

# EQUIPMENT JOURNAL

NATIONAL HEAVY EQUIPMENT NEWS. DELIVERED. SINCE 1966

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Cat launches new 350-model excavator

**A9**



Astec adds new mobile screening plant

**A19**



Yanmar introduces next-gen excavators

**A30**

# EQUIPMENT JOURNAL

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## ISSUE 12

September 12, 2022

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# G-TIER

**A21**

John Deere builds upon its lineup of compact equipment by expanding its performance tiering strategy with three new models of wheel loaders.



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LETTER FROM THE EDITOR

Avoiding pertinent questions about Canada's forestry industry

In Equipment Journal's ninth issue of 2022, published in July, I explored some concerns being raised in the media about British Columbian lumber producers choosing to expand operations in the southern United States to avoid tariffs.

Since then, Natural Resources Canada has announced an investment into a wood manufacturing study that it believes will strengthen Canada's forestry sector.

This investment comes in the way of a \$1-million contribution to the Wood Manufacturing Cluster of Ontario, which is to be used to support a study involving 10 collaborating wood manufacturers. Specifically, the project is aimed at integrating new technology to optimize information and material flow.

According to Natural Resources Canada, this study

will highlight the importance of industry-led clusters to identify and leverage new opportunities for the wood manufacturing sector.

"Canada's competitive and resilient forestry sector supports good, middle-class jobs in communities across the country—including in Indigenous, rural and remote communities. This represents the livelihoods of hundreds of thousands of Canadians," said The Honourable Jonathan Wilkinson, Minister of Natural Resources. "The funding announced today will support innovative Canadian SMEs, helping them to seize new opportunities for business and workers in the wood manufacturing sector, while showcasing the benefits of industry-led collaboration."

While I agree that Natural Resources Canada is addressing a few key issues, it

bothers me that there is no mention of mitigating the impact of Canadian lumber producers choosing to expand in the United States.

In fact, the announcement of the investment frames it as a way to help tackle climate change and transition to a low-carbon economy.

Chris Bittle, Parliamentary Secretary to the Minister of Canadian Heritage and Member of Parliament for St. Catharines stated: "Forests and the forest sector are playing an integral part in our fight against climate change. This investment will support the Wood Manufacturing Cluster of Ontario in the adoption of green, innovative technologies and processes. Investments like this will help small and medium-size businesses in St. Catharines and Canada lead the transition to a low-carbon economy."



Max Carrington // Editor  
 editor@equipmentjournal.com

This is another important issue, and I think that this investment will facilitate the adoption green technologies.

However, I can't help but feel that promoting this investment as a way to help tackle climate change and create new opportunities for businesses is an evasion of another major issue that needs to be addressed.



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## Ontario's Taylor White hosts new podcast series from CONEXPO-CON/AGG

CONEXPO-CON/AGG Podcast, the podcast for construction professionals by construction professionals, launched its new series with new host Taylor White from Ontario's Ken White Construction.

"As a third-generation construction business owner, I look forward to having in-depth conversations with some of the major influencers and leaders in our industry," said White. "I think my experience, and my being around this business since I was born, give me a great vantage point to take on the issues affecting construction professionals all over North America."

New podcast episodes will come out one to two times per month via the major podcast

services, including iTunes, iHeartRadio, Stitcher, Spotify and Google Play.

"Taylor is such a fantastic voice for the construction industry," said Dana Wuesthoff, show director for CONEXPO-CON/AGG. "CONEXPO-CON/AGG Podcast has always been a staple on my listening rotation, and I can't wait to see where he takes it."

The first episode features Scott Colclough, the owner of Pushysix Media Group who goes by @pushysix on Instagram, and a conversation with him about the importance of being authentic both on and off the job-site, and his tips and strategies on evolving businesses to stay on top. 📺

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RENT US

2019 LINK-BELT 210 X2, 157 hp, 18'2 boom, 9'8" arm & 2018 LINK-BELT 240 X2, 177 hp, 19'2 boom, 9'10" arm, stk#'s R160-1016/1006



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2012 CAT D8T, Cat C15 Acert diesel, Accu-grade ready, good U/C, 4 BBL single shank ripper, semi U blade w/tilt, stk# B130-102



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2021 CAT 725 & 730, Cat C9.3/C13 Acert diesel 320/375 hp, 26.5/31 ton payload, drive, stk# B145-180/B145-179



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2016 CAT 12M3 AWD, 2013 140M2, 2014 12M2 VHP, 14' moldboard, front scarifier, heat & A/C, stk #B240-54/50/52



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\$57,500

2022 BOBCAT CT2535, 4 wheel drive, heat & A/C, 60" bucket, 3 point hitch, turf tires, susp. seat, hyd. static drive, tool box, cruise control, 72" finishing mower.



\$25,000

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**CAT D8T LGP (2014) - 10,985 Hours**  
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**CAT 980M (2015) - 8,410 Hours**  
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**CAT 980M (2015) - 9,960 Hours**  
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**(7) CAT D8T LGP (2019/2020)**  
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**(4) CAT D8T (2011-13) - 4,381-8,090 HRS**  
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**(2) CAT 988K (2016) - 7,650 & 8,810 HRS**  
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**CAT 980M (2014) - 8,910 Hours**  
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**CAT 980M (2016) - 7,885 Hours**  
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**(2) KOMATSU WA500-8 (2016)**  
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**KOMATSU WA500-8 (2017) - 6,659 Hours**  
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## BM Group acquires Sanderson Concrete

BM Group of Companies has announced its acquisition of Sanderson Concrete Inc, adding to its portfolio of construction, project management, material supply and land development companies.

In July of 2020, BM Group made a similar acquisition with its purchase of Vancouver Ready Mix and Fraserway Prekast.

According to the company, the acquisition of Sanderson will allow for an expansion of its product offerings in the precast industry.

“Sanderson has been producing quality products for nearly a century,” said Milan Mann, president of real estate development and construction at the BM Group. “They are simply the best at what they do in architectural precast. We wanted to acquire the best in class, and I think we’ve done that here.”

Founded in 1929 by the

Sanderson family in Vancouver, Sanderson Concrete established itself as a manufacturer of sumps, manholes and landscaping products such as patio slabs and small decorative planters.

Since then, the company has built a reputation as a manufacturer of a wide range of standard and custom precast concrete products for the landscape and construction industries.

According to BM Group, acquiring Sanderson was a natural step in its expansion, as both companies shared similar clientele and would have been considered competitors in a small industry.

“It was clear that the BM Group cared about the security of Sanderson’s people—our employees and customers—as well as the future of the company,” said Jan Arntorp, owner of Sanderson Concrete. “I am thrilled to be handing the reins to a capable group

with such a strong vision, a company that will carry Sanderson Concrete’s legacy to new heights.”







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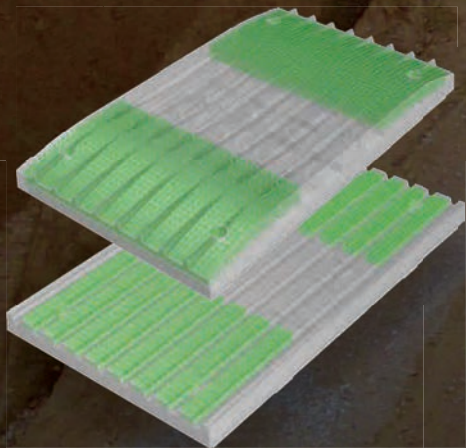
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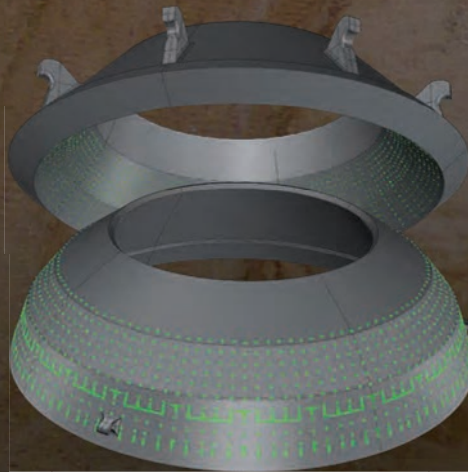


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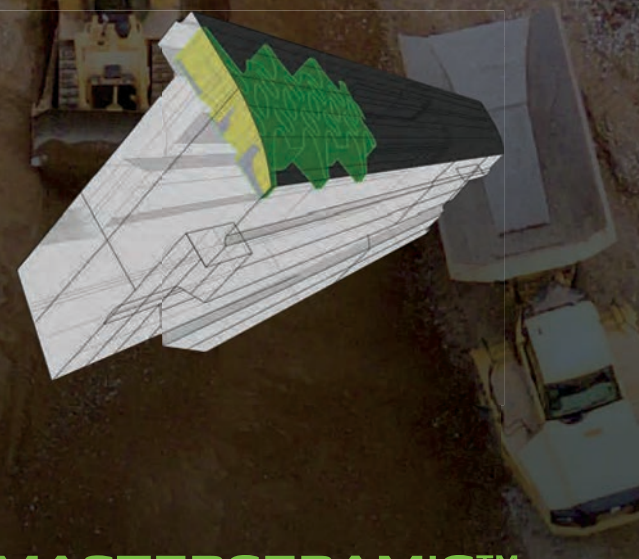
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# Cat uses tech to optimize efficiency of new 350-model excavator

Featuring powerful digging force and strong swing torque, the new Cat 350 Excavator can be equipped with large buckets up to 3.2 m<sup>3</sup> (4.2 yd<sup>3</sup>) for class-leading productivity.

While productive, the 350 consumes up to 13 percent less fuel than the Cat 349 to lower costs, reduce CO<sub>2</sub> emissions, and operate more sustainably. Three power mode options—Smart, Power, and Eco—match the excavator to the job to further reduce fuel consumption.

“Caterpillar is committed to reducing greenhouse gas emissions, while helping our customers meet their climate-related objectives,” said Brian Abbott, Caterpillar global product manager for large hydraulic excavators. “The 350 is our latest example of delivering on that commitment.”

## Increasing efficiency with technology

The new 350 Excavator’s standard Cat 2D Grade system indicates depth and slope on the monitor with alerts to increase operating efficiency.

Grade Assist helps the operator to effortlessly stay on grade with single-lever digging.

For truck loading and trenching applications, Swing Assist automatically stops excavator swing at operator-defined setpoints to consume less fuel.

Lift Assist helps to avoid machine tipping by letting the operator know the load is within safe working range limits. To safely work around obstructions, 2D E-Fence prevents the excavator from moving outside of operator-defined set points.

Cat Payload onboard weighing gives real-time weight estimates to achieve precise load targets and improve efficiency. When combined with VisionLink, Payload offers remote managing of production targets. Alternatively, the monitor’s USB port allows fleet managers to download up to 30 days of work for progress management without an internet connection or VisionLink subscription.

Available in-cab grade technology upgrades include Cat Grade with Advanced 2D for creating and editing grade designs via a second high-resolution touchscreen monitor and Cat Grade with 3D to create and edit designs on that second monitor plus see the front linkage’s full range of motion. Also, all Cat Grade systems are compatible with radios and base



stations from top third-party technology suppliers.

## Powerful and rugged with less maintenance

The Cat C9.3B engine has more than 14 million hours of service to attest to its long-term reliability. Synchronized 1,000-hour oil and fuel filter service intervals reduce downtime. The hydraulic oil filter offers a 3,000-hour replacement interval—an increase of 50 percent over the previous design—and provides improved filtration performance.

The 350 can work at up to 4500 m (14,764 ft) above sea level. It features standard high-ambient temperature capability of 52° C (126° F), cold-start capability at -18° C (0° F) with optional cold-start capability at -32° C (-25° F). Automatic hydraulic warmup in cold temperatures gets the machine to work faster and prolongs the life of machine components.

A double element air intake filter with pre-cleaner features high dust capacity, and the machine’s high-efficiency hydraulic fan offers an automatic reverse to keep cores free from debris.

Product Link collects data automatically and gives fleet manager critical operating information like location, hours, fuel usage, idle time, maintenance alerts, diagnostic codes, and machine health online through web and mobile applications.

Maximizing machine uptime, remote troubleshoot and remote flash allow dealers to remotely connect with the machine to diagnose fault codes and update operating software. Operators can easily track filter life and maintenance intervals through the touchscreen monitor.

## Operating made simple, comfortable

The new 350 features easy keyless starting via a push button, Operator ID passcode, or Bluetooth key fob. Operators can pro-

Continued A13

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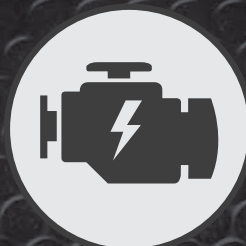
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# The first ever battery-powered telescopic crawler crane is coming to bauma

At bauma 2022, SENNEBOGEN will be presenting the first battery-powered telescopic crawler crane: the 653 E Electro Battery.

The new 50-ton battery-powered crane com-

bines the benefits of battery technology with the advantages of the crawler telescopic crane concept—working completely emissions-free and utilizing the dual power management system to re-

main as flexible as possible. Developed in collaboration with Dutch dealer Van den Heuvel, the machine is the first battery-powered telescopic crawler crane in the range.

Valuable market requirements from the progressive Dutch market were brought into the development partnership through the close contact of the sales partner Van den Heuvel with Dutch

crane rental companies and construction companies.

### Dual power management = maximum flexibility

Like the 817 Electro Battery cordless excavator, the 653 Electro Battery electric crane, which is equipped with a 210 kWh battery pack, can be operated both in pure battery mode and while being charged from the mains.

As soon as the machine is connected to the mains, the mains power is used for the lifting activities, while excess energy fed in recharges the batteries.

