

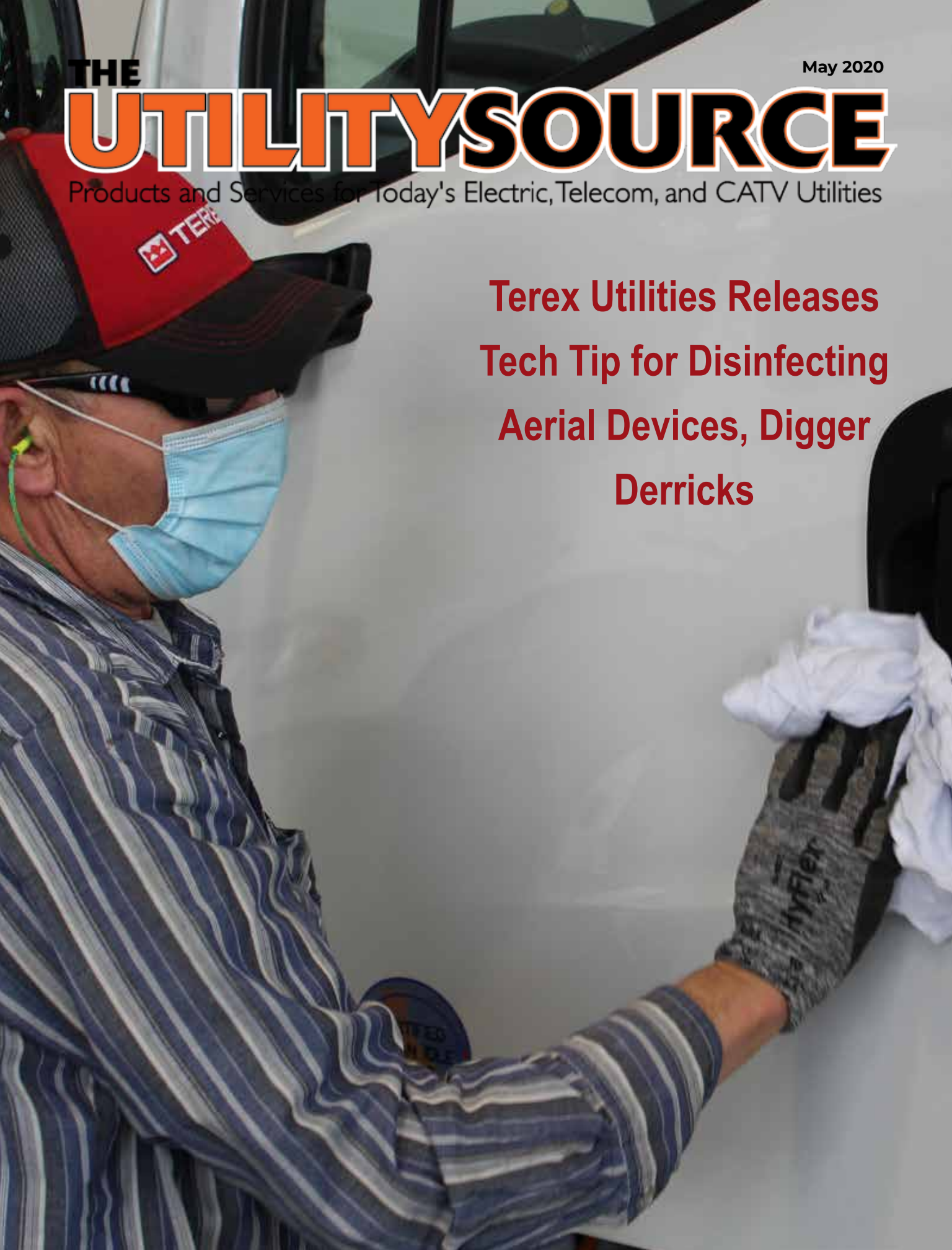
THE

May 2020

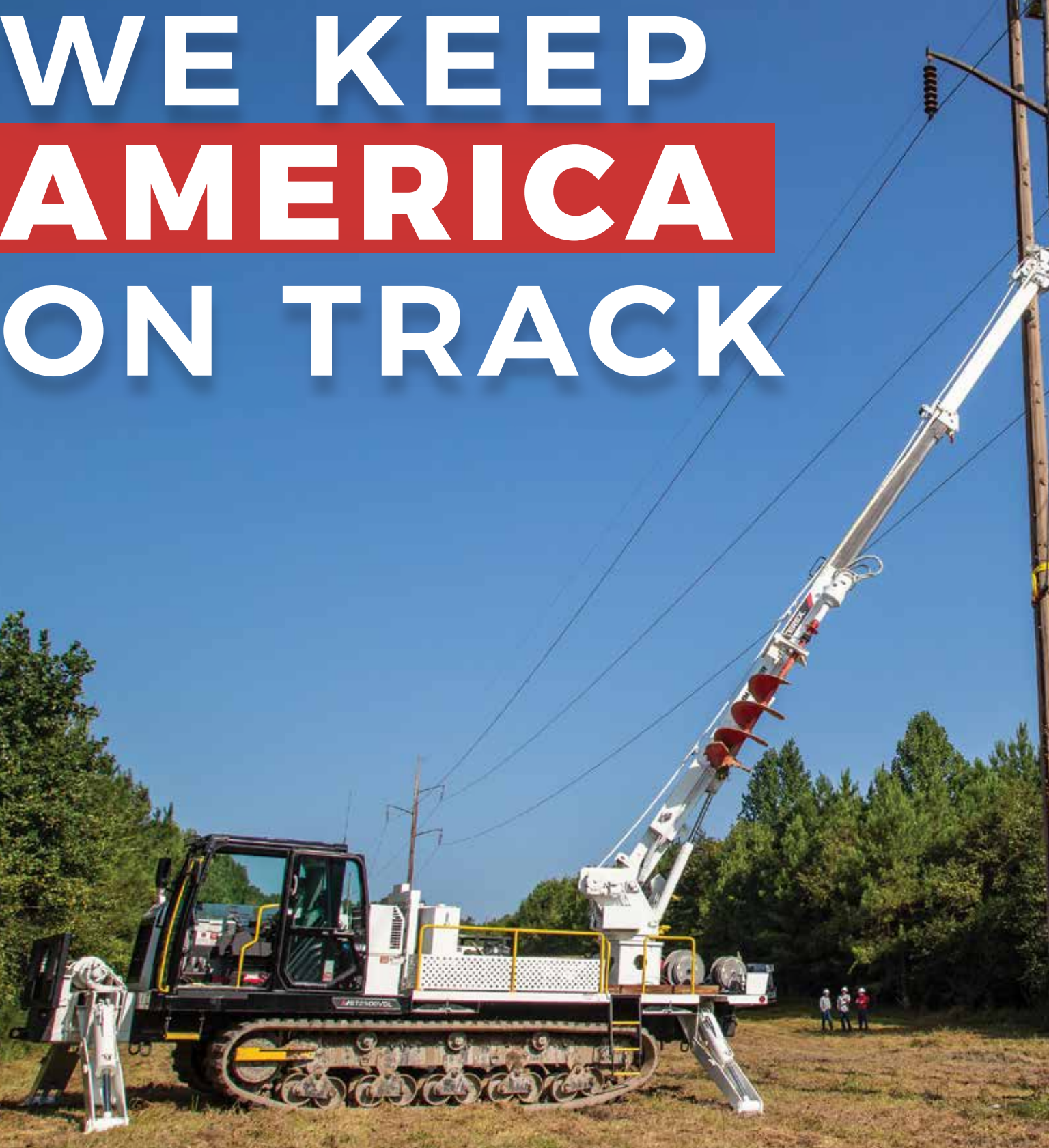
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Terex Utilities Releases Tech Tip for Disinfecting Aerial Devices, Digger Derricks



