipelayer-ready crawlers

John Deere has announced two new purpose-built pipelayer-ready crawlers, created to provide new options in the pipeline industry.

The 1050K pipelayer is available in two configurations; the PL170 for 170,000 lbs. of maximum lift capacity, and the PL220, and 220,000 lbs. of lift.

“Our pipeline customers asked for a purpose-built John Deere pipelayer,” said Nathan Horstman, crawler product marketing manager for John Deere Construction and Forestry.

“This was the ideal opportunity to design and manufacture two pipelayer configurations based on our largest crawler platform.”

The 350 hp 1050K PL models feature a dual-path hydrostatic transmission that delivers precise movement and control along

the trench. In addition, electrohydraulic controls allow fine metering when placing the pipe.


When the machines leave the factory in Dubuque, Iowa, the crawlers are ready for the operator’s choice of an approved supplier boom.

Both crawlers feature a bolt-on/pin-up design, which simplifies sideboom installation, improving reliability and reducing setup times.

The purpose-built pipelayer cab incorporates an electrohydraulic joystick for single-handed control of the load line, boom and counterweight. As well, a large roof-mounted skylight provides operators with a clear view of the boom. The cab tilts with the sideboom for increased uptime, while the front grille is hinged to provide easy access to the cool-

ers. Furthermore, the machines feature tool-free access to the dipstick, sight gauges, fill tubes, batteries, master electrical shut-off, engine, transmission and all filters.

To enhance fuel economy, the crawlers are equipped with Eco mode and auto-idle. Eco mode automatically adjusts engine speed and transmission settings based on load, and has the potential to reduce fuel consumption up to 25 per cent with no loss in productivity.

The 1050K crawlers are also available with Ultimate Uptime, featuring WorkSight. With Ultimate Uptime, owners receive predelivery and follow-up inspections that include five years of JDLink telematics, machine health prognostics, remote diagnostics and programming capabilities. 



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1997 Komatsu PC300-6 Excavator



Create clean, shallow trenches

To reduce the cost-per-foot on small fibre jobsites, Ditch Witch has created the new MT9 microtrencher attachment.

Developed to work with the Ditch Witch line of mini skid steers, the system is designed for confined residential areas, such as street crossings. To

reduce ground disruption, the MT9 creates clean, shallow trenches up to 9 in. deep and 0.375 to 1.5 in. wide.

A blade plunge provides infinite variable depth control while the machine is in operation. Additionally, the microtrencher works with the FX65 vacuum excavator to

further create a clean trench in one pass by effectively removing spoils.

"Traditional fibre-installation methods lack the speed and efficiency to be cost-effective for contractors in many residential areas," said Steve Seabolt, Ditch Witch product manager of heavy duty tractors.

"Our new MT9 minimizes the space required to operate, avoiding hurdles found in tight, urban jobsites.

The ability to push or pull the microtrencher keeps the saw in the ground for more efficient and accurate cuts at street crossings.

By eliminating the need to realign during a cut, operators are able to complete the cut faster and produce a better-looking finish.

The MT9 works with the Ditch Witch-exclusive PDC Fiberblade that contains diamond embedded carbide.

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Bobcat's introduces 5-Link suspension

The M2-Series T870 compact track loaders are the first Bobcat loaders manufactured with the company's new 5-Link torsion suspension undercarriage.

The undercarriage design significantly improves operator comfort and ride quality without sacrificing performance, according to the company. Its design not only improves ride quality, but it absorbs the stress and vibrations encountered on the job. Less vibration reduces machine wear and improves the machine's components life.

In addition, 5-Link torsion produces less noise and provides a quieter work environment for the compact loader operator.

With protecting uptime as a top priority, the torsion suspension undercarriage is designed with reliable components, including a new drive motor to ensure the undercarriage is operating properly.

As well, a new drive motor is easier to maintain, while the drive motor's outer bearing is more durable due to continuous lubrication from the loader's hydraulic system. A 15 per cent increase in diameter to the drive shaft inside the gearbox also increases the component's durability.

To withstand harsh oper-

ating conditions, dual flange front idlers are made with forged steel to guide and support the rubber tracks around the ends of the compact track loader's undercarriage.

An additional fifth link on the rear axle stabilizes the undercarriage to increase machine stability and performance when grading.

Bobcat's 5-Link undercarriages are designed with a solid cast spindle mount for increased durability.

This design eliminates welds and distributes stress across one seamless piece that has additional metal and strength where it's needed most. An inner bar in the axle system is heat-treated and surrounded by four rubber cords, increasing the system's longevity.

New rollers are wider to maximize their contact with the compact track loader's rubber tracks, minimize wear and deliver a smoother ride for operators. In addition, a larger rear idler positioned further back within the undercarriage provides more surface area for less wear per rotation, increasing overall component life and supplying more down force to the cutting edge.

A new feature of the undercarriage is an automatic hydraulic track tensioning system. Operators no longer need to manually adjust the

loader's track tension with a grease gun. Instead, the hydraulic tensioning system automatically ensures the proper track tension, thereby increasing machine uptime protection.

Bobcat also lengthened the undercarriage's rubber tracks to increase surface area and ground contact, which in turn provides better flotation and improved machine performance in soft ground conditions, like sand or mud.

Easy maintenance

The 5-Link's bushings are made with high-grade, steel for added durability. Regular loader maintenance is simple thanks to five easy-to-access grease fittings.

Recessed fittings are protected from jobsite objects and debris to help minimize



machine downtime.

A redesigned undercarriage main frame allows operators to perform preventive maintenance quickly. A horizontally mounted hy-

draulic track tension cylinder provides more room between the undercarriage components and the track for easier cleanout.

Plus, the undercarriage is

sloped on both sides to shed sand, dirt, mud and other material.

Raised cutouts between the rollers allow for easier cleaning. 