### Zero emissions

The 653 Electro Battery is not only free of fossil fuels, but also works with less vibration and more quietly than its diesel-powered counterparts.

In addition to the positive CO2 footprint, the machine also has the advantage of lower service costs, since maintenance processes such as changing the engine oil are completely eliminated.

The world premiere of the 653 Electro Battery will take place at bauma 2022 in Munich. 



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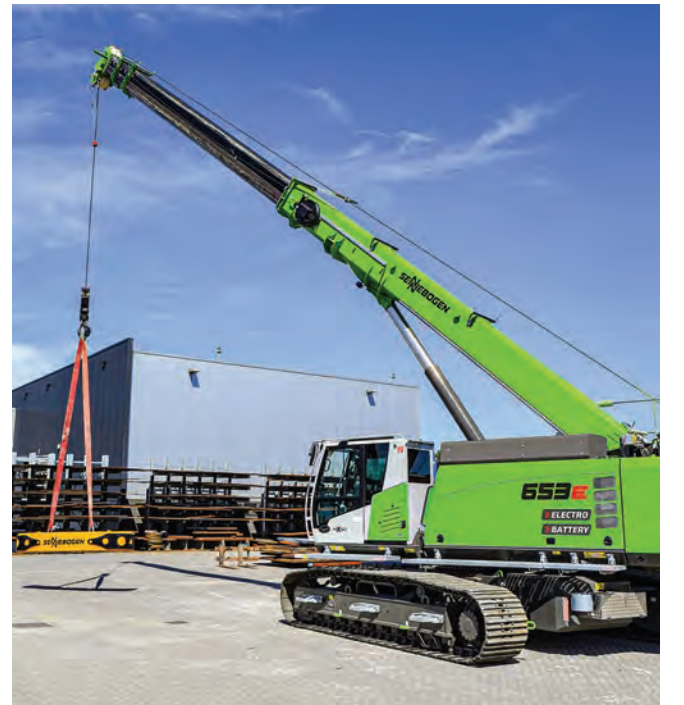
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# CanLift expands XCMG partnership to include aerial lifts

CanLift Equipment Ltd has expanded its product line to offer nine new aerial lift machines from construction manufacturing company, XCMG.

“The new aerial lift machinery, which is now available, is an example of our commitment to our customers by bringing superior products with reduced lead times without compromising on quality or productivity,” says Geoff Grant, VP of sales. “With so many options to choose from, many customers have in the past opted for brands that haven’t met their needs or standards. XCMG is quickly being recognized as a game changer for its technology, features, and value add for businesses.”

This partnership expands CanLift’s XCMG offering into a new category of equipment. The XCMG aerial equipment available through CanLift includes scissor lifts, articulating booms and telescopic booms.

According to CanLift, build slots were pre-ordered and secured prior to current supply chain issues, allowing the company to have stock



available and making delivery windows much shorter than competitors.

“Pound for pound, these machines compete and perform with the reliability customers have been used to from the other manufacturers,” says Johnny Dragicevic, managing partner of CanLift. “Expanding our product line with this equipment enables us to continue providing solutions and products that deliver numerous benefits without the stress of extraordinarily long lead times that can cause unnecessary interruptions and delays. Being the exclusive dealership for one of the top three construction manufacturing companies in the world, we’re happy to

have customers come in to demo and learn more about the products.”



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Continued from A9 - Cat uses tech to optimize efficiency

gram each joystick button to preference—including power mode, response, and pattern—using the unique Operator ID, and the machine will recall individual preferences based on the ID. Its large, high-resolution touchscreen monitor with jog dial offers quick navigation through machine controls and provides quick access to the machine’s digital operator’s manual.

When cutting through tough material, standard auto dig boost delivers an automatic 8 percent power increase for better bucket penetration, shorter cycle times, and greater payloads.

Auto heavy lift offers an 8 percent increase in lifting power when needed for as long as needed.

At the touch of a button,

operators can switch to the optional Cat Stick Steer for simple one-hand operation of travel and turning. Preventing wear and tear on the excavator and attachment, standard auto hammer stop warns operators after 15 seconds of continuous firing and then shuts off the hammer after 30 seconds.

The deluxe cab features automatic climate control, a tilt-up left seat console for easy entry and exit, and a heated seat. With all controls ergonomically positioned in front of the operator, the layout helps to reduce fatigue and straining movements. Large cab windows, along with a lower front, right, and rear machine profile, offer outstanding visibility of the work area without straining.



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# SMS Equipment and Keyano College partner to expedite heavy equipment training in Alberta

To help mitigate a well-known shortage of Heavy Equipment Technicians (HETs) across Canada, SMS Equipment has partnered with Keyano College to sponsor cohorts of students with an opportunity to participate in the Heavy Equipment Technician—Pre-Employment Program.

The Heavy Equipment Technician—Pre-Employment Program partnership is an active effort to achieve the overall goal of creating a sustainable, robust apprenticeship program while continuing to build SMS Equipment's brand as an employer of choice for potential Heavy Equipment Technicians.

"Partnering with SMS Equipment, an industry leader in the Fort McMurray

Region, is a great opportunity to support workforce expansion by proactively increasing the number of qualified candidates in the local area," said Robert Marsh, Interim Dean—School of Trades and Heavy Industrial for Keyano College.

The sponsored cohort can accommodate up to 18 students to train as Heavy Equipment Technicians for the oilsands helping candidates to better establish and accelerate their careers in the trades. Apprentices enrolled in the Heavy Equipment Technician—Pre-Employment Program will meet all Alberta Apprenticeship and Industry Training examination requirements for heavy equipment technicians.

"We are especially excited to have six of our current

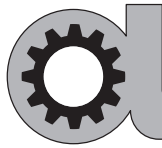
Fort McMurray 63N Branch Labourers who have chosen to pursue the HET trade", stated Larry Gouthro, GM Fort McMurray, SMS Equipment.

"The 'grow our own' approach is essential and integrates very well into our recruitment and employee retention strategy," said Steve Voogd, Manager of

Training at SMS Equipment, who believes wholeheartedly in providing dynamic growth opportunities to all our employees.

The program has launched

and will run for the remainder of 2022. SMS Equipment and Keyano College expect to add a new cohort of candidates to the program in 2023. ■



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## Hamm to present new generation of compactors for earthworks at bauma

At bauma 2022, Hamm will present the HC series—a new generation of earthworks rollers for all markets.

According to the company, the compactors achieve a high level of compaction power while simultaneously achieving a reduction in CO2 emissions.

Also, the machines feature new communication capabilities; all models in the HC series are "digital-ready" since they can be equipped with various interfaces for the digital construction site.



### One platform for all markets

Hamm is bringing together its two previous compactor series—the 3000 series (Tier 3) and the H series (EPA Tier 4/ EU Stage V)—with the HC series on one platform together with models with an operating weight of 11–25 t.

The diesel engines comply with the regional requirements, and their power varies between 85 and 160 kW (114 and 215 hp), depending on the weight. On all models, the drum width is 2140 mm (7 ft).

In addition to the previously known sales variants, in future, there will be CR machines with reinforced components for applications on difficult terrain and special equipment for applications on rocky ground.

### New design

The HC series is recognizable due to its new, athletic design and the view channel in the engine hood.

Also, a new frame concept guarantees increased tank volume and according to the company, the compactors will be delivered to sites with a 336-litre fuel tank.

### Impressive compaction parameters

In comparison to the predecessors, Hamm has increased compaction power. The centrifugal force has been increased by up to 15% and the static linear load is as high as 80.6 kg/cm.

Also, a new cast articulated joint with articulated joint lock allows for a greater steering and swing angle with improved kinematics. Thanks to the optimised weight distribution in combination with the Traction Control, the gradeability has also been further improved. Furthermore, the front vehicle and the scraper have been redesigned, which has resulted in a significant increase in clearance on the drum, which could eliminate the accumulation of material.

### Great power, economical in continuous operation

Thanks to new approaches in machine management, the HC series achieves increased overall performance.

The integrated ECO mode supports the operator so that they can work in the economical partial-load range as often as possible, which reduces the

need for cooling. The speed is reduced for this, but, thanks to a large travel pump, power is not compromised. This concept saves fuel and reduces the noise and exhaust emissions.

Also, with the optional engine stop system, the energy consumption can be reduced even further.

### Comfortable workstation

The cab offers the operator over 20% more tread, around 30% increased space and numerous storage compartments.

Furthermore, the vibrations and the noise level in the cab are significantly reduced thanks to the materials and design.

A comfortable heating and air-conditioning system, Easy Drive operating concept, innovative seat operating unit, comfortable steering as well as modern ventilation all lend to a comfortable operator experience.

### Great visibility, day and night

In the dark, the standard LED lights light up the environment in all working situations. Day and night, thanks to the view channel in the hood, the roller meets the requirements for the field of vision.

On the cab, a large additional mirror with proximity detection improves the view of the immediate environment, and design tricks guarantee low-vibration mirrors, which can be easily adjusted from the cab.

### Equipped for the digital construction site

According to Hamm, the HC series is prepared for the quality and communication requirements of the future.

For example, the "Smart Doc" app, which was developed by Hamm, graphically displays all of the key compaction parameters as well as the compaction progress, and logs the measured rigidity as well as the position data.

In the Smart Doc app, even inexperienced drivers can immediately see which areas have been sufficiently compacted and which areas still require compaction.

These compactors can communicate, even with digital applications from third parties, via a standardised interface. ■

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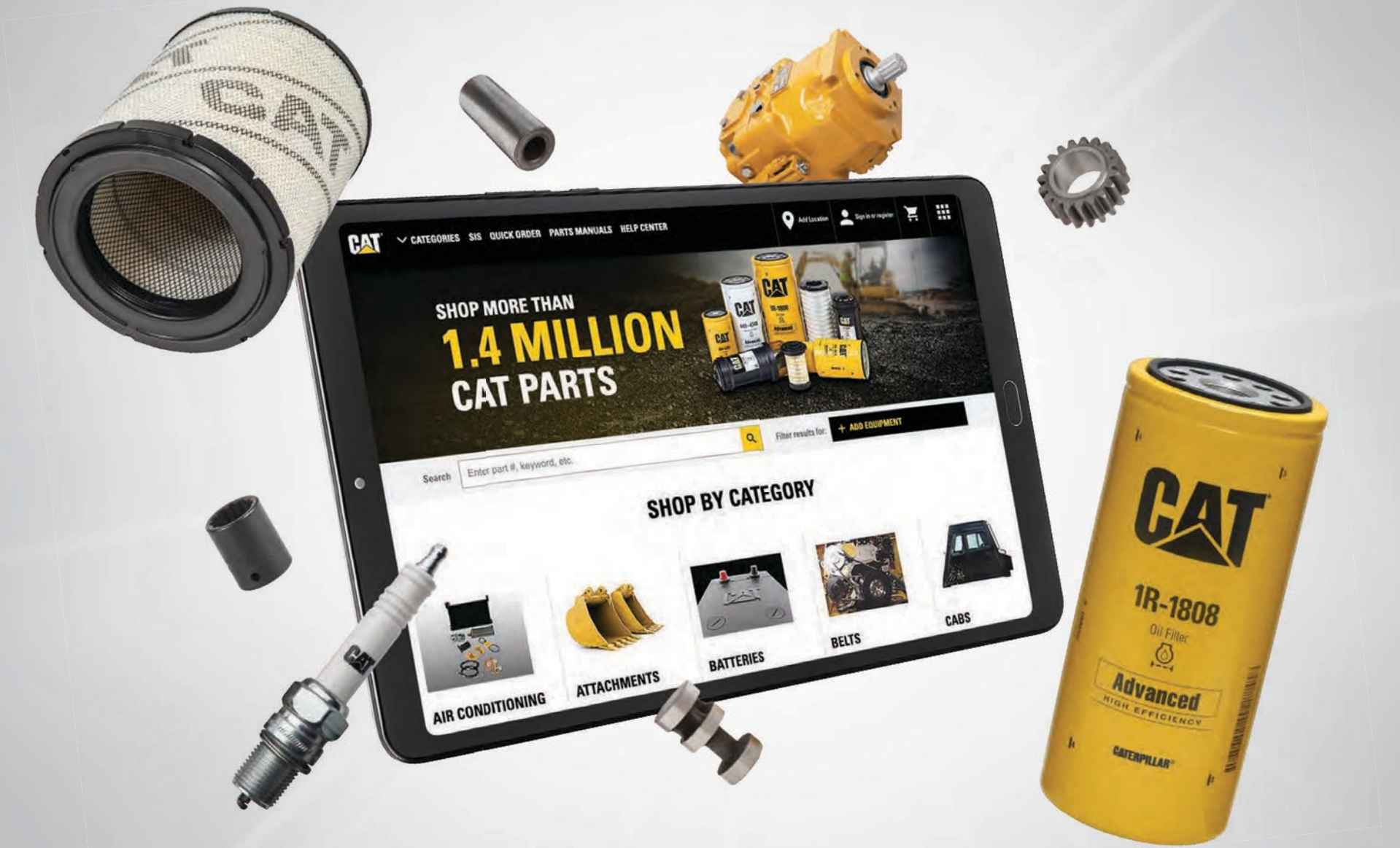
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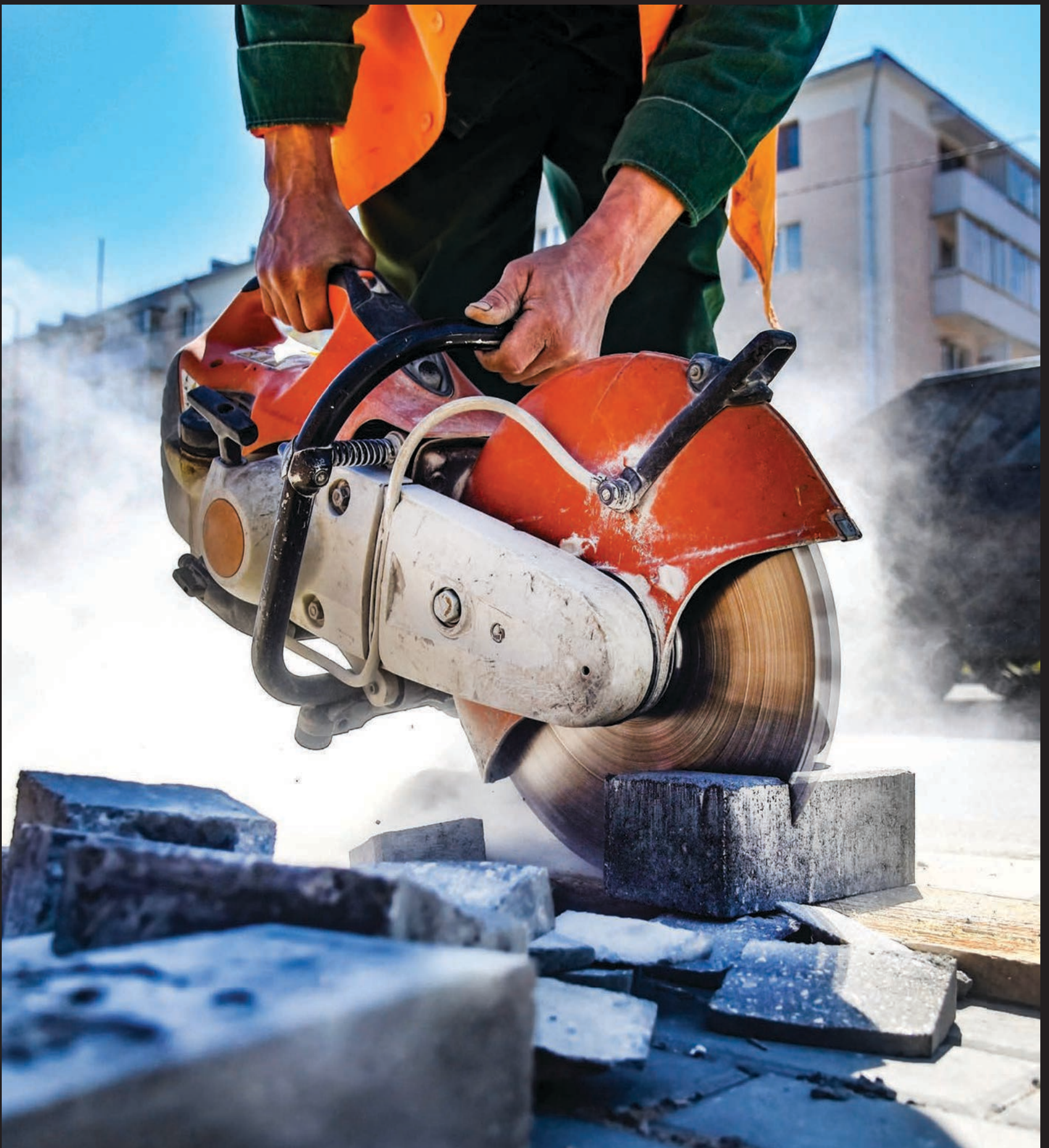