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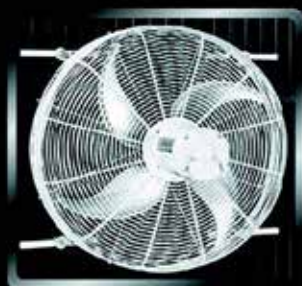
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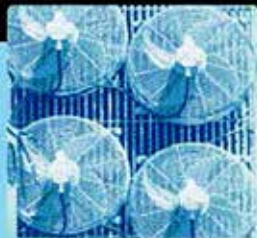
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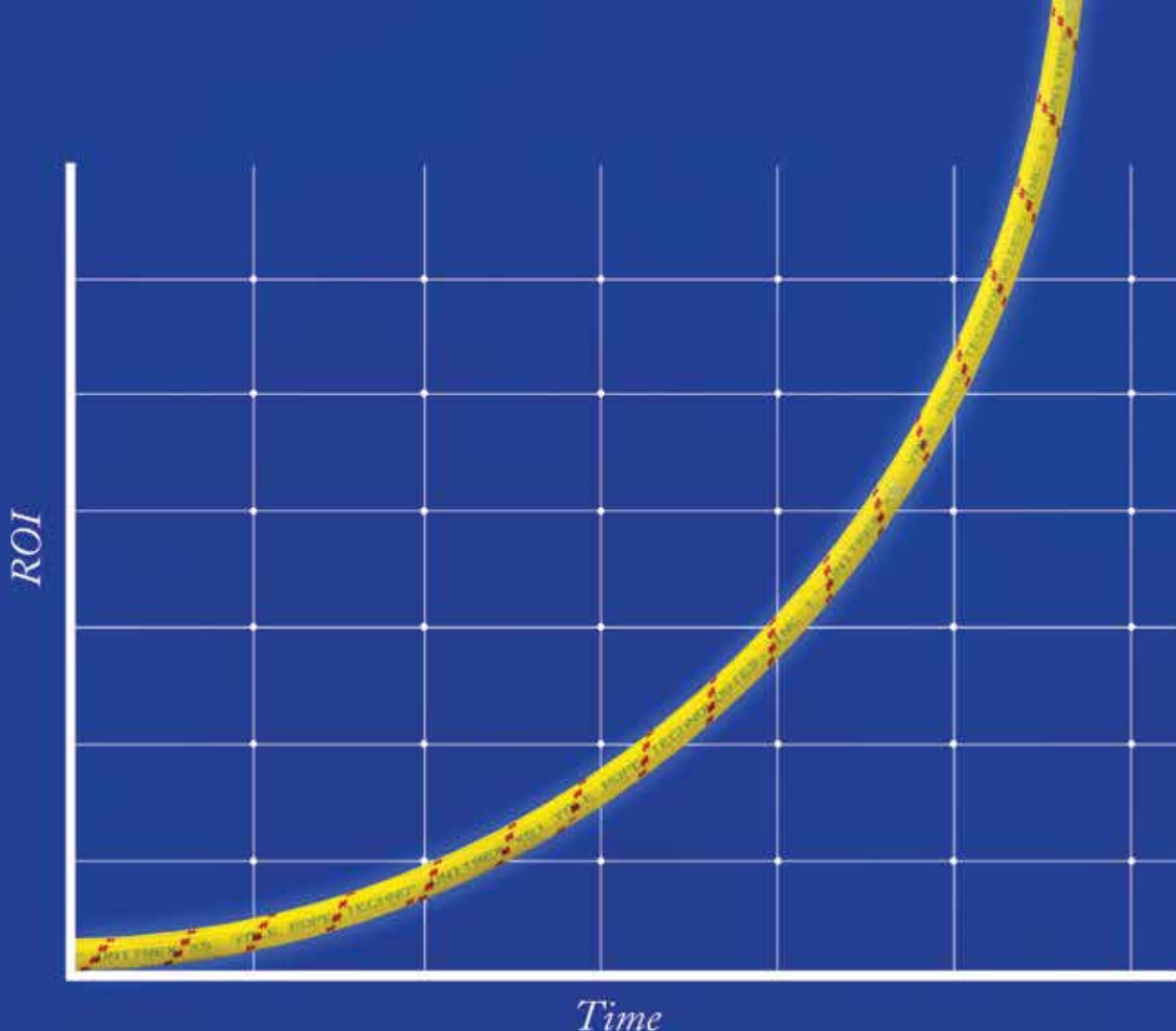
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Terex Utilities Releases Tech Tip for Disinfecting Aerial Devices, Digger Derricks