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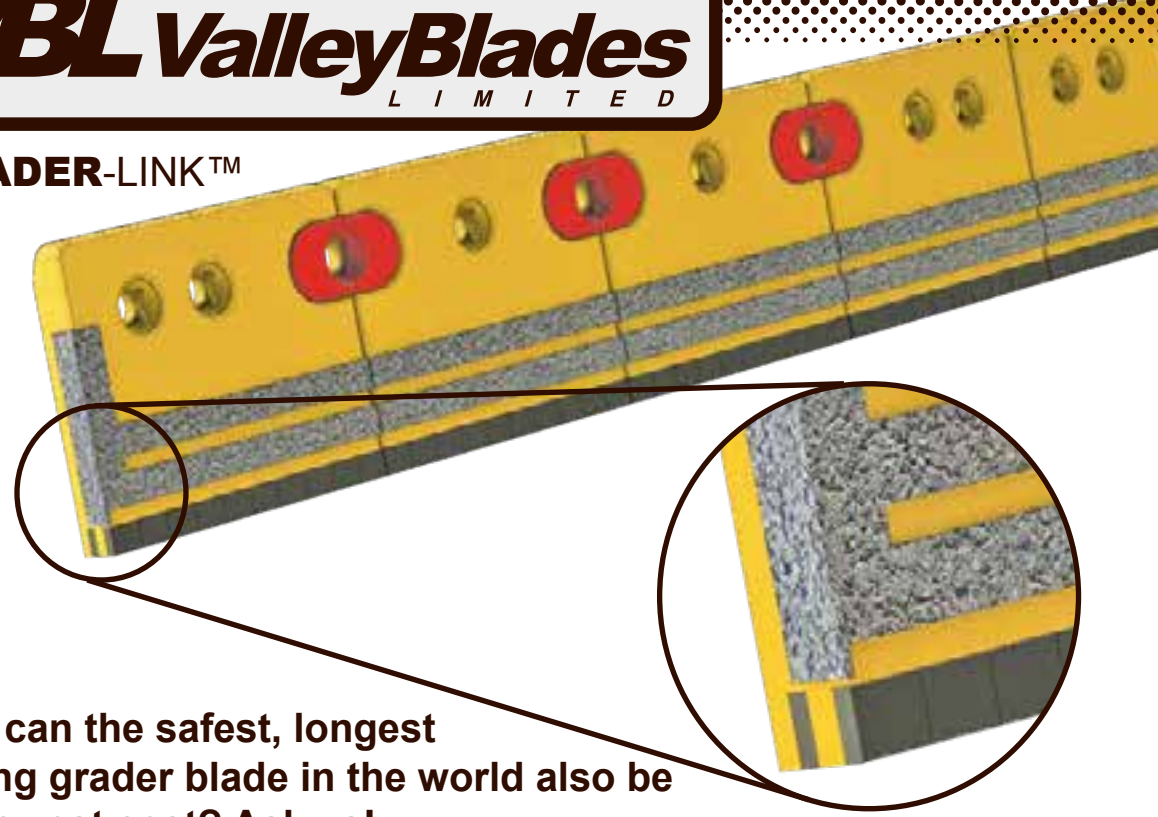
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Aecon eyes potential new ownership

Aecon Group has engaged two financial service providers to help explore the sale of the company.

In a news release, the company confirmed it has asked BMO Capital Markets and TD Securities to investigate the potential sale. However, Aecon notes any transaction would be intended to create shareholder value and enhance the company's capabilities and growth potential.

"There can be no assurance that this process will result in any agreement or that a transaction will be consummated," the company said in a statement. "Aecon does not intend to comment on this matter further unless required by regulations governing the company's public disclosure practices."

Aecon confirmed it is exploring a potential sale of the company after it was requested by the Investment Industry Regulatory Organization of Canada (IIROC) to comment on the recent increase in the trading volume and price of its common shares on the Toronto Stock Exchange (TSX). The company's stock was frozen on the TSX by regulators after a noticeable increase in volume and price.

When the stock returned to the TSX, it climbed more than 20 per cent to close at more than \$17 per share.

Aecon provides construction services to private and public-sector clients in the infrastructure, energy and mining sectors and provides project management, financing and development services through its concessions segment.

The company is also consistently recognized as one of the Best Employers in Canada.

Aecon's history can be traced back to 1877, when Scottish immigrant Adam Clark started a plumbing and gas fitting business in Hamilton, Ont. Since then, Aecon has grown into one of the largest construction and infrastructure development companies in Canada.

Since its creation, Aecon has been involved in the construction of some of Canada's most iconic landmarks, including the CN Tower, St. Lawrence Seaway, Vancouver Sky Train and Montreal's Trudeau International Airport.

For the second quarter of 2017, Aecon reported revenue of \$686 million compared to \$839 million in the second quarter of 2016.

New contract awards of \$686 million were booked in the second quarter include two large diameter pipeline awards to the company's SA Energy Group Joint Venture totalling \$289 million of which Aecon's share is \$145 million. Work is expected to begin in August 2017 and reach completion in the third quarter of 2018.

As well, an engineering, procurement and construction contract worth about \$34 million from Inter Pipeline for work at its Kirby North Facility. The project is expected to commence in the third quarter of 2017 with targeted completion in the fourth quarter of 2019.

Mine site work in Manitoba includes a \$21 million contract. The project began in July 2017 and is expected to be complete early next year. ■

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**EQUIPMENT
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Good grease

Battle salt and brine with an automatic lube system



Salt and brine may be effective tools for clearing ice and snow, but their application is also detrimental to the machines tasked with clearing roadways.

Using an automatic lubrication system is one method to ensure salt isn't causing detrimental damage to snow plow components.

The system dispenses small, measured amounts of lubricant to critical wear points at frequent intervals while a truck is operating. This maintains a consistent lubrication seal that prevents contaminants from finding their way into bearings. In addition, maintaining lubricant flow from inside the bearings outward, pushes contaminants out.

"Specifically, for snow and ice, if there's fresh lubricant coming out of the pins and bushings, that means the water and salt or brine isn't getting into the bearings, giving it a longer life," said Mike Deckert, vice president of FLO Components and an instructor of the lubrication course at Mohawk College. "With this pretreatment they're putting on, the brine, that's brutal."

With manual lubrication, about 75 to 80 percent of the lubrication will get squeezed out of the bearing within the first hour of operation.

"The best time to lube a bearing is when the machine is running," Deckert said. "If the machine is not running and they manually lubricate, what happens is it goes into one area of the bearing, then you start up the machine, and you're asking the bearing now to move the lubricant all around."

Year-round operation

Nowadays, the same machine that's used for snow removal will operate 12 months a year. Epoke trucks, for example, allow their operator to adjust the truck's purpose depending on the season.

"Coming into September and October, the trucks are converted into snowplows," Deckert said. "In March or April, they'll turn them back into dump trucks. There's

a whole process they go through as far as converting the trucks."

When switching a truck to work as a plow, lubrication points on the blade, spinners and wing, for example, may be overlooked.

A FLO Lubrication System is adaptable to serve a truck's various possible attachments. Hydraulic quick disconnects allow the addition of new lubrication points to the existing system.

"When we add on the wing and spinners, it's just a matter of plugging the manifolds of metering valves on the attachments into the main distribution system on the machine," Deckert said.

Automatic lubrication systems have been in use for decades, and many municipalities and contractors equip their fleet of snow removal trucks with the lubrication systems.

"The missionary work has been done as far as getting the news out and seeing the benefits of autogreasers," Deckert said. "It's now just a matter of other municipalities and companies actually looking at it and saying 'they want to have the same benefits an autogreaser can give them on their equipment.'"

Increase your ROI

Jacques Lamothe, who handles business development for northern and southwestern Ontario at Tenco Inc. trucks, is a vocal advocate for using automatic grease systems.

"It's something that will increase your ROI exponentially," Lamothe said.

Specifically, he is a proponent of electrical, automatic grease systems over their air-operated counterparts for machines used to remove snow and ice.

"What happens with the air operation systems is you get moisture and then you get freeze-up. A lot of things depend on air on a truck," Lamothe said. "The more you depend on your air, the more chance there is for failure of other things. So, I'm a big proponent of electrical lube systems, they don't interfere with the air and then you



FLO Lubrication System is adaptable to serve a truck's various possible attachments. Hydraulic quick disconnects allow the addition of new lubrication points to the existing system.

always have a lube system operating."

Although he recommends lube systems, Lamothe also notes they have to be maintained.