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# Astec launches new mobile high frequency plant



Astec Industries' Materials Solutions Group has launched its newest mobile high frequency screening plant, the GT2612V.

The plant features a 2612V Vari-Vibe high frequency screen. The two-deck, 1.8 x 3.7 m (6' x 12') screen uses a unique rotary tensioning system that allows for some of the quickest screen media changes on the market, giving producers more uptime. The 2612V also has deck-mounted, variable-speed hydraulic vibrators, a hydraulic mechanism for varying operating angles, a fines collecting hopper, top and bottom deck discharge chutes and an aggregate spreader. The high frequency screen can quickly and efficiently size crushed stone, recycled asphalt pavement, sand, gravel, coal and a variety of other materials.

The mobile GT2612V is manufactured on a heavy-duty, welded steel main frame with a channel cross-section. A walkway around the screen and remote grease lubrication for ground-level access make maintenance simple.


The plant includes a large hopper with a capacity of eight cubic yards that is equipped with 15.2 cm (6 in) sloped

grizzly openings and a remote tipping grid. The hopper also includes foldable wings and hydraulic support legs. The variable-speed, 122 cm (48 in) wide belt feeder features a high-torque hydraulic drive, full-length impact bed, rubber lagged head pulley and self-cleaning wing tail pulley.

The screen plant is equipped with four conveyors: a delivery conveyor, two side conveyors and a fines conveyor. All conveyors feature a variable-speed hydraulic drive and easily fold for transport.

The GT2612V is powered by a Caterpillar Tier 4 Final, 101.4 kW (136 hp) engine, while engine-mounted hydraulic pumps operate all plant functions. The plant includes a PLC control system with pendant remote controls for the tracks.

Additional options for the GT2612V mobile plant include: engine alternatives (Caterpillar Tier 3 and Stage V) 4.6 m (15 ft) hopper/feeder in lieu of standard for additional capacity, heavier-duty grizzly section with replaceable grouser bar cartridge, vibrating grid, bridge breaker, vinyl dust cover, standard steel screen cloth, engine enclosure filter kit, engine block

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## John Deere unveils G-Tier compact wheel loaders

John Deere is building upon its lineup of compact equipment by expanding its performance tiering strategy with three new models of compact wheel loaders.

The new G-tier models, including the new 184 G-tier, and the 204 G-tier and 304 G-tier machines, were designed to include proven capabilities and are ideal for customers in need of a dependable machine to complete everyday tasks.

The G-tier compact wheel loader models are also practically equipped, providing proven capabilities with the reliability and ruggedness customers expect from John Deere machines.

"As we learned from launching our performance tiering strategy on our utility loader line-up last year, customer's needs are unique and they require personalized solutions to meet their diverse set of tasks," said Luke Gribble, Solutions Marketing Manager, John Deere Construction and Forestry Division. "That's why we chose to expand our performance tiering strategy with the introduction of the G-tier compact wheel loader models. These machines are not only rugged, but they boast simple and intuitive machine controls that are a great fit for operators of all experience levels, while also offering options that promote operator comfort and productivity."

The 184, 204, and 304 G-tier compact wheel loaders provide solutions for customers in applications such as landscaping, agriculture, snow removal, site development, and rental. Also, they offer optimal performance with lower maintenance costs.

With convenience and productivity top of mind, these models come standard with limited slip differential, which automatically engages if one wheel loses traction, providing enhanced safety for the operator and the machine.

The optional ride-control reduces spillage from the bucket when traveling over rough terrain, reducing job site clean-up, and improving ride quality for the operator and can also be set to en-

gage and disengage at certain speeds.

Featured on all G-tier models, the forward-thinking cab design is offered in both a canopy or enclosed cab configuration, giving operators flexibility when working in a variety of different geographies. Built with operator visibility in mind, the redesigned enclosed cab features a frameless, fully glass door, floor-to-ceiling front windshield and remounted machine display, providing a clear line of sight to machine surroundings. The right-side full glass window also swings out 180 degrees to further enhance overall visibility for the operator.

Additional features include an adjustable steering column, slip-resistant steps, and an optional LED lighting package. The spacious cab includes amenities such as improved air conditioning systems and ergonomic low-effort controls to keep operators comfortable during a long shift.

All G-tier models offer enhanced serviceability features such as ground-level service and increased capacity fuel tanks to help simplify daily maintenance, keeping machines up and running on the job. This allows operators to spend more time completing the tasks at hand, rather than performing on-site repairs or maintenance. The strategically placed cooling package minimizes contamination from debris build-up, optimizing efficiency and reducing cleanout time compared to the L Series model.

The smaller G-tier models, including the 184 G-tier and 204 G-tier, were designed to provide customers with a rugged, compact design helping the operator maneuver within the tightest areas while maintaining complete control of the machine.

With a canopy height of 8' and 5'10" in width, these machines are nimble enough to fit through smaller barn door openings or other smaller areas, making them an ideal solution for job sites of all sizes.

The new 0.9-cu yd (0.7 m<sup>3</sup>) bucket is optimally sized that pairs with the 184 G-tier and 204 G-tier and can be at-

tached to either a Quik-Tatch or hook-style coupler.

*Continued A27*

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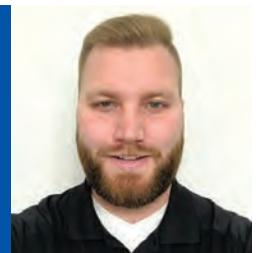
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**BOBCAT MACHINES** "THE BEST EQUIPMENT ON THE MARKET,"

Todd Gill, sales specialist for Bobcat of Toronto (blue shirt), Peter Bonanno, owner of Curb Appeal Landscape and General Contractors (white shirt), along with his crew pause for a picture at one of their current jobsites in Erin, Ontario, where they were outlining for an inground pool for a high-end residential customer.

Peter Bonanno, established Curb Appeal Landscape and General Contractors in 2008 because as he will tell you, construction is in his blood. He takes great pride in helping homeowners find more pleasure in their outdoor living. Right from pool development to the planting of the final flower. When designing his customer's outdoor living with them, he can hear their children laughing, smell the food on their new BBQ, and hear them splashing around in their new pool. He just loves to see the creativity of his high-end residential customer's outdoor space come to life. Curb Appeal services the Oakville, Mississauga, Burlington, and Etobicoke areas but won't say no to the referrals they get in the other GTA areas from their wonderful customers.

"The homeowners are making a substantial investment in their outdoor living so to us, every little thing matters. All our tools need to be up-to-date, and we have the newest and best equipment. Great branding as well, everything has to be clean and matching including machines, trucks and uniforms. Bobcat branding is really important to me. A lot of people have no idea the real name of the machine is a skid-steer or a track loader, they think it's called a Bobcat®. It's a name you can trust. The best equipment on the market, it comes with its heritage. They have numerous machines, but you can use any of them for small, medium and large jobs," stated Peter.

like I am the most important client to him. His dedication and hard work really showed especially during the recent pandemic when others were having a hard time getting machines. Todd got the machines I needed. He has given me great advice and feedback as well. Bobcat of Toronto gave me a great care package including touch-up paint to keep my machines always looking their best. I wouldn't hesitate to recommend Todd Gill and Bobcat of Toronto to purchase or lease your next machines."

Thank you Peter.



"We are extremely happy with our Bobcat machines. They are agile and powerful to excavate, for site clean-up and carry out what is needed for our outdoor living spaces. If I could offer you one piece of advice, don't mess around and take advantage of Bobcat of Toronto's onsite services. They come right to my site and do the recommended maintenance. It's important to keep great equipment, great!"

"The sales support I have gotten from Todd Gill, sales specialist from Bobcat of Toronto has been bar none. He has made me feel



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# Terex acquires robotic waste sorting company ZenRobotics

Terex Materials Processing (MP) has acquired the assets of ZenRobotics Ltd, a company that designs and creates robots that pick, sort and recycle waste material.

ZenRobotics' robots, powered by proprietary AI software, make recycling more efficient, accurate and profitable.

The company's ambition is to make the circular economy a reality by turning global waste into clean raw materials.

ZenRobotics, based in Helsinki, Finland, will retain its name and become a Terex brand, with the unit reporting

to Tony Devlin, who leads the Terex MP environmental businesses.

The company was started in 2007 by creating a completely new market for robotic waste sorting. Today, it continues to automate the waste industry. According to the company, ZenRobotics technology allows operators to upgrade their recycling infrastructure to meet modern requirements and lead the way towards a more efficient, circular future.

In 2009, ZenRobotics pioneered the use of AI-based robots to the waste-sorting process, which led the team to open opportunities by intro-

ducing the first ZenRobotics Recycler in Helsinki. Since that time, it has become a global operation, marketing multiple recyclers around the world including expansion into China and the US market in 2016.

In 2015, ZenRobotics launched the Heavy Picker, the world's strongest waste sorting robot for bulky Construction and Demolition (C&D) type waste.

ZenRobotics' goal is to help its customers extract higher value out of waste, get more actionable data and reach ambitious circular economy targets.

Terex is already active within global waste markets through Terex Ecotec, Terex CBI, Terex Fuchs and Terex Recycling. Zen Robotics will add to the Terex portfolio in global waste, where it will continue to be operated as a stand-alone business while also benefiting from MP's broader market presence and from efficiencies enabled by MP's global scale. According to Terex, this acquisition of a highly "green-focused" company further supports MP's commitment to its environmental business and Environment, Social and Governance (ESG) goals.

Over 15 years of industry-defining product development have enabled ZenRobotics to create industry-pioneering technology.

The Heavy Picker is a multi-purpose waste sorting robot for bulky material. Equipped with sturdy arms, various sensors and artificial intelligence, it provides a simple, unstaffed sorting process and makes waste sorting more accurate, safe and profitable.

The Fast Picker is a high-speed waste sorting robot for maximizing material recovery. It is compactly designed for easy integration to existing processes and conveyors in material recovery facilities

(MRFs) and it increases profits by enabling fully automated sorting and higher output purity.

Finally, the company launched the ZenBrain, which is artificial intelligence for sorting robots with advanced recognition ability and autonomous decision-making. This technology provides actionable data and a steep learning curve in optimizing waste sorting efficiency.