The need for frequent and thorough disinfecting of work trucks like aerial devices and digger derricks is a new task for service managers. In response to questions from customers, Terex Utilities has released Tech Tip #140 to provide a reminder of the many surfaces on a piece of equipment that may have been touched by crew members.

"It's a good idea to clean and disinfect commonly touched surfaces at the beginning and end of each shift or crew change. Terex Utilities recommends using disinfectant wipes and following CDC guidelines for developing and implementing a cleaning plan," said Jason Julius, Technical Support and Training. In addition, the EPA has compiled a list of disinfectant products that can be used against COVID-19.

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Among the items on the list are keys, door handles, arm rests, steering wheel, engine start/stop button, mirrors, visors, seatbelts, and other controls and handles inside the cab. On the truck chassis and/or unit, doors and latches, outrigger controls, and upper/lower and radio controls, grab handles, and platform are some items to be cleaned. "And don't forget your tools," said Julius.

Refer to Tech Tip #140 for a full list of components to disinfect. This and other technical support documents are available online at the Technical Support tab at www.terex.com/utilities, or users can sign up to receive email notifications at <https://www.terex.com/utilities/en/links/preferences>.

About Terex

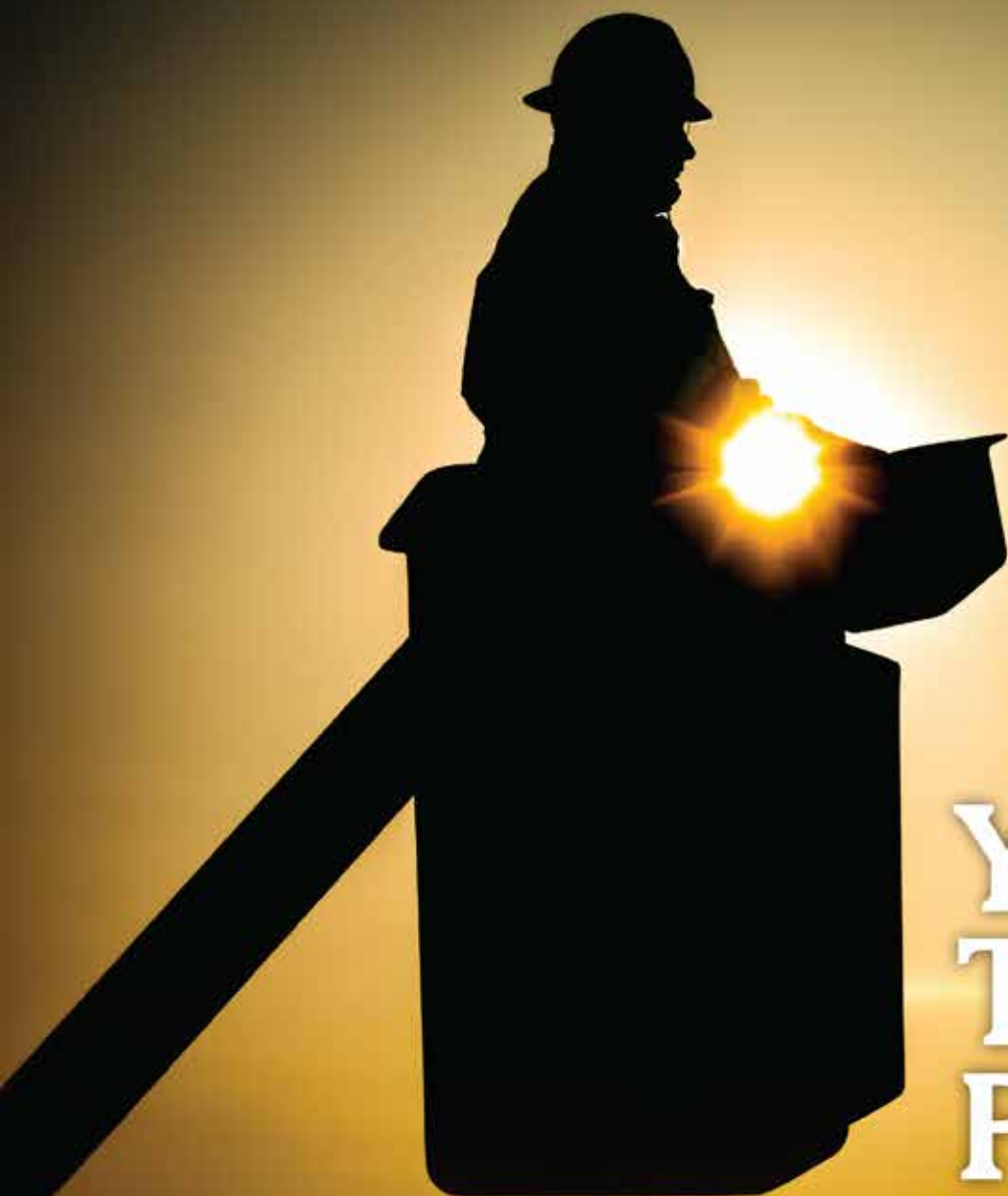
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Bergkamp's Pothole Patcher Rental Program: Quick Delivery and Safe, Effective Patching