"If fleet owners and managers take ownership of the lube system it will work wonderfully and it will save you lots of money on your maintenance," Lamothe said. "If they don't, it will just be another piece of neglected equipment that they'll have to maintain."

Automatic grease systems require occasional inspection, and the lubrication reservoir must be checked and filled as needed. A refill is generally required for every 200 hours of operation.

"A lot of guys, when they go into it, they expect to ignore it. They think it's a lube system, it's going to lube my truck," Lamothe said. "The lube system takes a lot of the guesswork out from day to day inspections, but it needs to be inspected weekly."

A must-read tip

With winter equipment, the end-of-season inspection is often overlooked. Salt that gets

stuck in cracks grooves and conveyors will wreak havoc on a machine during warmer months.

"When the season is over, give your truck a good inspection, and a good greasing," Lamothe advises. "That salt mixture really works overtime in the sun, heat and rain in the summer. It creates a lot of damage."

Often, operators will postpone the final cleaning of snow and ice removal equipment, until it is needed the following season.

"Then they scramble trying to fix stuff, if they clean things at the end of the season," Lamothe said. "Nine times out of 10, the problems they're running into with startup in September could have been avoided, or at the very least minimized."

He added partnering with a trustworthy equipment company, that's available when parts and service are needed, is also key to avoiding downtime.

"Everybody scrambles for parts and service at the same time. Planning is key, and so is a partner you can depend on," Lamothe said. "Anyone can sell you a plow, but where are they when you need them?"

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LOOKING BACK



Pictured here in the mid-1940s is a Barber-Greene snow loader, newly delivered to the City of Toronto.

Barber-Greene Co. began operations a century ago in Aurora, Illinois, making coal conveyors and rail car unloaders.

By the mid 1920s their bucket loaders, both wheel and track mounted, were popular not only with coal yards, but on construction sites as well.

Back when winter in Ontario had significant, heavy snowfalls, an evolution of snow removal equipment took place.

Horse drawn equipment and manual labour were eclipsed by gas and diesel-powered plow trucks and graders, which would create windrows of snow for easy loading. With 10-cubic yards per minute capacity, this Barber-Greene conveyor type snow loader was also equipped with a directional

discharge belt for loading snow into dump trucks on either side.

Barber-Greene also had plants in South America and Europe while establishing a facility in Don Mills, Ont. in the early 1950s. By then, their asphalt plants, pavers, ditching machines and aggregate equipment were a common sight on construction jobs. Through foresight and innovation B-G had become one of the leading manufacturers of road building equipment.

To see more than 60 restored pieces of vintage construction equipment in action, be sure to attend HCEA Canada's 2017 annual 'Last Blast' event held Saturday, October 14, held at the Simcoe County Museum near Barrie, Ontario.

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Bobcat of Barrie



"...machine's power pushes through heavy mud and snow..."

Greg LeSarge owner of EZGrow Landscape & Hydroseeding stands with Rebecca Hurrell, Sales Specialist for Bobcat of Barrie at a jobsite in Muskoka.

EZGrow Landscape & Hydroseeding was established in 2003 and serves the Simcoe and Muskoka areas. Owner Greg LeSarge decided to open his own company after having many years' experience in golf course construction and irrigation. He takes great pride in his work and is very humble.

When Greg worked on golf courses for another company, he would predominately operate Bobcat® machines so it was an easy decision when looking for his first machine;

he purchased a used Bobcat 773 skid-steer loader and a Bobcat 331 compact excavator. "I serviced these machines at Bobcat of Barrie and had rented several machines and attachments through them over the years," stated Greg.

"I remember when I rented a previous brand once that I got stuck in the mud. If I would have had a Bobcat T190 track loader, I would have never got stuck. That machine's power pushes through heavy mud and snow."

As his company grew and jobs were getting

bigger, instead of renting another machine, he decided to purchase a brand-new Bobcat 42 compact excavator that had even more power than the 331, could lift even more stone and had overall better performance. "The Bobcat 331 compact excavator still earns it keep though."

"I also love all the Bobcat attachments like the post auger, ditching bucket, blower for skid-steer, sweeper, and the 3-foot trencher is really cool. Everyone compliments it and it digs trenches in less than 1/2 the time a crew

of workers would be able to.

Rebecca Hurrell, Sales Specialist for Bobcat of Barrie has been awesome. She is honest, hard working and appreciates my business. I

was so pleased with Bobcat of Barrie's service in the past, that it was an easy decision to buy brand new off them.

Thanks Greg.



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Small but powerful

The Posi-Track RT-30

While the Posi-Track RT-30 is the smallest sit-on radial lift loader on the market; it's not an entry level machine.

ASV Holdings Inc., offers the RT-30 compact track loader as a heavy-duty commercial machine in a small package.

Despite its size, the company claims the machine offers the same qualities as larger ASV machines, includ-

ing high efficient hydraulics, cooling systems and low ground pressure.

Furthermore, the RT-30 provides a safer, more productive alternative to walk-behind or sit-on mini-skidsteer loaders.

"This is not an entry-level machine. We designed it to our standards of maximum performance with no compromises," said Jim DiBiagio, chief operating officer for ASV.

"We built the RT-30 as a tough piece of equipment that's ready to be used every day, all day. This unit provides contractors and rental centres an addition to their fleet for work that requires small size, but serious quality."

The machine's size makes it ideal for clearing snow in tight spaces, like sidewalks, driveways and alleys. The 3,600 lbs. RT-30 is 48 in. wide and has an 8.4 ft. lift height. With 10 in. ground clearance, the risk of damaging property or the machine is minimized in hard-to-reach areas.

For serviceability, the RT-30 features a single-door system, allowing fast access to the engine, filters and other daily checkpoints.

The machine's size also optimizes it for the rental market as the compact track loader is easy to transport on a trailer pulled by a pick-up truck.

It is simple to operate, allowing easy training for rental customers.

The cab provides rollover protection and protects the

operator from outside elements, while the seat also eliminates the fatigue that comes from standing. In addition, the compact track loader also features more ground clearance and lower ground pressure than similar machines.

"The RT-30 is safer, less tiresome and more productive than mini skidsteer loaders," said Bill Wake, ASV director of product development.

"The unit features all of these benefits while being similarly priced to premium walk-behind and stand-on options."

ASV builds the RT-30 from the ground up. The undercarriage features ASV's patented Posi-Track rubber track suspension.

The single-level suspension is comprised of two independent torsion axles per undercarriage, allowing for a smooth ride over all types of terrain at speeds as fast as 9 km/h.

In addition, the multiple wheel contact points and central drive lug eliminate track derailment and facilitate maximum performance on steep slopes.

The RT-30 comes standard with 11-inch-wide tracks, which equals ground pressure of only 3 psi.

This means minimal risk of damage on delicate surfaces and allows for extra flotation and traction over surfaces like ice, mud, snow and brush.

As well, the RT-30 features a 32.7 hp Perkins 1.5-litre diesel engine that produces 64.39 foot-pounds of torque.



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SK Box Plows from BOSS are designed to add full force and maneuverability to a skid steer.