"ZenRobotics is an exciting, modern company that lends itself perfectly to our pre-existing environmental expertise and their ethos of making a circular economy more possible aligns perfectly with our goals and targets for the future of Terex MP. We're excited to see the many ways that we can apply this technology and what potential this acquisition can bring Terex MP with the application of

this technology," commented Tony Devlin. "The journey that we're about to begin with ZenRobotics and Terex MP is one that we look forward to starting and we extend a warm welcome our new colleagues into the Terex MP team."

"We at ZenRobotics are delighted to be welcomed into the Terex MP team and we look forward to sharing our knowledge. As a company, we have worked hard for the past 15 years creating technology that helps companies efficiently deal with different types of waste materials, helping to chase down targets that propel us towards a more circular economy," said Jarmo Ruohonen, CEO of ZenRobotics. "Terex MP is the perfect partner to help us achieve that and being part of the Terex MP team will give ZenRobotics more global opportunities to grow." ■



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# Epiroc introduces Automatic Bit Changer for Pit Viper drill rigs

Epiroc has introduced the Automatic Bit Changer (ABC) for hands-free bit changes on Pit Viper 270 and Pit Viper 290 series drill rigs used in rotary drilling. The Automatic Bit Changer option is designed to change rotary tricone bits significantly faster than manual exchanges and eliminates human interaction with the drill string for a safer, more efficient way to operate a drill fleet.



The Automatic Bit Changer

makes it possible for operators to complete hands-free drill bit changes with the single touch of a button and to stay informed on their screen. Operators can make or break joints, select drill bits and add or remove them. This can be done from either a remotely based control room or from the comfort of the cab. The Automatic Bit Changer optimizes productivity and efficiency of the drilling operation and improves safety by eliminating exposure to live work environments.

“The early collaboration with customers and cross-functional teams resulted in an auto bit changer that is repeatable, keeps the operator out of the line of fire and improves machine uptime,” said Matthew Foster, Senior Design Engineer, Surface division.

Epiroc’s Automatic Bit Changer decreases downtime and eases operator workloads. The carousel design allows up to four bits to be easily changed significantly faster and safer than a single manual exchange. The removable bit carousel can store rotary tricone bits in varying sizes and cutting structure, for a total of four onboard bits, for flexibility and versatility on a drill site. Featured in the unique carousel design, the Automatic Bit Changer gives users the ability to safely replace the worn drill bits with a range of bit types and sizes from a safe distance without exposure to live work.

Available for new drills and retrofit of drills already in the field, the Automatic Bit Changer is easy to maintain, and its compact, above-deck design takes up less space in comparison to competitors’ designs. The above-deck design ensures maintenance procedures are simpler and safer to perform, operator viewing angles are optimized and retrofits for the working Pit Viper fleet are available.

Customizing a Pit Viper 270 or Pit Viper 290 drill rig with the Automatic Bit Changer option offers many benefits for the operator. In addition to easing their workload, it reduces the possibility of human error, injuries related to heavy lifting, lost time on manual adjustments, accidents and exposure to dust and noise. Eliminating these live work tasks is crucial in the mining industry.

By eliminating manual drill changes, increasing machine uptime and decreasing worker injuries, Epiroc’s Automatic Bit Changer supports a more productive and profitable operation.

“Through its development and trial, the Automatic Bit Changer has proven to be the safest and most efficient way to change bits that is currently available,” said Carla Chaname, Product Manager, Automation, Surface division. “It has been truly an honor to be a part of this product’s development and I cannot wait to see the impact it will make in our industry.”



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## New Grove TMS800-2 boosts productivity with easier roading and 'big crane' features

As the successor to the Grove TMS800E truck crane, the TMS800-2 adopts technology and features developed for larger truck-mounted and all-terrain cranes and packages them into an easily roadable 80-USt unit.

Boasting a wide range of enhancements covering load charts, powertrain, and setup, the updated four-axle crane is ideal for a range of taxi applications covering renewable energy, cell tower installation, and road and bridge work.

The redesigned, lightweight carrier transforms the TMS800-2 into a true taxi crane with efficient roadability.

The crane can carry its full 28,000 lbs of counterweight and remain within axle and

tire limits without a fall-off load. In areas with stricter roading laws, the TMS800-2 can carry 18,000 lbs and remain under 100,000 lbs GVW (gross vehicle weight), and 25,000 lbs per axle while being in a taxi configuration. The absence of wing weights contributes to the crane's slim 8.3 ft (2.5 m) travel width. These changes yield substantial transport savings over the lifetime of the crane.

"Think of the TMS800-2 as a lighter version of the TMS9000-2 [115-USt class Grove truck crane], sharing the same ergonomic cab and having interchangeable counterweights, but with a shorter boom, a maximum capacity of 80 USt, and excellent roading capabil-

ities," explained JJ Grace, Grove's product manager for truck-mounted cranes. "And as the first TMS crane to offer MAXbase as an option, its ability to accelerate setup—even in inconvenient locations—will cement its appeal to busy owners trying to keep up with the demand for their services."

### Firm foundation

A new outrigger design makes the jobsite setup simpler and faster. The rear outrigger box is raised by just under 5 inches to improve the departure angle to 18°, while the front outrigger jacks are raised 3.5 inches to improve ground clearance. This also makes it easier to slide outrigger mats underneath.

Additionally, Grove's MAXbase allows outriggers to be positioned asymmetrically, enabling the crane to be set up as close to the lift as possible—even on constricted sites where obstacles may prevent them from fully extending on one side. Smart sensors accelerate and enhance the stabilization process, providing length sensing and an auto-leveling feature.

Working in conjunction with the Manitowoc Crane Control System (CCS) and its boom configurator feature, MAXbase also increases lift capacities across the board. As a result, the updated crane is able to offer a 30% stronger overall load chart than the TMS800E, with a 2,100 lbs - 3,750 lbs advantage at



radii beyond 60 ft. And when in its maximum allowable travel weight configuration, with a GVW of 105,656 lbs, the TMS800-2 likewise provides up to 26% stronger load charts overall than its main competitor, including a 2,500 lbs - 4,000 lbs advantage beyond 60 ft.

As an added benefit, the four-section, 40-128 ft MEGAFORM boom with Twin-Lock pinning offers a broad working range. The optional 34.5 ft - 57.6 ft telescoping swingaway lattice extension (available in versions that offer either manual or hydraulic offsetting up to 45°) produces a maximum tip height of 194.3 ft.

### More power and perks

Several improvements have also been made on the crane's powertrain, with the switch to a six-cylinder Cummins X12 turbocharged diesel engine boosting power output by 25 hp to 475 hp, and maximum torque from 1550 lb-ft to 1,700 lb-ft.

The Eaton Roadranger manual transmission remains standard, providing 11 forward speeds and three reverse speeds. An optional automatic version, the Eaton Fuller UltraShift PLUS, is available.

Its sleek, modern aluminum carrier cab, which was first introduced on the TMS9000-2, provides an improved level of comfort and ergonomics for the operator, as well as a tiltable, telescopic steering column with a multifunction steering wheel, and an improved

gauge cluster and control panel. Sightlines from the adjustable air-suspended seat are enhanced via a camera system that transmits real-time pictures from the rear or the right-hand side blind spot to the in-cab display.

The operator's access to the superstructure cab is simplified by five access/egress points around the chassis. Using the Crane Control System (CCS) platform, the dual-axis ergonomic joysticks allow fine control of the load from the comfort of the adjustable seat with hydraulic suspension. CCS incorporates a full-color graphic display that is vertically mounted for better visibility and hosts a camera relay that gives the operator a bird's-eye view of the deployment of up to 653 ft of rope from the main hoist, at speeds of up to 370 fpm. The auxiliary hoist, which is also viewable on the display, offers a cable length of 420 ft. The updated carrier includes more storage areas, including outrigger pad stowage.

"The flexibility of the TMS800E made it a firm favorite with operators who do multiple smaller jobs a day, working in light construction and handling trusses, steel erection, HVAC work etc.," Grace concluded. "Now, with the aid of these proven upgrades in terms of productivity, the TMS800-2 gives them the opportunity to squeeze in extra picks each day to maximize utilization—and to do so in even greater comfort." ■

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# Western Star introduces all-new 57X

Western Star has introduced the latest addition to its X-Series, the all-new Western Star 57X.

“With the addition of the 57X, Western Star’s new X-Series now rises to the next level,” said David Carson, senior vice president, sales and marketing, Daimler Truck North America. “While the 47X and 49X serve the vocational customer, the 57X was conceived, designed and engineered specifically for owner-operators and small fleets looking for a truck that provides the safety, efficiency, durability and prestige that only Western Star can deliver.”

The 57X is the most fuel-efficient truck Western Star has ever built. It is 5.8 percent more fuel-efficient than its predecessor, the 5700XE, while delivering

legendary Western Star dependability and productivity.

The 57X gives owners a choice of Detroit engine models. The DD13 Gen 5, DD15 Gen 5 and DD16 engines all deliver proven maximum on-highway performance and fuel economy.

The 57X is available with Detroit Powertrain components including Detroit DT12 Direct or Overdrive AMT transmissions, which reduce fuel consumption and increase efficiency while improving shifting and reducing wear. Intelligent Powertrain Management anticipates terrain and adjusts to road conditions to further maximize efficiencies. Available Detroit front steer and high-speed ratio rear tandem axles also contribute to fuel efficiency and per-

formance while reducing maintenance.

The truck comes standard with the Detroit Assurance 5.0 safety system with Active Brake Assist 5, a system that fuses camera and radar technology to detect moving obstacles in front of the truck and can deploy full braking.

Additionally, 57X debuts Active Side Guard Assist, a technology designed to mitigate blind-side issues.

Standard Detroit Connect offers a suite of connectivity systems that provide real-time, actionable insights into vehicle performance.

Additionally, a new dash display features a configurable instrument cluster.

Lastly, integrated steering wheel controls let drivers control entertainment and information functions. **EJ**



Continued from A21 - John Deere unveils G-Tier

The largest of the three new models, the 304 G-tier, delivers productivity enhancements while also retaining many of its previous features that result in higher productivity over the L Series counterpart, especially in applications such as site development, roadbuilding, and snow removal.

In response to customer feedback, the travel speed of the 304 G-tier has increased to 18.6 MPH (30 km/h) from 12 MPH (20 km/h), seen on the 304L model. This enhancement allows the machine to accomplish tasks and move around job sites in less time.

The design of the 304 G-tier offers improved operator visibility—compared to the L-Series model—and better overall machine stability with the increased machine size, which is now measured at 8’8” tall with cab and 6’5” wide.

This compact wheel loader model also comes equipped with an optional Attachment Assist Package, including Proportional Mini-Joystick 3rd Function Control with Detent, Combined Creep Control & Throttle Lock, and Integrated Electrical Attachment Controls (3-Pin). **EJ**

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# Florida manatees get a lift from ZooTampa's new crane

To support its successful manatee care and rehabilitation program, ZooTampa has purchased a new Shuttlelift SCD09 carrydeck crane, replacing an older Shuttlelift

crane that served the program's staff for over 20 years. ZooTampa's David A. Straz, Jr. Manatee Critical Care Center has looked after more than 500 seriously injured, sick,

or orphaned manatees, returning more than 280 of them back to the wild. For the past 20-plus years, its trusty but aging 8.5 USt Shuttlelift 3330E was used to carefully handle the stretchers containing these vulnerable creatures whenever they needed medical care and rehabilitation.

On average, ZooTampa admits 30-35 manatees into its hospital each year, although this figure is unfortunately increasing. And with its staff being on call 24/7 to receive stricken animals, its new 9 USt Shuttlelift SCD09 is of vital importance in ensuring timely treatment, explained Lisa Dijenno, animal care supervisor at the zoo.

"Without the crane, we wouldn't be able to get the manatees out from the transport truck into their pool when they first arrive, or from there into the medical school. Sometimes they can weigh around 2,000 lbs when they come in, and the pools are elevated above the ground, so we obviously can't lift them by hand. Then, when they're ready for release, we need the crane to get them from the pool into the transport truck."

The SCD09 also provides crucial services on a daily basis, added Molly Lippincott, curator of Florida and manatees at ZooTampa.

"We need to weigh the animals pretty regularly to monitor whether they're gaining enough weight—they should eat about 16% of their body weight daily. On average, manatees weigh about 1,500 lbs, and can move pretty quickly when they want, so it's important that we do what's best for both them and us. We would not be able to function as a hospital without this crane."

With 13 manatees currently in different stages of rehabilitation at the facility, the Shuttlelift's Rated Capacity Limiter (RCL) provides an extremely useful function, conveniently displaying the calculated load on its full-color, graphical display. Although the center recently rescued a "tiny" 43 lbs newborn calf, some of its largest past patients have weighed upwards of 2,500 lbs, making their handling and transport the utmost priority.

## Manatee handling

Given the small number of crane operators who switch to a career in zookeeping, several of the ZooTampa staff have recently received training and NCCCO certification in operation from nearby resources. "We learned a lot on the job with the 3330E over the years, practicing without animals to begin with, but Sims Crane, our local Shuttlelift dealer, has made sure that we know everything about properly operating the crane," Dijenno said.

"But a lot of what we do isn't really something that can be taught," added Lippincott. "So, we've spent a lot of time working with each other to figure



out the best way to handle a manatee, to ensure its optimum well-being. Having a wild animal on the front of a crane can be dangerous, so we usually meet as a team beforehand to discuss how we're going to move them adequately—and what our backup plan will be if it goes wrong."

With so much at stake, the easy operation of the SCD09—enabled by features such as the easy-to-set-up graphic RCL system, automotive-style dash panel, and hydraulic joystick control—is a welcome bonus for the ZooTampa staff.