Rental of Bergkamp's advanced patchers eliminates capital expenses and allows agencies to get ahead with street maintenance programs.

Bergkamp Inc., based in Salina, Kansas, is pleased to announce its new Pothole Patcher Rental Program, which allows busy public works departments to quickly bring an all-in-one FP5 Flameless Pothole Patcher or an SP5 Spray Injection Pothole Patcher into their fleets. With immediate availability of late-model, low-hour equipment and competitive rental rates, agencies are not required to wait for capital expense budgets and approvals to begin providing permanent pothole patches in their areas. Bergkamp is the only patcher manufacturer in the United States to offer such a rental program.

Due to COVID-19 stay-at-home orders, streets are experiencing less traffic, creating ideal conditions for safe and effective pothole patching. Additionally, the FP5 Flameless Pothole Patcher and SP5 Spray Injection Pothole Patcher are both built for maximum safety to crews. With the SP5, only one crew

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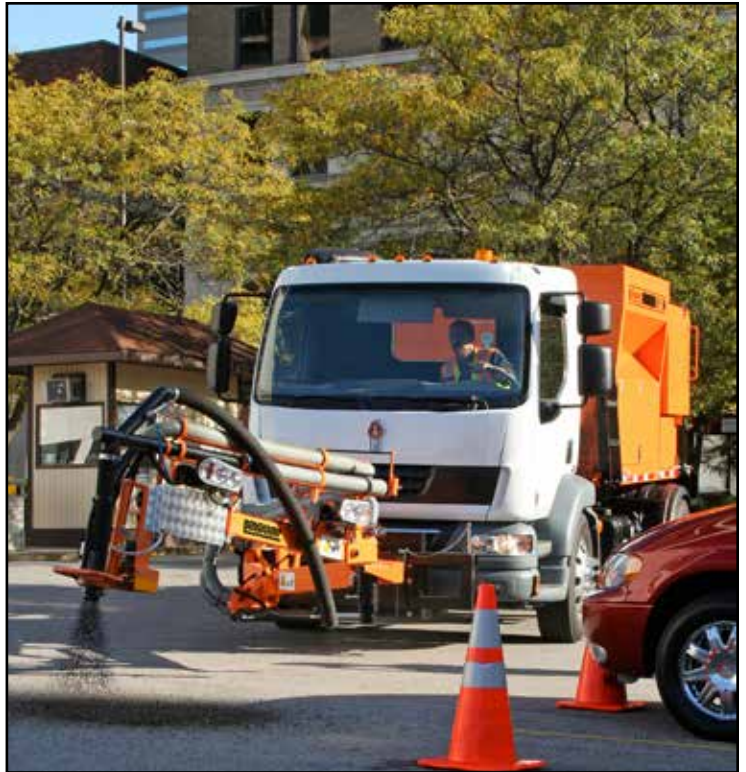
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member is required to both drive and operate the patcher. In-cab joystick controls allow patching operations to be conducted safely from inside the cab. As a less invasive technique than traditional methods, spray injection patching provides a quality pothole repair in minutes.