A winter-walloping arsenal from BOSS

Manufacturer reveals innovations in snow and ice control

With winter weather on the distant horizon, Boss Snowplow has released several new tools to help combat Mother Nature's inevitable turn for the worse.

Based in Iron Mountain, Michigan, BOSS Snowplow manufactures a growing line of plows for trucks, heavy equipment, UTVs and ATVs; salt and sand spreaders; and box plows built for the snow and ice management professionals.

Focusing on new innovations to maximize performance, BOSS announced its new Pre-Wet System, Pro-Lid and D-Force as optional equipment to help contractors prepare for the winter season.

As well, the company announced a new line of walk behind spreaders for small jobs, and new plow options, like the skid-steer SK12 Box Plow and Tractor Plows, for those bigger jobs.

"We know the market and its challenges," said Mark Klossner, marketing vice president for BOSS Snowplow.

"BOSS engineers are focused on designing the tools necessary to make managing snow and ice storms easier, safer and more profitable for contractors in the field."

Pre-Wet System

The Pre-Wet System is the first entrance into the liquid de-icing category for BOSS.

The system allows contractors to pre-wet solid de-icing materials as they are distributed, which activates the de-icing material to quickly melt through snow at low temperatures. It also reduces material bounce for improved placement and efficiency.

The Pre-Wet System is equipped with a 227-litre tank capacity and available as an accessory on all new VBX and FORGE spreaders.

Heavy equipment plows

The SK12 is the newest addition to the BOSS skid-steer box plow lineup.

The SK12 is a trip-edge box plow optimized for moving large amounts of snow with each pass.

Its self-adjusting hitch allows the blade to adapt to any terrain, while its support struts add structural strength and stability.

Expanding its equipment applications for plows, BOSS now offers Tractor Plows in straight-blade and v-plow options for select John Deere and Kubota tractor models. A complete plow package includes blade crate, plow box, tractor undercarriage and control kit.

Pro-Lid

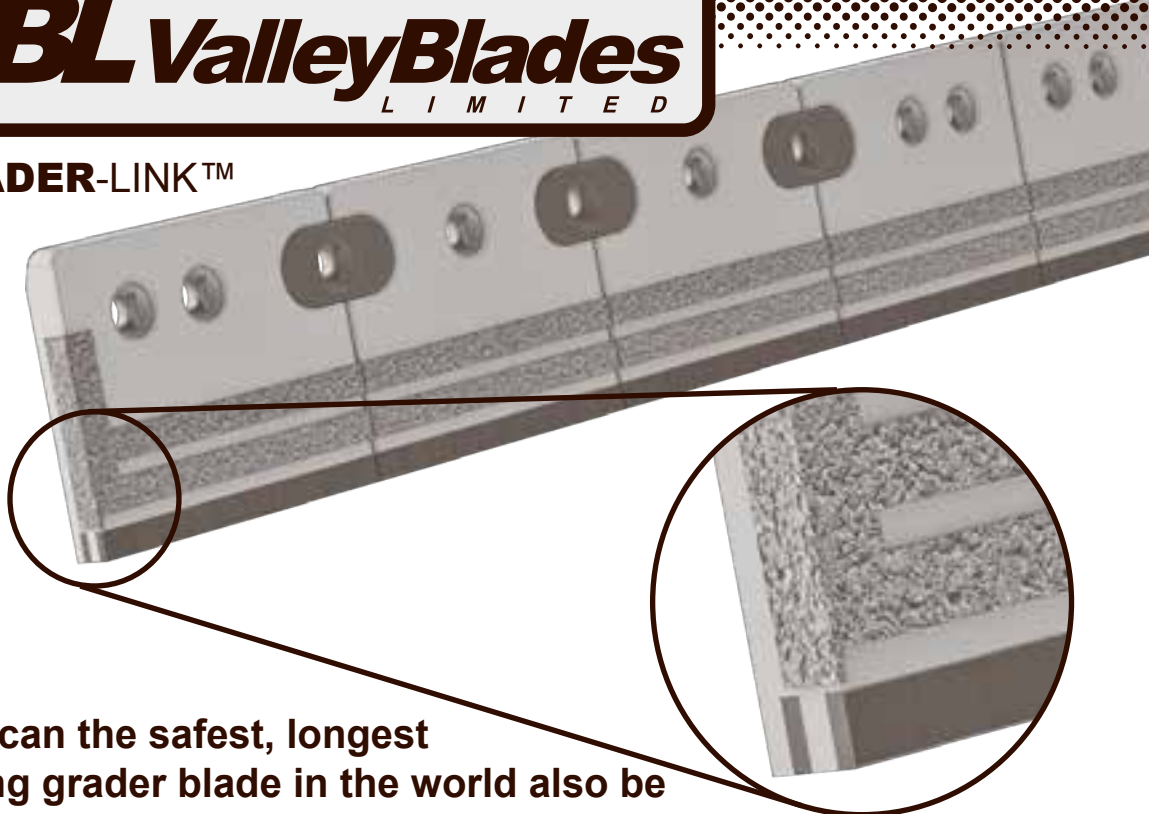
For BOSS VBX spreaders, the company has designed a new hard cover polyethylene system with an ergonomic, easy open lid that allows operators to remain on the ground while opening the cover doors.



Expanding the vehicle applications for plows, BOSS now offers straight-blade and v-plow options for select tractor models.

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The new BOSS Pro-Lid offers an ergonomic design for easy access.



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The design also includes a secure weather seal to protect the de-icing material inside the spreader.

The Pro-Lid is available on VBX spreaders and can be retro-fitted to existing BOSS VBX Hopper Spreaders, with the exception of the VBX3000.

D-Force

The new down force system allows truck plow operators to maintain consistent hydraulic pressure via a hydraulic accumulator for improved scraping performance. The D-Force is now an available option on select new straight-blade plow models including super-duty, standard duty, and HTX straight-blade plows.

To complement D-Force, BOSS has introduced a back drag edge that works with D-Force to improve scraping performance when backdragging.

Walk Behind Spreaders

Alongside its new equipment accessories, BOSS introduced a two new walk-behind spreaders for ice control on sidewalks and smaller jobs.

The stainless-steel walk behind spreader features a patent-pending conical auger, designed to minimize clumping of de-icing material.

With a 100 lbs. capacity, the stainless-steel frame and hopper features enclosed metal gears and solid steel linkage for full gate control.

All of the walk behind spreader models feature adjustable front and side baffles for pattern control and can spread up to 100 lbs. of de-icing material, from partially assembled salt to ice melt and halite.

Quebec-based RPM acquired by Texas manufacturer

The Texas-based Alamo Group has acquired RPM Tech Inc., a manufacturer of heavy duty snow removal equipment.

The main users of RPM's products are government agencies, contractors, airports and other industrial users.

Based in Drummondville, Que., RPM recorded sales of about \$25 million in their last fiscal year. The purchase price for all of the outstanding shares of stock was about 16.7 million

"RPM is a company we have known and worked with for many years and we feel they will be an excellent addition to Alamo," said Ron Robinson, Alamo Group's president and chief executive officer.

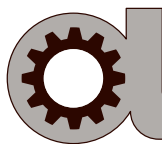
"Their range of snow throwers will be a nice complement to our existing range of snow removal products."