"Not only is the crane pretty intuitive to operate, but it's also the perfect size for our needs," Dijenno said. "It's also pretty quiet, quick, and efficient, which is really helpful when we need to move the animals as fuss-free as possible. And with its compact frame [19ft 7in long by 7ft 3in wide] and three steering modes [front, four-wheel coordinated and four-wheel crab steer with electronic alignment], it's really easy to maneuver around the small area that we have, making sure we can quickly and

efficiently move manatees between the truck and the pool."

The facility's limited space meant maneuverability was a key factor in ZooTampa's purchasing decision, said Lippincott.

"This crane has worked out incredibly well for us," Dijenno said. "We never know what's going to happen on any given day—we have to be mentally prepared to jump into the crane at any moment. And the great thing about the Shuttlelift is, because it's so easy to use, we've always been successful in moving them properly."

This is all a far cry from the traditional industrial applications of the four-model 9-25 USt capacity Shuttlelift range, with many models in Florida being involved in the phosphate business, power plants, and construction industry. Nevertheless, the compact SCD09 was the obvious choice for ZooTampa, according to Jerome Willis, new equipment sales manager at Sims Crane, Florida's largest crane service provider.

"Over 20 years ago, we started them off with our 8.5 t model and they kept it going ever since, so it was clearly doing something right. But, last year, they decided that they needed a new machine, so I came out to take another look at the location with Jaime Vaccaro, the animal care supervisor, and when she heard about the improvements Manitowoc made to the SCD09, the deal was done the same night."

"One option they were keen to take advantage of was the dual-fuel GM3.0L EFI gasoline/LP gas engine, which creates a much more pleasant environment for wildlife," added Tim Moffitt, regional business manager at Manitowoc. "There's also an optional 12 ft swingaway jib, although the 33 ft three-section main boom more than meets the zoo's lifting needs. The exclusive three-position pivoting boom nose [0°, 40° or 80°] is another useful feature. Every pick can be made in a smooth, controllable way, ensuring utmost care for the manatee."

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# Yanmar Compact Equipment introduces next-gen mini excavators

Yanmar Compact Equipment has introduced a new generation of its ViO17 and ViO25 mini excavators.

The new ViO17-1E and ViO25-6B have been upgraded to improve operator comfort, convenience and ease of use.

According to Yanmar, the ViO17-1E is best suited for residential work, landscaping and small general construction projects and, while the ViO25-6B also excels in these applications, its additional size and power extend its range of applications even further.

“Operators will appreciate the upgraded features in these new generation models,” said Jeff Pate, director of sales at Yanmar Compact Equipment North America. “From improved operator comfort and lighting to enhanced attachment coupling, the improvements make long days in the cab a little easier.”

ate the upgraded features in these new generation models,” said Jeff Pate, director of sales at Yanmar Compact Equipment North America. “From improved operator comfort and lighting to enhanced attachment coupling, the improvements make long days in the cab a little easier.”

### Performance

The ViO17-1E features a 1,825-kilogram (4,023-pound) operating weight and 14.5-horsepower engine, while the ViO25-6B features a 2,680-kilogram (5,908-

pound) operating weight and 20.4-horsepower engine.

Both models feature a light footprint for minimized damage to soft, delicate surfaces in landscaping, residential and sculpting applications.

Also, despite their small size, the models feature dig depths of 2.31 m (7 ft, 7 in) for the ViO17-1E and 3.05 m (10 ft) for the ViO25-6B.

In 1993, Yanmar became the first manufacturer to incorporate a zero tail swing counterweight. So, naturally, the ViO17-1E and ViO25-6B both feature true zero tail

swing technology, which helps to protect the machine, and any nearby structures, when working in tight spaces.

Additionally, the ViO17-1E has a unique, retractable undercarriage that allows operators to hydraulically adjust the width of the track, making it easy for operators to gain access to areas that have narrow entryways.

### Efficiency

Yanmar claims that, because of various added features, operators will find it easy to work efficiently in



both of the next-gen models.

For example, standard PTO quick-connect fittings allow operators to switch between attachments quickly.

Another example is the integration of an LED onto the boom, which makes it easier to illuminate work areas.

Additionally, the ViO17-1E and ViO25-6B have been upgraded to a four-point tie system, making it easier to load and unload the machines and providing more stability during transportation.

To minimize operator fatigue and further improve efficiency, Yanmar added a new seat, an ergonomic throttle and improved the positions of the displays in both machines. With these changes to the cab, Yanmar claims to have created a more intuitive experience that will reduce the overall time needed for operator training.

For added productivity and efficiency on the jobsite, the ViO25-6B features ECO Mode, Auto-Decel Mode and auto shift 2-speed travel as standard.

ECO Mode helps to extend engine life, lengthen oil change intervals and reduce fuel consumption by reducing engine speed and power draw when not needed.

Also, the auto shift 2-speed travel design shifts the machines between low- and high-range automatically, leading to smoother transitions between tasks.

### Technology

The ViO25-6B includes SmartAssist Remote, Yanmar’s

telematics system, at no cost for five years.

Using the integrated theft protection, fleet managers can set a range from a specific location or a starting time, triggering SmartAssist Remote to send a notification if that range is exceeded.

Furthermore, SmartAssist Remote can detect errors related to the machine’s electronic components and send notifications to service personnel, and directly to Yanmar, to streamline the diagnostic process.

Additionally, the machine’s owner can view the operational status of the equipment in real time and view daily work reports that track use of the excavator, useful data that can improve jobsite productivity over time.

Finally, SmartAssist Remote can track maintenance intervals and inspection items as well as notify the owner via email about upcoming maintenance requirements.

### Reliability

For added durability, cylinder guards have been strategically placed in front of the cylinders on the boom, arm and bucket to protect them from impact.

According to Yanmar, it is a company known for the reliability of its engines. Reinforcing this confidence is a 4-year/4,000-hour warranty on its mini excavators.

Yanmar Compact Equipment will showcase the ViO17-1E at the Equip Exposition from October 18th to the 21st in Louisville, Kentucky. ■



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Continued from A28 - Florida manatees

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# HOT DEALS OF THE MONTH!




**2010 DEERE 200DLC EXCAVATOR** **\$71,000**  
9,382 HRS ST. JOHN'S, NL



**2012 KOMATSU HB215LC1 EXCAVATOR** **\$55,600**  
13,450 HRS CANDIAC, QC



**1996 CAT D5CII DOZER** **\$46,000**  
9,923 HRS LONDON, ON



**2006 KOMATSU D65EX15 DOZER** **\$60,000**  
11,089 HRS DARTMOUTH, NS



**2012 CASE 590SN BACKHOE** **\$60,000**  
5,255 HRS WINNIPEG, MB



**2014 DEERE 310SK BACKHOE** **\$67,000**  
3,415 HRS ST. JOHN'S, NL



**2006 CAT 930G WHEEL LOADER** **\$55,000**  
15,256 HRS WINNIPEG, MB



**2004 CAT 988G WHEEL LOADER** **\$110,000**  
33,546 HRS DARTMOUTH, NS



**2015 DEERE 204K LOADER** **\$66,000**  
3,500 HRS WINDSOR, ON



**1994 CAT PM565 COLD PLANER** **\$50,000**  
12,116 HRS WINNIPEG, MB



**1999 CHAMPION 740A GRADER** **\$34,000**  
17,249 HRS CHICOUTIMI, QC




**2019 CAT CB1.8 ROLLER** **\$36,000**  
1,232 HRS OTTAWA, ON



**2005 CAT PS-300C ROLLER** **\$14,000**  
14,964 HRS ST. JOHN'S, NL



**1997 INGERSOLL-RAND SD70D ROLLER** **\$20,000**  
7,000 HRS CAMBRIDGE, ON



**2017 DEERE 2154D FORESTRY** **\$206,000**  
10,040 HRS THUNDER BAY, ON



**2013 CAT 584HD SKIDDER** **\$67,000**  
16,778 HRS CHICOUTIMI, QC

## USED AND RESTORED PARTS

### Recent arrivals

- 330B Rebuilt Swing drive p/n 114 1441
- 938, 950, 962 GP buckets, new take off's
- New CAT 420 pin on front bkt, c/w bolt on edge
- Numerous Fusion couplers, IT couplers all new take off's
- 446D Side Dump new Cat unused 1.25 cu/yd
- 430E 30" rear bucket, new CAT
- Numerous Hydraulic cylinders rebuilt, Excavator and loader.
- Numerous new Cat surplus cutting edges and bucket teeth.

\$6,950 exchange  
\$6,200 and up  
\$950 ea  
\$1,800 ea  
\$16,500  
\$1,800

### Transmissions (rebuilt & tested)

- Rebuilt 950G trans, 114 8945
- Rebuilt IT28G trans p/n 2013318
- Rebuilt 928G trans p/n 177 0017
- IT18F transmission (1082075)
- 988B Transmission p/n 3P9094
- 924 transmission rebuilt. p/n 1807503
- 980C rebuilt, p/n 6Y3197 h/d arrange.
- New arrivals for tear down, 966H, 324D, 980G, 930H.

\$18,300 exchange  
\$13,500 exchange  
\$14,500 exchange  
\$10,500 exchange  
\$25,850 outright  
\$11,200 exchange  
\$22,700 exchange

### Final Drives & Differentials

- 740 Final Drive, reconditioned, p/n 3710565
- 324D Rebuilt final drives, new bearings/seals
- 365B Rebuilt final drive, P/N 136 2956 (2)

\$22,500  
\$10,500  
\$18,500 ea

- 345 Final drive 227 604
- 319/320/321/323 p/n 3530611 final drive open & insp

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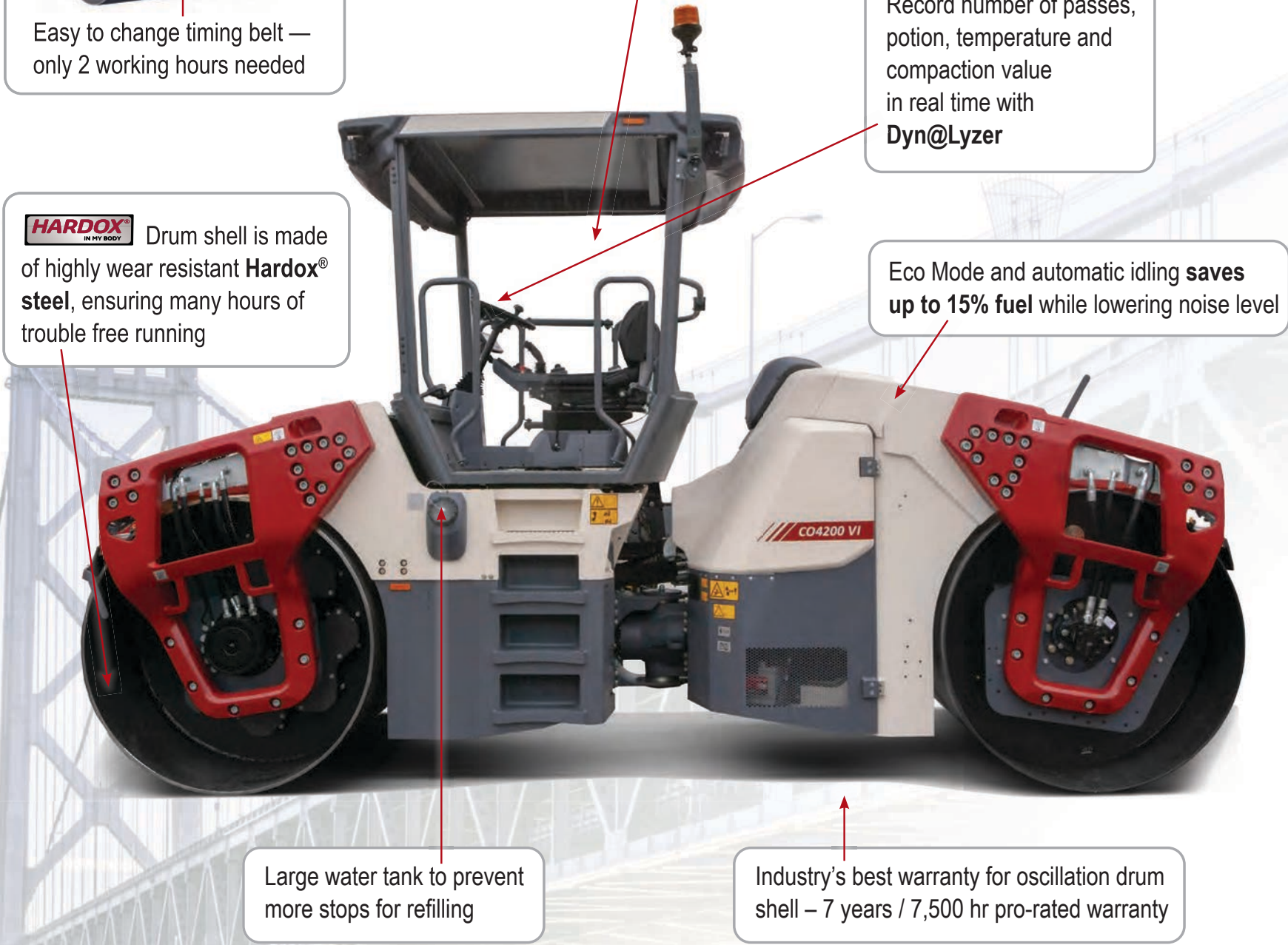
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## Wirtgen SP 62i slipform paver helps to complete US Air Force-commissioned air base project in Iceland

In September of 2020, the US Air Force awarded multiple contracts for airfield construction at the Keflavik Air Base, located about 50 km from Iceland's capital, Reykjavik.

The project was to include three major initiatives: expansion of the parking aprons, beddown site preparation and upgrades to the airfield's hazardous cargo pad for the loading and unloading of explosives.