The FP5 is completely electric, with no fuel-fired burners, and is designed to keep crews away from traffic lanes, greatly reducing the dangers to workers. Because the standard material chute, optional swing auger, spoils bins, and tools can be easily accessed from the back or curbside on the machine, the operator can safely reach them without stepping into traffic. A hydraulic lift platform lowers the pavement breaker and plate compactor from transport position to ground level to reduce the risk of back injury. Potholes repaired using the FP5 have an increased life over the traditional “throw and roll” method.

“The new Pothole Patcher Rental Program offers rental terms to fit agencies’ needs, including long- and short-term rentals and a rental purchase option,” notes Todd Bigler, Government Sales Manager for Bergkamp. “It’s a great way for agencies to gain a late-model pothole patching unit, without having to go through the months-long purchase cycle – especially this time of year, when they are working hard to catch up on winter’s freeze-thaw damage to their streets and roads.”

Agencies interested in renting either an SP5 or an FP5 pothole patcher should contact Todd Bigler at toddb@bergkampinc.com, or call 785-829-1354. For more information on Bergkamp pothole



patchers, visit www.bergkampinc.com/patching-and-maintenance.

Bergkamp Inc. has been manufacturing pavement maintenance equipment since 1980, and is the only manufacturer in the U.S. that offers a spray injection patcher and an all-in-one pothole patcher. Bergkamp also builds a full line of truck-mounted, trailer-mounted and continuous slurry seal and micro surfacing pavers and equipment, as well as a line of equipment for emulsion production, asphalt modification and laboratory research. Bergkamp's headquarters and manufacturing facility are located in Salina, KS. The company works with customers throughout North America and the world. For more information, contact Bergkamp Inc., 3040 Emulsion Drive, Salina, KS 67401; phone (785) 825-1375; fax (785) 825-4269; email government-sales@bergkamp-inc.com; or visit www.bergkampinc.com.

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While most manufacturers have designed their track carriers from snow grooming machines, Morooka designed its carriers specifically for heavy-duty use in rigorous agriculture, forestry and construction applications from the bottom

up. That same industry-specific dedication is at the core of Morooka USA LLC, headquartered in Ashland, Virginia, since 2005. Morooka is the only manufacturer of rubber track carriers wholly made in America, with models designed and built specifically for use in North American applications.

Now Morooka has added a rubber track carrier line dedicated to the North American utilities industry.

Ken Byrd, president of Morooka USA said the company is always looking at how to meet the unique needs of end-users. "We had looked at what our construction models were doing for the U.S. oil and gas industry. So much of that work is



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installing pipeline infrastructure in remote, undeveloped, hard-to-access areas. We realized the same was true for the utilities industry. Electrical transmission and distribution lines are often in those same types of environments. Our construction models could be retrofitted to meet most of their needs, and there are other manufacturers that do exactly that. But Morooka has always matched its models to the job."

That's why five years ago Morooka USA began working with North American utilities customers to create a dedicated line of Tier 4-compliant carriers, the VDL-series. Morooka has six models currently available and another being introduced at ICUEE later this fall, the MST4500VDL. "We are committed to the utilities industry. We've pushed the limits of what carriers can do for them with the 125-foot bucket reach of the 4500VDL. To be able to go off road in any environment at that size and price point – one client has already told me it's a real game-changer for them."