RPM, founded in 1962, was owned by Fiducie Familiale Piamvic, Fiducie Familiale Pouanneli and Gestion Iamvic Inc. and led by Pierre Bernard.

"We are pleased to be joining our company with Alamo as we feel they will continue on the same path of building high quality equipment and they can provide the resources to take RPM to the next level," Bernard said.

RPM will become part of Alamo's industrial division and will work closely with the company's nearby Tenco operations located in St. Valerian, Quebec.

Alamo Group designs, manufactures, distributes and services equipment for infrastructure maintenance, agriculture and other applications. Their products include truck and tractor mounted mowing and other vegetation maintenance equipment, street sweepers, snow removal equipment, excavators, vacuum trucks and related after-market parts and services.



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- (3 dozers above all have cabs and 6 ways)
- CAT D8K.....\$55,000.
- KOMATSU D37E (2004).....POA

Hiniker introduces new snow pusher and tilt-lift plow

In preparation for winter, Hiniker Company has expanded its snow-clearing product lineup.

The company recently introduced its new 3600 Series skid steer snow pusher. The snow pushers are available in 96- and 120-in. widths and feature a rubber cutting edge that provides enhanced clearing on paved surfaces.

The box-type snow pusher offers plenty of snow moving capacity, with a 36-in. height and 36-in. depth.

Each pusher is constructed with 3/8 in. steel to provide strength and durability. In addition, heavy duty steel skids allow for floatation over uneven surfaces.

A universal skid steer attachment system allows for simple connection of the snow

pusher. An optional pull-back attachment provides a second rubber cutting edge for back dragging operations.

Tilt-lift plow

The second addition to Hiniker's product line is the new 1700 Series Tilt-Lift plow. The lifting action keeps the moldboard positioned below the level of the truck lights, eliminating the need to add plow-mounted headlights. This reduces overall cost and installation time, as well as maintenance requirements.

The 1700 Series plows are available in 7 and 7.5 ft. widths and feature a 26-in. tall torsion trip-edge moldboard with a stainless-steel surface.

The self-aligning, drive-in Hiniker Quick-



Hiniker Company recently introduced its new 1700 Series Tilt-Lift plow.

Hitch 2 mounting system allows users to quickly connect the plow in seconds.

The plow features hydraulic power angling,

lifting and stacking capabilities, and utilizes commercial-quality hydraulic and electrical components.



Scrape Maxx Adds Down-Force Ability

SnowEx has introduced Scrape Maxx, an exclusive accessory kit for snowplows in the company's existing product lineup.

Scrape Maxx gives plows the ability to apply downward force to bust through hard-packed snow, back drag more effectively and maximize scraping performance down to the pavement.

For users of SnowEx light-truck and regular-duty plows, the new accessory provides additional advantage.

According to the company, Scrape Maxx allows a light-duty plow to deliver commercial-grade performance, as the technology improves both back dragging and overall clearing capabilities without needing to

upgrade to a larger vehicle or heavier plow.

When used on heavier plows, Scrape Maxx provides additional force to keep the blade against the surface. This helps deliver a clean scrape when plowing uneven terrain, and makes the plow more effective on back-dragging jobs.

As Scrape Maxx is universal with SnowEx plows, installation takes just minutes and user control is easy. Operators can simply press and hold the down button to engage the feature.

SnowEx is proud to be a part of Douglas Dynamics, a North American manufacturer and upfitter of commercial vehicle attachments and equipment.

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AGGREGATE

OSSGA launches truck side aggregate campaign

Aggregate builds highways, schools and hospitals, but it's end user often fails to make the connection from quarry to construction.

As a reminder of its many uses, The Ontario Stone, Sand and Gravel Association (OSSGA) has launched a truck side signage campaign as a reminder of the importance of rock products throughout the province.

"Aggregate is an important resource that is the foundation of building Ontario," said Sharon Armstrong, OSSGA's vice president of communications and operations.

"And it has to come from a close source to be environmentally and economically friendly."

The campaign is outfitting trucks with 37 in. by 245 in. signage that reads "I build schools, hospitals, bridges," or "I build subways, houses, highways," to inform the general public of the importance that aggregate plays in their everyday lives.

"Aggregate trucks on the road can be the focal point of a source of frustration for the community," Armstrong said. "People don't think of aggregate at all. They don't see that aggregate builds everything they interact with on a daily basis."

Over-represented

According to the Ontario Trucking Association, there are about 200,000 trucks on the road daily, with aggregate accounting for about 6,000 of



those vehicles. "People have a tendency to think every truck on the road is an aggregate truck, but we only represent about three per cent of road traffic," Armstrong said.

The idea for the signage was inspired by a similar campaign by Waste Management.

"One of the great things they did was clean up their trucks and use their trucks

as portable billboards," Armstrong explained.

Second stage

Last summer, the removable vinyl signs were tested on a single aggregate truck. This May, the campaign expanded to 20 trucks, spread throughout Caledon, Eastern Ontario and the Niagara Region.

"We started with smooth sided trucks, now we're

working on signage for ribbed trucks. From a design point of view, they're a little more challenging," Armstrong said.

"We have some ideas we might work on for next year."

While it's difficult to gauge the public's reaction to the signage, the OSSGA has received positive feedback from the aggregate industry.

"We've heard some great feedback from the truck

drivers. There's industry pride that we're generating," she said.

Each sign costs about \$2,000 and are available by visiting ossga.com. The signs are easily removed, and designed to last about seven years.

"We haven't tested that yet. This is a rugged industry, so we'll be able to test that at the seven-year mark," Armstrong said.

In addition to the truck signage, the OSSGA is offering aggregate site signage with similar messaging.

"Like trucking, aggregate is also very local. There's a disconnect between stone, sand and gravel, and the fact is each of us uses it every day in our lives," Armstrong said. "It helps people in the area better connect with some of the immediacy of what the material is used for." ■

Terex's 10th generation TA300 hauler heads to Steinexpo



Terex Trucks celebrated the 10th anniversary of Stein-Expo by unveiling its Gen10 TA300 articulated hauler.

The four-day expo, held near Homberg, Germany at the end of August, featured numerous construction material and machinery manufacturers in Europe's largest Basalt quarry.

Terex's 28-ton hauler made the trip from its company's factory in Motherwell, Scotland.

According to the company, the new generation of the TA300 was designed to work harder, longer in the most testing terrains, from quarries to infrastructure developments to commer-

cial construction projects.

"Steinexpo's 10th anniversary will no doubt be an impressive event and it serves as the perfect opportunity to introduce the Generation 10 TA300 to all our German customers," says John Mlonek, commercial sales manager at Terex Trucks.

The TA300 features an enriched operator environment as well as sophisticated engine enhancements.

The EU Stage IV emissions-compliant machine is the second product launched by Terex Trucks since its acquisition by Volvo Construction Equipment. The hauler also comes with

upgraded hydraulic and electrical interfaces and improved aesthetics in order to maximize uptime.

"The new articulated hauler is well-suited to various operations that are prominent in the region, and it's essential for Terex Trucks to continue to build its reputation in such an important market," Mlonek said.