"We are upgrading infrastructure at Naval Air Station Keflavik to provide a high level of readiness for US Air Forces in Europe," said Col. David Norton, director of AFCEC's Facility Engineering Directorate. "We have incorporated innovative design and construction techniques to build resilient facilities to ensure the longest lifespan at the overall lowest life cycle cost."

Due to the climatic conditions on the Reykjanesskagi peninsula in southwestern Iceland, the window of time for the project was set for early in July of 2021 to the end of September the same year.

To squeeze the work into this timeframe, the decision was made to do without prior placement of fixed formwork for the individual strips.

Despite the tight deadline, the paving team was able to deliver high quality results.

The contractor, HIB Iceland Ehf, utilized a Wirtgen SP 62i slipform paver that, by the end of the construction project, had paved a total of 35,000 m<sup>3</sup> of single-layer concrete paving, with a width of 7.62 m (25 ft) and a thickness of between 41 cm (16 in) and 45 cm (18 in). On average, 900 m<sup>3</sup> of concrete were paved every day.

### Precise edges for optimal drainage

Operational areas on airfields generally have only a very slight cross-slope and, in Keflavik, the specified value was 1%.

The area was paved in 31 separate strips that were connected to one another by tie

bars inserted along the sides to ensure the correct height of the individual sections. The outer edges of the strips posed a particular challenge for paving with the slipform method. They had to be precisely perpendicular from end to end and faultlessly paved with absolutely no fall. Only this can ensure that rainwater drains away as it should during future operations, and that no water collects in the expansion joints.

### Wirtgen engineers assist in formulation

Essentially, concrete is a mixture of cement, water and variously sized aggregates. However, in order to fulfill the future load-bearing and wear-resistance properties of the construction in question, further additives and a more precise consideration of the above-mentioned main ingredients was needed.

The required properties in the case of the extension work at Keflavik Air Base included, for example, a concrete with the compressive strength class C35/45.

In order to achieve the desired compressive strength of 45 N/mm<sup>2</sup> (cubic concrete specimen), the ideal formula for the concrete mix was determined with the assistance of Wirtgen application engineers and optimized for paving with the slipform paver.

So, paving of the first pilot strips was able to begin immediately without trial areas.

These pilot strips showed optimum quality in all specified parameters such as density, compressive strength, profile-compliant placement and surface roughness, i.e. grip characteristics.

### Getting even

When it comes to the operational areas of airfields and airports, demands for surface evenness are generally very high.

At Keflavik Air Base, the specified maximum permissible unevenness was 4 mm on 4 m.



In reality, the evenness measured according to TP Eben 2007 showed that deviations were significantly lower and that the evenness achieved was far better than the target value.

"On this project, we once again enjoyed the excellent experience of working together with the team from Wirtgen," explained Hendrik Wendt, site manager & concrete technologist, HIB Infra GmbH & Co. KG. "The team provided excellent advice and valuable support in both the planning phase and as on-site consultants. Not least thanks to this, we were able to complete the project

on time with as good as no problems at all on the construction site."

"Teamwork is an essential factor when it comes to assuring our success. And that is why we truly appreciate the value our long-established partnership with the Wirtgen Group," said Matthias Neumann, CEO, HIB Infra GmbH & Co. KG. "Product management, application engineers, and service teams on the construction site work hand-in-hand with us, always with a single goal in mind: finding the right solutions to ensure the success of our project." ■





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## BOMAG looks to set new standards with BM 2200/65 large planer

With its lighter, more compact and highly maneuverable design, the new BOMAG BM 2200/65 large planer brings ample performance, ease of operation and operator comfort.

Meeting Tier 4 Final/Stage V emissions standards, the mill's powerful 630 hp (470 kW) engine effectively matches power with milling speed for greater operating efficiency.

The slim profile of the advanced BOMAG BMS15L quick-change cutting tooth holder system reduces resistance and delivers up to 20% fuel savings, extending the holder's service life to lower costs. Offering a range of milling drum designs and the choice of three different rotor speeds to tailor rotor speed to the job, the BM 2200/65 planer can be used on a wide range of asphalt and concrete milling applications.

Intuitive operation is the hallmark of the new 60,296-lb (27,350-kg) BM 2200/65 half-lane mill. To simplify milling control, BOMAG Easy Cut technology automatically regulates the height of the rear drive, so the rear of the machine follows the front to its set depth, making the operator's work simpler.

Alos, BOMAG Easy Level clearly displays grade and slope settings on the large 7-in (177.8-mm) display, and settings are quickly changed with minimal screen navigation.

### Unrivaled comfort, visibility and efficiency

Designed for comfort and efficiency, the BM 2200/65's vibration-isolated operator's station delivers

comfortable operation from either a seated or standing position.

Additional cushioning at the platform's standing areas help to ensure fatigue-free operation. Also, the stepless platform provides excellent visibility to the right cutting edge and side plate, allowing the operator to hold the milling line.

The mill's slim contoured design gives the operator full visibility of the machine. Furthermore, enhanced forward visibility offers operators a clear view of the cutting edge, milling track and the front danger zone around the conveyor for exceptional milling precision.

Also, a flat rear design offers an improved view of the area behind the mill, improving operational safety.


The standard water spray and dust extraction systems,

complete with conveyer or shrouding, efficiently removes fine particulate matter from the machine.

Removing up to 80% more fine dust particles smaller than 10 microns in size, the optional BOMAG ION Dust Shield is a pioneering technology that meets the most stringent fine dust regulations.

With all key machine service points easily accessible, routine maintenance can be completed quickly and efficiently.

All filters can be conveniently reached from the operator's platform through the wide-opening engine hood, as are the fill ports for fuel and AdBlue.

Large left- and right-hand service panels provide simple accessibility to the machine's auxiliary drive and milling gear, while engine service points are easily accessed from both above and below. 



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▪ **TRACTORS** : 2018 Kubota M7-171P-KVT, 2017 Kubota M7-151P-KVT, 2017 Kubota M6-111DTCC-F, 2018 Kubota M6-101DTCC-F, Kubota L6060 front snowblower, Kubota L5740HSTC, (3) 2019 Kubota M5-091HDCC12, 2009 John Deere 5085M, 2019 John Deere 4066R, 2017 John Deere 4066R ▪ **HYD EXCAVATORS** : 2015 Cat 323FL (2D system), 2016 Cat 305.5E2 CR, Cat 303C CR, 2010 Yanmar VI055, 2010 Komatsu PC88MR-8 ▪ **FELLER BUNCHER** : 2006 Prentice FB730 ▪ **UTILITY VEHICLES** : 2021 Kubota RTV-X1140 ▪ **SKID STEER LOADER** : DEMO John Deere 316 GR (100hrs) ▪ **WHEEL LOADERS** : Cat 906H, Kubota R420 ▪ **VEHICLES** : 2012 BMW X5, 2012 Ford F150, Cube Chevrolet 2500 Savana ▪ **BRUSH CHIPPER** : DEMO 2020 Vermeer BC1500, UNUSED Beaver Tech 36HYD hydraulic Brushcutter, UNUSED Wallenstein BX52R ▪ **EXTENSIBLE SNOW PLOWS** : (2) UNUSED Pro-Fusion (2) L6.5-10-28, (4) UNUSED Pro-Fusion INV6.5-10, UNUSED Pro-Fusion R8-13-36, (4) UNUSED Pro-Fusion FA7-12-28, UNUSED Agrimetel 7-12, UNUSED COTECH EXTDEC6-10, (4) UNUSED Cotech EI30712HD, UNUSED Cotech E36712, (2) UNUSED Cotech EI30610, UNUSED Cotech GN24-84, UNUSED Cotech PPFT30610, UNUSED Metal Pless AGH0842-15HD, (2) UNUSED HLA SP150054, (3) Pro-Fusion INV7-12-280H, Pro-Fusion INV6.5-10-28, Pro-Fusion LFA9FIXE36, Pro-Fusion FA 8-13-36BA, (3) Cotech EXTINV30-6/10, (2) Cotech EXTINV30-7/12, (2) Roberge EXT7-12 ▪ **SNOWBLOWER** : Normand N86-280, Normand N86-280H, Pronovost P720-80, (2) UNUSED Skeer BEAM ▪ **MOWERS** : UNUSED Kubota GCK60 deck, Kubota RCK48GR deck, Kubota RCK72R deck, Kubota GCK54 grass catcher, UNUSED KUBOTA LX2950 sweeper, UNUSED KUBOTA B2778 sweeper, UNUSED KUBOTA LA555 loader, Unused WIL-BE DOZZ-R-P-7 rear scraper, UNUSED Baumalight RC582 auger, UNUSED Land Pride PD35 auger ▪ **BUCKETS** : Socotech 24", Socotech 42", quick attach ▪ **EXCAVATOR / FORKLIFT BOOM** : Socotech to fit Kubota KX040, Cascade 550 to fit forklift ▪ **MASONRY TOOLS** : Large quantity of scaffolding, planks, pressure washers, tarps, large quantity of powertools, STIHL GS461 concrete cutting chain saw, Hilti TE905 demolition hammers, Bosch 11318EVS demolition hammer, Bosch DH1020VC-SDS max demolition hammers, Bosch GSH16-28 demolition hammer, Bosch 11255VSR / RH328VC / 11236VS / 11224VSCR rotary hammer drills, (3) Arbortech A5170 mason restoration saws, grinders, drills, mitter saws, gen set, air compressor, 3" gas pump, propane heaters, welders, impact drill, Stihl blower, chop saws, Husqvarna K760 cut off saw, blades, wet/dry shop vacs, dust extractors - and many more!

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## Examining Vögele's screed portfolio

Vögele pavers can handle working widths between 0.5 m and 18 m and layer thicknesses from a few centimeters to half a meter.

Where flexibility is required and pave widths change frequently and quickly, pavers are equipped with screeds featuring variable extensions (AB).

Fixed-width screeds (SB) are valued by asphalt experts for their high-rigidity and working width, especially in long-distance road construction.

Vögele also responds to regional market requirements with special screeds;

for the North American market in particular, it offers the VF and VR screeds.

Common to all screeds is the electrical heating system. It brings all parts in contact with the material, such as the screed plate and the compaction units, up to temperature quickly and evenly.

Vögele's Classic Line pavers are operated via the ErgoBasic operating consoles and its Premium Line pavers are operated via the ErgoPlus 3 screed consoles. Both operating concepts are based on the same principle of allowing users to easily switch between different screeds.

### Compaction technology


Vögele offers its screeds in different compaction variants. The suffix V denotes screeds with a vibration compacting unit, TV denotes an additional Tamper and TP1 and TP2 denote high-compaction screeds with one or two pressure bars.

This variation makes it possible for the specialist to serve the customer's individual requirements.

For example, some of the SUPER screeds in the mini and compact class and the VF and VR screeds for North America are only equipped with vibration, while other markets mainly utilize the TV version, i.e. also with a tamper.

### Screeds with hydraulic tamper stroke adjustment

The tamper actively compacts the mix under the screed plate, thus ensuring high precompaction of the asphalt layer.

A correctly set tamper is key in achieving high quality compaction results and for the floating behaviour of screeds. Adjusting the tamper stroke mechanically is very time-consuming, so it is often not adjusted at all. To avoid this, Vögele has developed the hydraulic tamper stroke adjuster. It enables operators to easily set the optimum tamper stroke for paving jobs at the press of a button. 

### Extending screeds

Vögele extending screeds are able to cope with changing widths and uneven road surfaces. The operating principle of all extending screeds is the single-tube telescoping system. Even at maximum extension, the three-part large-diameter telescopic tube is firmly anchored at half its length, which optimizes stabilization.

### Fixed-width screeds

Fixed-width screeds are characterized by high stiffness. This stiffness allows them to pave surface layers seamlessly in widths of up to 18 m. With hydraulically extendable attachments, even fixed-width screeds can be varied in width by up to 1.25 m to either side.



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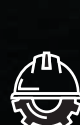
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## Fleetwatcher Telematics proves that less is more for Calgary paving contractor

Standard General is a construction company that handles all aspects of road construction in the Calgary area.

When they embarked on a 1.1 million ton paving project recently, the prevailing sentiment was that more trucks would help speed the job along.

However, the implementation of the FleetWatcher telematics platform proved that less is more, allowing them to achieve better efficiencies and save 5-percent on trucking costs by using fewer trucks.

The benefits of FleetWatcher became apparent to Avi Mehmeti, Standard General's paving superintendent, during a paving project in Southwest Calgary Ring Road.

This 1.1-million-ton, multi-

year project had two plants on site, one north and one south, with the furthest distance away from plant to site being 20 minutes. Standard General subcontracted 20 to 50 trucks each day for this project.

FleetWatcher was implemented from day one. "Our initial goal was to minimize trucking costs because some trucks will get lost, or be sitting at a plant, or one guy will go for coffee and the rest will wait behind him because they don't want to skip their turn," explains Mehmeti.

"Truckers try to respect each other and not pass them on the line, so if one stops, they all stop. But once we had FleetWatcher, we could see each plant's production rate, cycle times, production asphalt laydown per hour, and

more, and could identify and solve more problems than just a trucker that went for coffee."

Determining the most efficient use of trucks, how many are needed, or even finding out if there's a problem somewhere along the line, can be difficult and time consuming to do manually, or without the proper data and telematics. When there are too many trucks, they sit idle while waiting to load or drop off materials. When there are too few trucks, crews sit idle waiting for the next truck. When trucks will take an inefficient route, cycle times are extended. Each of these problems are easier to solve than they can sometimes be to identify.

Fleetwatcher provides realtime location data, cycle times, paving speeds and

more, so that managers can more accurately diagnose and solve problems in real time.

"If we have two trucks that are always sitting in front of a paver or sitting at the plant, we can easily see we have too many trucks, so we make adjustments," said Mehmeti. "If a paver is sitting and waiting because there's no trucks, then we need more trucks. FleetWatcher helps making those adjustments quickly."

Making these adjustments in real time keeps trucks moving, leading to completing projects on time and on budget. That is especially important with the cost of diesel near an all-time high.

### Visibility = instant decision making

FleetWatcher provides visibility into all areas of the paving project, making it easier to see what's running optimally, what's behind schedule and how to most efficiently allocate resources.

Key performance indicators, such as daily production rates versus what was estimated for the job, are displayed so that managers

can see if they are on target or not, which can aid in making quick adjustments, if needed.

Furthermore, these adjustments aren't limited to the number of trucks employed. Cycle time monitoring allows managers to divert trucks around bottlenecks to a more efficient route, for example. Or, if one plant is down, they can temporarily re-route trucks to another plant.

"If the cycle time on FleetWatcher says we're loading the pavement at 200 ton an hour, and there's no trucks on the paver and no trucks on the plant, that means we've got room to go faster only if we had more trucks," explains Mehmeti.

Gathering of the data is important, but so is how it is displayed in FleetWatcher.

Key-Performance Indicators are colour coded to instantly show what is operating at expected levels and what isn't. This allows for faster problem detection and implementation of corrective actions.

"In a normal day, without fleetwatcher, you have to go

to a site, drive back, drive forward, and you could end up being there at the wrong time and not make the right decision," explains Mehmeti. "FleetWatcher will always help you make a right decision, by giving you all the information you need."

Having the right data in a format that allows for real time corrective actions to be taken helped Standard General save 5% on their trucking costs each year of the 2-year Ring Road project.

### Shifting to VST

Standard General has also begun to save time using FleetWatcher by implementing virtual shift tickets and virtual scale tickets.

Virtual shift tickets allow truckers to check in and out of their shifts quickly and paperlessly, eliminating wasted time and lost tickets.

These e-tickets go directly to the accountant, saving time and effort for the foreman and allowing for the cost of the project to be accurately tracked from day to day.

The virtual scale tickets eliminate two to five minutes of truckers waiting for a scale ticket to be signed at the plant, and another two to five minutes to hand off the scale ticket to the foreman at the site. By uploading scale tickets to FleetWatcher, the foreman has the e-tickets at their fingertips as soon as the truck is loaded, saving time, cutting costs and reducing paperwork.

"If a truck does ten rounds, that's 20 to 30 minutes saved at the least on the plant side, and the same on the site," claims Mehmeti.

With 20 to 50 trucks, and each saving 40 minutes to an hour of time each day, FleetWatcher's Virtual Scale Tickets alone saved anywhere from 14 to 50 hours of work each day.

In addition to the increased efficiency with optimized trucking, and the time savings of virtual shift tickets, Mehmeti also relayed appreciation for the Fleetwatcher's customer service: "Those guys have been great. Every time we have an issue, we just give them another phone call, and then it will be resolved in a matter of minutes." ■

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**EQUIPMENT  
FEATURE**

**FORESTRY**



## Tigercat's newest attachment offerings feature a mix of new and proven technologies

Over a short period leading into the summer of 2022, Tigercat rolled out three new attachments for the forestry industry: the 534 harvesting head for wheel carriers, the first Tigercat harvesting head to utilize the new Tigercat D7 control system; the 570 fixed harvesting head, a durable head that brings together proven technologies from existing Tigercat equipment and the BG13, a large grapple attachment featuring a design based on field-proven Tigercat skidder grapples.

### 534 harvesting head for wheel carriers

As a part of Tigercat's overall strategy to provide end-to-end CTL harvesting systems, the company has released the new 534 harvesting head—a robust, high performance harvesting head.

With a base weight starting from 1,380 kg (3,040 lb), the 534 is matched to Tigercat's 1165 harvester and sized for optimal productivity in a 150-500 mm (6-20 in) stem diameter range.

It is a three-wheel drive head with a triangulated wheel arm design. Four cast steel knife arms, along with a fixed front and back knife provide excellent delimiting quality.

The 534's measuring wheel is hydraulically actuated for positive contact and reduced component wear. Diameter measuring is standard on the wheel arms and front knife arms to provide superior accuracy.

Also, the efficient hydraulic system is tuned for optimal performance with the 1165 harvester.

The 534 is the first Tigercat harvesting head to utilize the new Tigercat D7 control system. The user interface is simple and intuitive, accessed with a large 305 mm (12 in) touchscreen display. Multiple system options allow for various levels of production reporting.

### 570 fixed harvesting head

The Tigercat 570 harvesting head is available with a fixed wrist for applications where positive control for felling and processing is required.

Its fixed head design combines proven technologies from the Tigercat 570 harvesting head and the Tigercat 340-degree wrist.

The 570 is a durable, high performance, two-wheel drive, three knife arm harvesting head.

The 340-degree wrist is field-proven in felling head applications where maximum dexterity and positive control are needed. Also, a wrist-float feature is standard for the 570, allowing the head to align more easily to the tree for felling and feeding. Fixed and float functions are fully adjustable to suit operator preferences.

The 570 fixed head is standard with a heavy-duty chassis and guarding designed for the 340-degree wrist. It also comes standard with 1000 cc feed motors, wide-track feed wheels, Tigercat hydraulic tension 19 mm (0.75 in) pitch main saw, hydraulic tension top saw [10 mm (0.404 in) or 19 mm (0.75 in) chain], fixed or floating front knife, and the full range of Tigercat D5 control system levels.

Furthermore, the 570 fixed head has proven effective in select-cut harvesting applications, particularly for high-value hardwood, where positive control is needed to position the felled tree to reduce damage to standing trees. It is best matched to Tigercat 822 series carriers.

### BG13 grapple

Tigercat continues to expand its line of grapple attachments for Tigercat shovel loggers.


The new Tigercat BG13 is a large capacity bunching grapple suited to high production shovel logging operations.

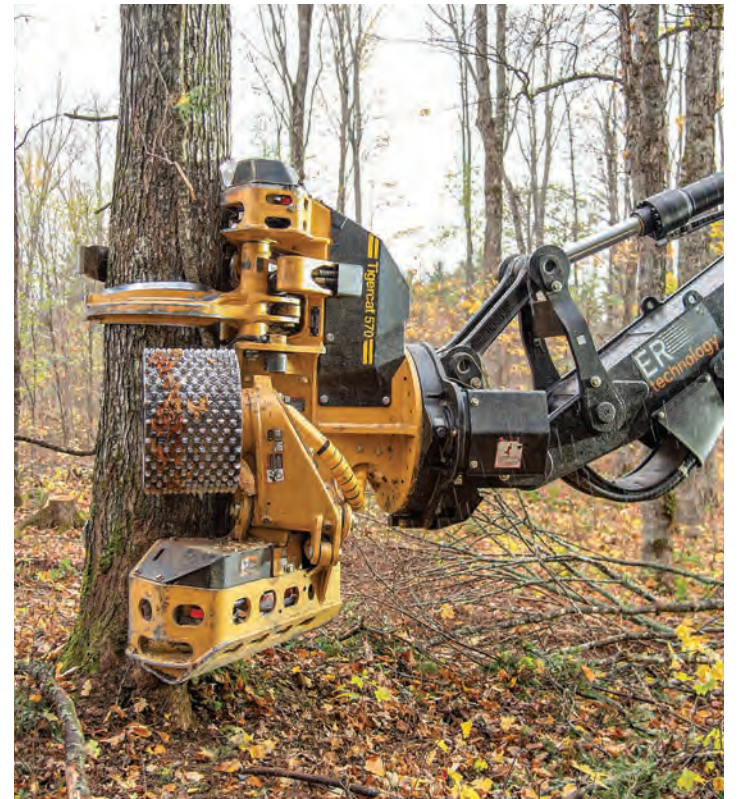
The BG13 bunching grapple design is based on the field-proven Tigercat skidder grapples, featuring a strong grapple box, large, robust tong cylinders, and a choice of plate or boxed tongs.

According to Tigercat, high-quality, heavy duty components are used throughout. The rotate motor and manifold are common with the Tigercat LG4053 and LG5057 loader grapples, providing excellent durability and reliability.

Hydraulic hoses are routed on top of the boom and under the connecting pin, protecting the hoses from damage.

The large 1.2 m<sup>2</sup> (13 ft<sup>2</sup>) capacity grapple maximizes load size and minimizes cycle times, increasing productivity. The wide tip-to-tip grapple opening allows scattered bunches to be quickly and easily gathered.

The Tigercat BG13 bunching grapple is best matched to LSX870D and LS855E carriers. 







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## John Deere introduces Intelligent Boom Control on 800 MH-Series tracked harvesters

Recently making its debut on the 900 MH-Series Tracked Harvester machines and now available on the 803MH, 853MH, and 858MH models, Intelligent Boom Control (IBC) technology from Deere is a boom tip guidance technology that improves consistent boom motion and speed throughout the harvesting envelope.



### How it works

Operators can control the boom tip and attachment position directly with one joystick instead of each independent boom cylinder function.

The automation logic commands boom and jib functions simultaneously by monitoring special sensors in the boom cylinders.

According to John Deere, this technology also helps the operator maintain constant boom speed during parallel motion at any boom reach.

IBC technology automatically adjusts swing speed and boom tip trajectory depending on working height, terrain, and work cycle requirements.

### Benefits

IBC technology is designed to promote a reduced learning curve for new operators by providing intuitive operator assistance.

Also, the technology can lead to faster cycle times and more precise control, requiring less finesse and hand-eye coordination for the operator.

According to John Deere, tree damage is greatly reduced with IBC, especially during thinning applications.

This technology also offers increased machine and attachment life by actively dampening all functions, which protects the boom structure during operation.

Lastly, IBC provides precise positioning of cut stems for use in TimberMatic Maps.



## Fecon launches Bull Hog designed specifically for compact excavators

Fecon's new FMX28 Bull Hog Mulcher is designed specifically for 3.5- to 8-ton compact excavators with hydraulic flows from 12-40 gpm and is optimized for the 3.5- to 5-ton range.

This new mulcher model features 14 knife tools on a bite-limiting split ring rotor to achieve a 71-centimetre (28-inch) cutting width. Additionally, aftermarket carbide tools are available for ground engaging applications.

Ideal as an entry level vegetation management tool, the FMX28 can replace workers wielding chainsaws and hand crews, improving workplace safety and bolstering productivity, especially when working on slopes.

The rear throat is designed to ensure that no unprocessed material is left behind, which would maximize productivity when sweeping along the ground.

Capable of mulching over-

growth, underbrush and small trees up to 12.7 cm (5 in) in diameter, it is ideal for applications such as clearing property lines, pastureland and fencerows as well as invasive species removal.

Furthermore, the Fecon FMX28 expands the versatility of compact excavators by allowing them to be used on a wide variety of vegetation management projects.

Weighing in at 340 kg (750 lbs), the FMX28 features a compact body design and a downward front discharge that mitigates thrown debris.

Designed to efficiently mulch while maintaining high rotor RPMs, it spools quickly to maximize recovery and minimize downtime. Also, a variable displacement piston motor drives a polychain anti-slip belt for increased torque and a smooth cutting chamber increases material flow while minimizing horsepower draw.

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# Waratah's new harvester head boosts productivity and simplifies maintenance

Waratah Forestry Equipment has debuted the HTH618C Series-III—a new generation of its HTH618C harvester head built for increased productivity, reliability and uptime.

With a variety of new features paired with a compact and durable design, this agile thinning head is well-suited for mixed diameters.

“The HTH618C Series-III is highlighted by a new valve that delivers more responsiveness and operating efficiency. This Series-III model delivers what our customers expect and need from Waratah,” said Brent Fisher, product marketing manager for Waratah. “Additionally, with new twin diameter measuring and improved hose routing, servicing and guarding, we’re looking forward to delivering another head that is truly Built To Work.”

## Increased productivity


The HTH618C Series-III features twin lower delimb arms and a high-performance valve

to ensure superior delimiting with agile and responsive log control. The maximum delimb opening of 660 mm (26 in) can handle larger stems. Improved cutting performance and tilt control also contribute to increased productivity.

Also, low-powered base carriers will have improved processing output and productivity with improved feeding performance and feed motor options.

## Simple servicing

With a new valve that simplifies serviceability, the HTH618C Series-III features improved hose routing, enhanced valve cover assembly and easier access to make quick work of servicing. Likewise, hose protection helps keep the head running and increases durability.

Easier access to the rear of the valve near the head module as well as inlet hoses also helps increase uptime while a larger oiler filler makes it easier to fill bar and chain oil. 



# Ponsse launches new forest machine concept

Ponsse and Epec have launched the PONSSE EV1, an electric forest machine technology concept.

While the forest machine is not yet commercially available, according to Epec, its technology can already be used in electric or hybrid-electric commercial vehicles and non-road mobile machines.

Ponsse claims this technological concept to be a peek into the future—paving the way for technological development and sustainable harvesting solutions.

The launch of this new technology concept is part of the company's strategy toward the goal of carbon neutrality.

“Technological development is fast and offers us excellent opportunities to develop our solutions further, even in unexpected directions. We have worked hard with our technology company Epec to enable this concept. At the same time, both companies have developed their capabilities, and we have gained significant new knowledge during this project. This launch of a new technology concept is a peek into the future and one of the solutions offered by electric powertrains. Sustainable development is a significant future success factor for Ponsse. We want to strongly develop our solutions with Epec. Our strategy reform has been successful at Epec, and we’re very happy with Epec’s excellent development,” said Juho Nummela, president and CEO, Ponsse Plc.