Later this month, Terex will release its 10th generation TA400 articulated hauler at Mining Indonesia in Kemayoran, Jakarta.

The new truck achieves a payload of 38 tonnes, and is powered by a six-cylinder Scania DC13 EU Stage IV compliant engine. ■

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RSS 120-M's three-in-one solution for recycling asphalt

The new RSS 120-M from Ammann is capable of tackling three aspects of asphalt recycling in one machine.

Working as a shredder, iron separator and screener, the RSS 120-M is a mobile machine that prepares recycled asphalt for use in an asphalt plant.

The machine is ideal for recycling asphalt that ranges in size from millings to larger pieces and slaps. As well, protective processing also maintains desired grain sizes.

In as little as 30 minutes, the RSS 120-M can go from installation to production. The machine is track-mounted for maximum mobility on all types of terrain, and is transported via a standard flatbed truck.

A single operator can run the machine, which is comprised of a shredder



that utilizes two low-speed, electrical-driven shredder-rotating shafts. The RSS 120-M features milling cutters with interchangeable teeth to crush material. This technology reduces the


power requirement, leading to improved fuel efficiency. The patented tech also enables crushing of hard and soft materials, such as clays, and can perform in all types of weather.

The electric motors ensure consistent crushing and screening, regardless of the working environment. The machine is able to process up to 180 tonnes of recycling materials per hour.

A variety of green efforts are built into the machine, including a dust reduction system and minimized sound and emission levels.

The Ammann RSS 120-M has been designed for easy maintenance and improved safety. It also utilizes components that make it possible for all shredding and screening parameters to be managed and adjusted remotely. This enables the machine to quickly adapt to the various types of material being processed.

The design also allows fast changes of mesh screens as well as replacement of wear parts.

Ammann is a sixth-generation, family-owned business that produces asphalt and concrete mixing plants, compactors and asphalt pavers at nine production sites throughout the world. 

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McCloskey unveils compact crusher range Steinexpo

McCloskey International's new compact crusher line made its debut in Europe's largest basalt quarry at Steinexpo 2017.

The expo, held in Homburg and Nieder-Ofleiden, Germany from Aug. 31 to Sept. 2, allowed a demo of the I34 Impactors in a 1,400 square-metre sector of the basalt quarry.

"Events like Steinexpo offer an excellent platform for our company to show what our products can do," said Paschal McCloskey, president and CEO of McCloskey International. "It's important to stand with our customers during demonstrations so that we gain the feedback that is key to innovation, ongoing improvements and delivering new product lines."

The I34 Impactors are designed to move around in small spaces. While crushing, it continues to move with crawler tracks. The line's small footprint is uniquely suited to the demolition and asphalt recycling industry, aggregates and smaller scale construction projects. With a width of less than 2.5 metres, the crushers can be transported easily from site to site.

The compact jaw and impactor share the same

platform so the majority of components are identical between models to simplify spare parts. As well, the compact crushers share many of the same features as their full-size counterparts, including full colour screens, open engine compartments for ease of maintenance, and ease-of-use via simplified hydraulic drives and clutch system.

Also on display at Steinexpo was the new version of the full-size impact crusher, the I44v3, which was redesigned following worldwide field site visits. Feedback from McCloskey customers resulted in significant changes to the impact crusher line, including direct drive, an enhanced material flow path, larger pre-screen



and a more open chassis.

The new design aims to boost efficiency, particularly in the material flow path. Sectional components were widened to allow unrestricted flow without funneling or narrowing, eliminating material bridging.

The direct drive crusher rotor is also a new feature on the I44v3, adding power, along with lower fuel costs. The redesigned open chassis allows for better access. A hydraulic adjustable magnet contributes to easier operation of the crusher.

To round out the screening and stockpiling exhibit, the TS4080 and a scalping screener were at the expo.

The TS4080 stacker is the newest addition to McCloskey's materials handling

division. Designed to allow operators to stockpile and transfer material directly from mobile crushing and screening plants, the machine ensures the stockpiling process is as fast and efficient as possible, while eliminating the use of a loader and double handling of materials.

The McCloskey J45R recirculating jaw crusher was also at Steinexpo. It combines the productivity of the J45 with the versatility of a full screening and recirculating system, allowing operators to produce a crushed and screened product with one machine.

The combination of the jaw crusher along with the high energy screenbox and a recirculating conveyor deliver maximum productivity. The

radial recirculating conveyor allows operators to either return material through the crusher jaws or to stockpile a separate finished product.

The J45 boasts a high capacity hopper with close to six cubic metres capacity mounted on a vibrating feeder with optional pre-screen. ■



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In the Iron with Toromont Cat

Better loading and hauling techniques

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

This issue takes an in-depth look into best practices for more efficient loading and hauling. Mining application specialist Andrew Moebus discusses what he looks for in a typical site visit to identify potential issues and improve processes.

When invited to observe and assess a job site for efficiency, Moebus said he typically breaks a site into three areas; the load area (pit floors), the ramps or haul roads and the dump points. With each area, Moebus applies two fairly simple tests to identify a site's overall efficiency.

The first test he refers to as the 60km/h test. He explains that you should be able to drive in your car around a job site at 60km/h with an open coffee in your cup holder without spilling it.

When approaching the pit floors, if your coffee stays put, this is a clear indication that your roads are flat and smooth, ensuring a safer and more efficient way of getting around the site, while keeping your equipment longevity intact.

When assessing ramps and haul roads, look for flat, clear roads. The 60 km/h test will allow you to feel whether the road maintains a steady grade throughout.

Is it obvious?

The second test Moebus applies to a site observation, he refers to as the 'is it obvious?' test.

He simply asks himself, "is it obvious what's happening here?" When applying the 'is it obvious?' test to the load area, you should look for flat roads that ensure the grade is maintained.

If water is present, look for proper drainage. Can you identify a clear and obvious driving pattern? You should be able to clearly identify where the roads begin, where to park and where you enter and exit the site.

At dump points, Moebus says that you should look for clarity.

It should be obvious that a single path is consistently being maintained. A common mistake Moebus sees on most sites is the path maintained is often a straight line from Point A to B.

This becomes problematic as it causes dump points to constantly shift where you're dropping loads. And rather than have a singular dump point, the result is a whole field of rock that requires maintenance. To resolve this, Moebus suggests keeping a single path out to the tip face in a clockwise pattern. In doing so, you can maintain a three to four-truckwidth, as opposed to maintaining your entire dump.

A clockwise pattern allows the operator's cab to be near the edge, allowing him or her to be aware of what's happening, look for cracking and be within closer proximity to the dozers.

Zero exchange time

When assessing efficiency, look for zero exchange time. This is achieved when you can get the first truck gone and the second truck underneath the loading tool in the same amount of time it takes for that loading tool to swing, fill its bucket and swing back, ready to dump its load.

If you are able to get your truck out and back in ready for the next load within this timeframe, you won't interrupt the digging cycle and can significantly improve your overall job efficiency by cutting wait times.

There are several different ways to achieve this based on equipment type and site layout, but the objective is the same.

Road widths

On ramps and haul roads, Moebus explains you should pay special attention to road widths. Maintaining road widths help to make site lines, ramps and intersections easier to see from a distance.

He advises that straight roads should adhere to a width of three truckwidths, whereas curved roads should aim to adhere to a width of 3-1/2 to 4 truckwidths.

If your site has a lot of intersections, ensure that your current traffic plan supports the volume of traffic within the site. For instance, are you equipped with enough stop signs?

Another way to identify whether your road widths are wide enough is by looking at the berms for spill rock, which has been cleaned off the road.

Is the spill rock in the middle or on the side and causing washboarding?

Moebus explains a good trick to employ when looking at road widths is to search for discoloured berms.

This evidence of spill rock tells you the grade is changing, either through hard transitions where material is being spilt from the back or through shift points, causing shaking. Berm discolouration can also suggest that perhaps the turns are too tight, causing material to be thrown from the sides. For proper safety, Moebus suggests you maintain a berm height of half the height of your largest tire. Also, pay close attention to graders, and whether or not they are running with full loads or just "chasing pet rocks."

For more helpful tips and tricks from this episode and additional episodes from this series, head on over to www.toromontcat.com/podcast.



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Smooth operator: the new Tyler XL

Larger than any other vibrating screen from Haver & Boecker, the new Tyler XL-class vibrating screen is combining advance exciter drive technology with a wide body to offer better screening action and more throughput.

The XL-Class is intended for high tonnage production rates, yet designed for low maintenance, easy operation and reliability.

Originally created for copper and iron ore, the XL-Class is suitable for almost any application that requires above average production rates and above standard process reliability.

Exciter drive

The exciter drive technology provides smooth operation and high uptime. Its linear stroke is generated by counter weights, which are mounted on two machined shafts and spin in opposite direction via two heavy duty spur gears mounted in a module iron casting.

This casting mounts to the FEA (Finite Element Analyzed) exciter bridge. In addition to better operation,

the exciter design increases bearing life up to 50,000 hours.

High output in mind

Designed for high production rates, the XL-Class offers screening surfaces up to 390 sq. ft., allowing it to replace up to two inclined screens in virtually the same footprint. This enables the XL-Class to handle production rates up to 15,000 tons per hour and cut sizes from 1/4 to 5-in. with varying degrees of incline.

As well, the XL-Class may be configured as a banana screen.

The decks are sloped to increase the speed of the material flow in order to further enhance production rates.


This approach is particularly effective when the feed load contains a large quantity of fines that are much smaller than the opening of the screen media.

Huck bolted

To provide additional strength, the XL-Class features a rugged HUCK-bolted screen body fastening. Side plates are constructed with

high-strength carbon steel. The area surrounding the shaft assembly is strengthened with a reinforcing plate, which ties together the side plate, screen panel and shaft assembly.

The XL-Class machines are engineered using Finite Element Analysis (FEA), which detects high vibration and stress points, natural frequencies and harmonic responses.

This allows Haver & Boecker to set up each screen's stroke, speed and other variables to perform at peak efficiency and ensure it can handle extreme capacities. 



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- Standard Flow or High Flow Aux Hydraulics



WL-38 Wheel Loader

- 75 HP Turbo Tier 4 I Engine
- 4WD Hydrostatic Drive
- SS Attachment Plate
- Cab with Heat/A/C
- 1 Yard Bucket
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SW-24 Skid Steer Loader

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- 74 HP Turbo Tier 3 Final
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WL-32 Sidewalk Wheel Loader

- (Winter Kit) reduces the machine to 47"
- 48 HP Tier 4 Final Engine
- 4WD Hydrostatic
- Universal Skid Steer Attachment Plate
- Cab with Heat, A/C
- Auxiliary Hydraulics (Run Snow Blower)
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- Brake Inching pedal
- 100% Diff. Lock



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Jaw crusher joins Kleemann's PRO line

Kleemann has released its new mobile MOBICAT MC 120 Z PRO jaw crusher.

As the second member of the PRO line, the crusher is ideal for complementing the mobile cone crusher MOBICONE MCO 11 PRO

The new MOBICAT MC 120 Z PRO achieves an output of up to 650 tonnes per hour with a maximum feed size of 1100 x 700 mm.

In order to provide the best possible material flow, the Continuous Feed System (CFS) adapts the conveying speed to the fill level of the crusher.

The CFS is active in both plants with a line coupling with the MOBICONE MCO 11 PRO allowing optimal use of both machines.

The PRO crushing plants are equipped with a diesel-electric drive, allowing electrical operation of the crusher and conveyor belts. An external power supply is available as an option to reduce operation costs. The power generator can also supply downstream plants such as a screening plant or a stockpile conveyor with power.


The MC 120 Z PRO has an independent double-deck prescreen with an extra-large screening surface of 3.5 cubic metres. The thor-

ough screening of the fines helps boost productivity and increase the final product quality, while reducing wear at the crusher.

The medium grain can be passed via the crusher bypass at the jaw crusher, which further reduces the wear.

In order to quickly adapt the plant to different applications, the crushing gap can be adjusted via a 12-in. touch screen. SPECTIVE, a new intuitive control concept powers the touch screen. When in use, the operator is guided through the menu step by step. The movement of the MC 120 Z PRO and the control of the feeding unit are also controllable with a remote.

For transporting the MC 120 Z PRO, the prescreen, chute and crusher can be removed to reduce weight. The crushing plant is quickly changes to operating position, as the hopper walls of the feeding unit are self-locking and can be folded hydraulically.

The MC 120 Z PRO is also customizable, by adding optional equipment. For example, the crusher unblocking system can remove jammed material and a rock chisel may be used to crush larger pieces of rock. 

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More from SteinExpo: Rockster's R1000S

Rockster Recycler GmbH showcased several conceptual crushing and screening machines at this year's SteinExpo.

The highlight of the Rockster booth at SteinExpo, held in Homburg and Nieder-Of-leiden, Germany in late August, is the recently developed R1000s, a mobile track mounted impact crusher.


The R1000S provides a solution for recycling and crushing of concrete, demolition debris, asphalt and virgin stone.

The new machine is equipped with the patent-protected double functional return belt and the DUPLEX-system, which allows a wider range of applications, via interchangeable crusher units.

The company claims the impact crusher's setting options ensure excellent final grain quality. As well, the double deck pre-screen produces an additional marketable product.

Equipped with a hydraulic and vertically-adjustable magnetic separator, the hydraulic screen box and a swiveling cat-walk, guarantees ease of operation and maintenance.

On the technical side, the machine includes full hydraulic gap adjustment with an integrated measuring system, as well as an automatic load-dependent, single-step regulator of the conveying speed and a new fixed hammer. The newly developed central control and operating system features a multifunctional colour display and an auto start and stop function, which provides increased safety and comfort for the operator.

The impact crusher requires 10 minutes to unload and begin operation. If the transport includes the optional screening system the dismantling of the return belt and screen box is not necessary. 



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ON THE MOVE:

NEW HIRES, APPOINTMENTS & OTHER STAFF CHANGES

NORTH AMERICA TRAFFIC FOUNDER RETIRES

North America Traffic Inc. (NAT) has announced that its founder, Peter Vieveen, has retired as president of the company.