The PONSSE EV1 concept took its first steps in 2019 when Ponsse and Epec started to investigate responsible power source solutions in line with sustainable development.

## Epec Flow: a comprehensive electromobility system solution

The PONSSE EV1 features Epec Flow, Epec’s electromobility system solution.

The solution is based on the Epec Flow Power Distribution Unit (PDU), to which electric motors, batteries and various devices can be connected. The PDU’s integrated safety solutions enable effective manufacturing and maintenance of the machines, as well as their operations in demanding conditions.

The Epec Flow Hybrid Control Unit (HCU) controls the electric powertrain and includes software developed through simulations, enabling optimal energy consumption, productivity and usability.

“The Epec Flow solution is at the heart of everything. It has been developed for the electrification of various commercial vehicles and non-road mobile machines. The software can be developed using simulation models, and the solution can be agilely developed for the needs of different machinery. The different systems, including the transmission and control system, work seamlessly together, enabling the manufacture of safe and efficient zero-emission machines in the future,” explained Jyri Kylä-Kaila, managing director of Epec. 

## PONSSE EV1 technological concept

The PONSSE EV1 concept has been developed for forwarders with a 15-tonne load-carrying capacity, the most popular Ponsse forwarder size category. It features a fully electric powertrain—which operates fully with battery energy—as well as Epec’s power distribution unit and hybrid control unit.

The machine’s batteries are charged using a Range Extender, which is a combustion engine at this stage of development. Testing and development are advancing continuously.

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## LOOKING BACK AT FORESTRY

By HCEA Canada



Pictured here, in 1922, is a Linn Tractor pulling a load of sleighs carrying over 140 tonnes of logs near Wakami Lake, Northern Ontario.

The Linn, built in upstate New York, was first introduced into the logging industry of Eastern Canada as early as 1917.

This particular Linn was purchased by the McNaught Lumber Company and operated in the Chapleau district of Northern Ontario into the 1940s.

Manufactured over a 30-year period the Linn half-tracks were a common sight on construction jobs as well as the forest industry.

The Linn half-tracks could be equipped with front snow skis as seen for winter

operation or front wheels in warmer conditions.

Several different sized models were initially powered by Waukesha and Hercules gas engines while subsequent models were equipped with Cummins diesels.

Depending on the job conditions, and with a four-speed transmission, these Linn machines could reach a respectable 20 km/hour.

Also, they had several different versions to suit the various jobs, such as rear-dump box, flat-deck or log-bunks-installed, to name a few.

HCEA Canada is proud to display a Linn half-track that was built a Century ago. It had undergone a two-year restoration by the HCEA Canada volunteers, finishing in 2015

under the supervision of the late John Hoover, HCEA's guru of antique equipment.

This unit was used by a Northern Ontario mill and after retirement lay dormant for many decades near Corbiel, Ontario.

The dealer for Linn tractors in the era was Mussels Equipment Ltd. based in Montreal. In 1929, they shipped some 30 Linn tractors as far as Ontario, Quebec and Manitoba.

HCEA Canada's 'Last Blast' Event is on Saturday, October 15, 2022 held at the Simcoe County Museum near Barrie, Ontario. Please check the website for updates: [www.hceacanada.org](http://www.hceacanada.org).

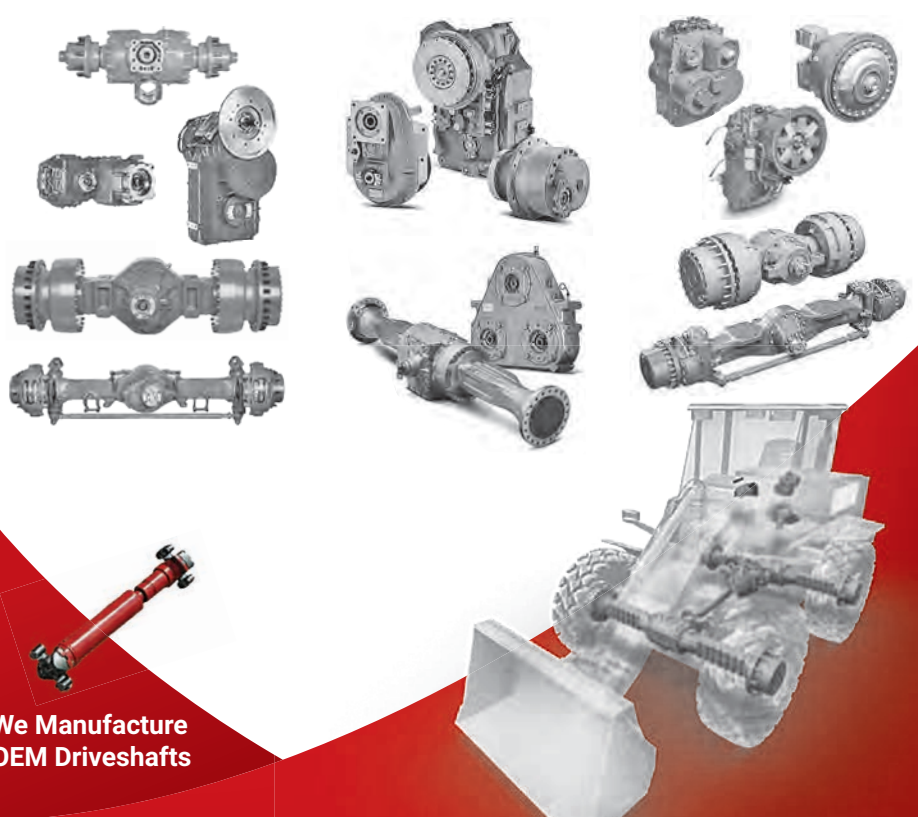
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# Tests and studies underway on world's first fully-electric timber truck

SCA, together with Scania, has developed the world's first electric timber truck. According to SCA, the ultimate goal of the project is to make an entirely fossil-free value chain.

"We have come a long way in industrial processes, which are already 96 percent fossil-free. We are very pleased that we together with Scania can break new ground to make the heaviest transports fossil-free," says Hans Djurberg, head of sustainability at SCA.

"The 80-tonne battery-powered timber truck shows that even really heavy transport can be electrified. The partnership with SCA is an early show of what is possible and is a clear signal that it is possible to electrify even heavy transport. A change of pace is needed to

make Sweden fossil-free in time and meet the goal of the Paris Agreement," says Fredrik Allard, head of e-mobility at Scania. "An electric timber truck is a symbol of something pretty cool. Shipping of timber has been talked about as something that might never be possible to electrify. The development in recent years and what we are now presenting together with SCA shows how fast the development is taking place both in terms of vehicles and batteries."

According to SCA, the intention is that the vehicle will transport timber on the stretch between SCA's timber terminal in Gimonäs and the paper mill in Obbola outside Umeå.

### Test-drive

SCA Obbola claims its

paper mill production process to be virtually fossil-free, so the intention of the new vehicle is to reduce the existing fossil elements in the transportation of raw material to the mill.

The electric timber truck is being test-driven and continuously studied by the research institute Skogforsk to collect relevant data that can form the basis for comparisons with conventional diesel-powered timber transports.

After the test-drive process, the plan is for it to be included in SCA's regular operations.

### High climate ambitions

"This is a first concrete step towards electric propulsion in the most difficult part of the landborne transport chain, which is extremely important. This is a global challenge that

many have wrestled with and now we are showing together with an innovative partner, Scania, that Swedish industry can drive sustainability development," says Hans Djurberg. "Sustainability and reduced carbon dioxide emissions are important for society as a whole, which means that the business is also dependent on us driving development. Our forests and forest products have created enormous climate benefits for a long period of time and our industries are very climate-efficient, which is why it is also obvious with high climate ambitions for our transports."

The studies carried out during the test-drive process will, among other things, compare energy consumption, productivity and costs against existing vehicles and map out

what would be required for a broad implementation of electric timber trucks across the country.

### Believing in electrification

Jörgen Bendz, Industrial Supply Manager at SCA, notes that the ability to electrify the heaviest transports has great potential for the company's sustainability work.

"We have worked hard

and successfully towards fossil-free energy in our industries and we also have a significant part of our transports by rail, so we have been very keen to find a fossil-free solution for the heavy transport with raw material that goes to the industry by truck," says Jörgen Bendz. "We hope and believe that electric timber trucks over time can become the key to solving this challenge."



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# ON THE MOVE

## NEW HIRES & APPOINTMENTS IN THE HEAVY EQUIPMENT INDUSTRY

### McCloskey appoints new group sales director for the Americas

McCloskey International has announced the appointment of Michael Millies to group sales director, responsible for North and South America, overseeing sales for the full portfolio of McCloskey Group companies.

Michael joins the McCloskey team with over a decade invested in the heavy equipment industry, which included time with Komatsu and Enercon.

Millies brings a wealth of experience in financial data analysis gained through his MBA from the University of Wisconsin-Madison.

While at Komatsu, Michael con-

tributed to business growth by expanding original equipment sales as well as supported after-market business. He brings a focused approach to forging new relationships and strengthening existing ones within the dealer network to drive a unified strategic vision and execution strategy.

"It's clear the dealership network for the McCloskey group has an excellent foundation that we will be able to tap into to strengthen the existing relationships. A focus on the growth of business processes with these dealers will better allow us to understand mar-

ket conditions they are operating in and focus on their future needs," said Millies. "Being tied to a global brand experiencing rapid growth will present opportunities that will take all of us from where we are today to a promising future for all of those involved. I am very much excited to be a part of that journey!"


In his new role, Michael will continue the close working relationship McCloskey enjoys with its current distribution partners, identify and recruit prospective dealers to fill any gaps, and work with them on solidifying standard

forecasting processes for better alignment in the future.

"Michael's experience within the heavy equipment industry globally will allow him to easily integrate into the relationships that we have with our dealer network and keep pace with the rising demand for McCloskey Group equipment," said John O'Neill, Global VP - Sales and Marketing, for McCloskey International. "We look forward to continuing and building this momentum alongside contributing in a meaningful way to the business success of our partners and customers."



Michael Millies

Millies will be based out of the Lippmann Milwaukee factory. 



Matt Morrison

### Loftness hires Morrison as director of sales and marketing

Loftness has hired Matt Morrison as its new Director of Sales and Marketing. He will lead the sales effort by managing Loftness' territory representatives, establishing pricing programs, forecasting sale and coordinating sales efforts with other departments. Also, he will help ensure a high level of customer satisfaction through technical and sales support.

Morrison comes to Loftness with an extensive background in equipment sales.

Most recently, he worked

as the director of sales and marketing for a diversified manufacturer of agricultural equipment, snow and ice removal equipment and other products.

Prior to that, he gained experience in international sales for two major equipment dealerships.

Originally from West Fargo, North Dakota, Morrison attended Saint John's University in Collegeville, Minnesota, where he earned a bachelor's degree in business management. After graduation, Morrison joined the United States Peace Corps, serving in

Urgench, Uzbekistan, which propelled his early career in international business.

"It's an exciting time to join Loftness," said Morrison. "Business is growing rapidly, thanks to innovations in our vegetation management product line, expansion in fertilizer spreaders, and continued leadership in grain bagging and crop shredding equipment. I look forward to helping further build the Loftness legacy."

Morrison is the latest in a string of new hires at Loftness, preceded by Jeff Reinhart, the company's new CEO. 



Gordon Kyler

### Tigercat welcomes Gordon Kyler to the product support team

Based in Sundre, Alberta, Gordon Kyler has taken on a Tigercat product support role.

Gordon will focus on providing technical assistance related to harvesters and harvesting heads throughout the North American dealer network.

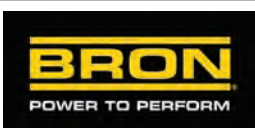
He joins the team with a proven technical background as a heavy-duty equipment technician and former president/owner of a local Alberta business. He spent over 33 years working on many heavy equipment brands in the forestry sector.

"I had worked with Gord in his previous job and what impressed me the most was the respect his customers had for him and his work," said Blain MacDonald, product support, harvesting heads. "I am looking for-

ward to getting to work with him in supporting our current and future customers."

"Gordon has previously worked directly for Tigercat as a contract mechanic in Alberta. He is a great addition to the Tigercat family and brings a lifetime of forestry equipment knowledge with him," commented James Farquhar, district manager for Tigercat.

"It will be a pleasure to work with a group of individuals that have the same values and professionalism that I have in regard to the product and the customers," said Gordon. "I plan to take my years of knowledge and experience to a new level, engaging with customers to help solve their problems and build their confidence. I am looking forward to the challenge." 



BRON located in Woodstock, ON and Leroy, MN is looking for a self-motivated **Sales Representative** to sell our New & Used Utility Plows, attachments and accessories.

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- Self-motivated and able to manage a multi-state sales territory
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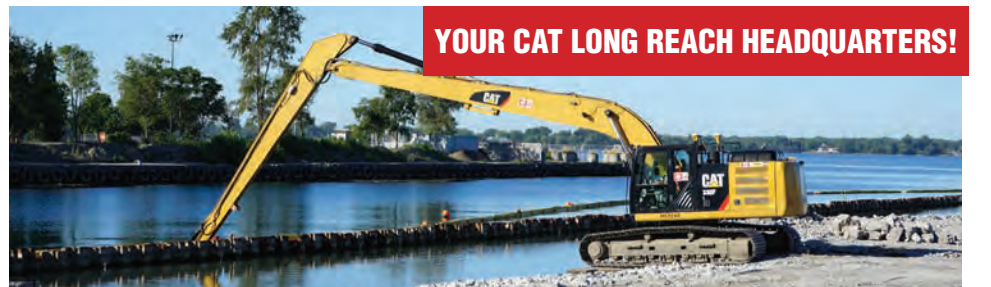
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