Vieveen has led North America Traffic (formerly RC Flagman) since 1993, when he launched the world's first Automated Flagger Assistance Device (AFAD) from his garage.

NAT is now globally recognized as a leading industry innovator, providing an extensive range of AFADs, portable traffic lights and warning signals.

Vieveen will retain 100 per cent ownership in the firm and will continue to serve as chairman of the board.

"Our overriding goal has always been to help keep road and construction crews out of harm's way," Vieveen said. "Now, with a great line of products and a wide-reaching distribution network, I can look back proudly at all we've done to improve jobsite safety."

Management of NAT has been turned over to Jordan Sherlock, who succeeds Vieveen as president, Dave Cornish as vice president of operations and Angela Verde, vice president of sales.

"Over the past five years, this team has played crucial roles in our continuous development and has guided North America Traffic to new heights. They are now well prepared to carry on the management and values of our company," Vieveen said.

Building on Vieveen's field experience in the construction industry, NAT has been instrumental in the emergence of portable equipment for short-term and long-term traffic control needs. An early adopter of solar charged, battery powered signals, NAT is also recognized for developing versatile, easy-to-use programming for varied applications.

FORMER UNITED STATES SENATOR JOINS CATERPILLAR BOARD OF DIRECTORS

Caterpillar's board of directors has elected a former United States senator to the 14-member board.

On Aug. 10, the company announced Kelly Ayotte would immediately join its board of directors.



Peter Vieveen

Ayotte, 49, is a former Republican senator who represented New Hampshire from 2011 to 2017. She was the second youngest of 20 female senators, and the 12th youngest overall.

As well, she served as New Hampshire's first female attorney general from 2004 to 2009.

She resigned to pursue a seat in the senate. Prior to that, she was deputy attorney general and chief of the Homicide Prosecution Unit in the state.

In 2013, a Newsmax cover story named Ayotte as the most influential woman in the Republican Party.

"During her career as a public servant, Kelly has distinguished herself and has been widely recognized for her independence and her ability to work collaboratively across political lines to serve the best interests of her constituents and her country," said Caterpillar Chairman Dave Calhoun. "I look forward to working with her on the board."

As a senator, Ayotte was a member of the Commerce Committee, where she advocated for policies and laws to support skills training for high-tech manufacturing jobs and private-sector job creation.

"Kelly brings significant government experience to our board, which will be helpful for Caterpillar as we address a wide range of public policy issues," said Caterpillar CEO Jim Umpleby.

Ayotte joins 13 other members on Caterpillar's board of directors and will be a member of the Public Policy & Governance Committee of the board.



Kelly Ayotte

BRIDGESTONE NAMES NEW OTR PRESIDENT

Bridget Neal has been named president of Bridgestone Americas Tire Operations off-the-road (OTR) tire division.

Effective Aug. 14, Neal succeeds Taylor Cole, who recently was named president of Firestone Building Products.

"Bridget has developed extensive knowledge of the commercial tire business across her 15-year career with Bridgestone," said Kurt Danielson, Bridgestone Americas president, commercial group, for the United States and Canada. "She has held a number of leadership roles in critical business areas, including supply and demand planning, logistics, marketing and more. Her business acumen, combined with the great relationships she has built with our OTR customers domestically and globally, makes her incredibly well-suited for this important role."

In the role, Neal will lead all aspects of the Bridgestone off-the-road tire business in North America, including strategic planning, product and technology introductions, sales and engineering.



Bridget Neal

She will be responsible for aligning the company's go-to-market strategies with the broader commercial portfolio, while helping drive coordination for the tire division's global business. Additionally, Neal will seek to advance the company's efforts to develop industry-leading technology solutions that track tire performance and help OTR customers improve their productivity and profitability.

Neal joined Bridgestone in August 2002 as a supply planning and sourcing engineer. Since joining the company, she has held roles of increasing responsibility within the company's commercial tire business. She was promoted to her current position as director of OTR tire sales in 2015.

Neal holds bachelor's degree in Industrial and Systems Engineering from the Georgia Institute of Technology.

TIM COLLIE JOINS BOMAG

Tim Collie will join BOMAG Americas as national account manager of rental. Collie will be responsible for the overall sales and customer support of the company's national rental partners in order to maximize return on investment with BOMAG products and services.

"Due to the continued growth and increasing demands of the rental industry, BOMAG has identified the need to strengthen the support for our valued customers. Tim's extensive background in working and supporting rental channels is a perfect fit for what BOMAG needs to help our customers expand their business with us," stated Shawn Sweet, vice president of sales and marketing for BOMAG. "Tim understands the needs of national and independent rental companies, and will be instrumental in helping BOMAG meet them."

Collie brings more than 20 years of rental industry experience to BOMAG. Before accepting the position, he served as district development manager for Manitou and previously held positions with Stanley, Atlas Copco, Stone Construction and RSC Equipment Rental.

"I believe in BOMAG's products and in the company's dedication to its customers within the rental industry," Collie said. "They have worked diligently to identify the challenges that rental companies face."




Tim Collie

Collie officially joined the BOMAG team on Sept. 5.

STEPHEN FAMULARO JOINS MCLAREN ENGINEERING


McLaren Engineering Group has hired Stephen Famularo as director of marine engineering. Famularo started in mid-August at McLaren's West Nyack, N.Y. headquarters, joining a staff of more than 200 employees in 10 offices in the United States.

"His in-depth marine engineering expertise will help us continue to grow our marine and coastal engineering markets," said McLaren president and CEO Malcolm G. McLaren. Famularo is a professional engineer and diver with more than two decades of experience in port and harbor engineering.

Previously, he worked as chief project manager for COWI North America, Inc. where he led waterfront inspection, design and rehabilitation projects for public and private clients throughout the United States. 



Stephen Famularo

	
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Finlay model 330 Rip Rap screening plant	\$145,000
Portable Simplicity 52" by 18 ft. Vibrating Grizzly Feeder with one product conveyor	\$42,500
Stationary Simplicity 5X14 Two deck screen with support structure and walkways	\$26,500
McCloskey model J40 Crawler jaw crusher diesel power 500 hours	\$312,500
Telsmith 25X36 Jaw with Apron feeder on chassis with old diesel power	\$25,000
Powerscreen model 510 electric	\$27,500
Lattice conveyor 75 ft with 42" belt, new belt and rollers	\$29,000
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2005 Volvo A40D, air seat, standard box, good tires. **\$115,000**



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



2013 Volvo L220G, 2900 hours, boom susp, comfort drive control, air seat, camera. **\$389,000**



2007 Volvo EC460, 48" bucket, mechanical Q/C, air seat, 11,400 hours. **\$69,900**



2007 Volvo EC460CL, 8900 hours, coupler, 54" dig bucket, 36" pads. **\$79,900**



2014 Volvo P7110, Omni screed, 18 ft auger, smooth tracks, flood lights. **NEW! \$514,900**



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



2013 Volvo L90G, 3rd function hyd., hyd. Q/C, auto lube, 3.5 yard bucket. **\$135,000**



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



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



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



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



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



2013 Volvo L70G, 3855 hours, coupler, 3rd fn hyd., boom susp., 3 yd bucket. **\$129,900**



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