Utilities-specific

The VDL models have the same robust design of Morooka's construction carrier models, and like them, are made from U.S. steel, by U.S. personnel with U.S.-based customer support. Beyond that, Byrd said, the carriers differ in several key ways. "One of the primary differences is engine placement," Byrd said. "Construction models have center-frame mounted engines, but utilities companies attach digger derricks and bucket lifts to the carriers. They need room to mount the masts and to lay them down for ease of transport. We keep the center well freed up by offsetting the engine." Byrd noted that the open center well has also been advantageous for attaching personnel carriers and hydro-seeders.

Another major change has been accommodating attachments common to the utilities industry that

require extended frames. "Again, it's because our design and manufacturing facilities are right here in the U.S. Our frames are built right here, so it's easy for us to customize them to North American equipment specifications. We don't have to piece on an extension to an existing frame. We simply build one solid frame to whatever the specs call for." The built-to-spec frame eliminates any concern for overstressing a weld at the extension, since there is no extension welded on. "Our frames are solid."

Curt Unger, Morooka USA Vice President of Sales, said the ability to build to spec has additional benefits. One is mobilization readiness. Most of the VDL models meet the DOT-approved width of 8 feet 6 inches for permit-free transportation. "Utility companies might need to respond immediately at any time," Unger said. "When they get called out because a snowstorm Friday evening took down a distribution line, they can't be held up waiting through the weekend to get a permit. With our carriers, they just go."

Byrd said, "We manufacture a good share of our utilities models as OEM proprietary designs," Byrd said. "We'll custom-design and build to the dimensions they specify." Customization is made easier by the new carrier line's mounting frames, which duplicate the mounting frame of a wheeled carrier to easily accept digger derricks and lift buckets without special adaptation. "Other makes of carrier need a sub frame," Byrd said. "Ours does not. One of our OEM clients told me this has been saving installers about 40 to 50 hours of build-time per unit. Fewer man-hours and lower material cost represent a huge savings on every Morooka carrier installation."

Morooka tough

Unger said reliability is critical to utilities applications. "Your track carriers will get you to places

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that wheeled vehicles just can't go – so that much farther from help if you need it. Take the snow-storm scenario again as an example. You need to get your equipment out there on a weekend, and you need to trust that it won't let you down once you're there."

Unger said that's why Morooka carriers make such good vehicles for the utilities industry. The line of carriers shares the robust build of all Morooka lines. One key area is tread and carriage. The aggressive, straight bar tread pattern favored by the construction and oil and gas industries gives utilities customers the same benefits: increased traction, reduced tearing and wide ground pressure disbursement to track easily over muddy or sandy soils.

"That's one of the most common concerns I hear about rubber track carriers, tread life," Unger said. "How does rubber hold up? But all our tracks were made specifically for long life under rigorous use." Morooka tracks feature its Continuous Steel Core technology. Their helically wound steel cords have no inside joints to fail. The one-piece design also prevents stretching and derailing. "CSC eliminates about 95 percent of the traditional causes of rubber track failure," Unger said.

"Our treads also have a greater number of contact points than other makes." Greater contact with the ground, Unger said, lowers ground pressure, placing less stress on any given contact point with the treads and contributing to a longer service life. "Overall our units average ground pressure is less than a man's footprint."

The footprint of the average human male exerts a ground pressure of about 8.0 psi. The MST-1500VDL model with 225 hp Tier 4 Cat engine exerts a ground pressure of only 2.6 psi, though the unit is 23 feet 8 inches long with a width of 8 feet 6 inches and weighs 21,660 pounds. Fully loaded

to its 20,000 pound maximum capacity, its ground pressure is only 5.0 psi.

The largest of the 8 foot 6 inch wide Morooka models to date is the MST2500VDL with 250 hp Tier 4 Cat engine. At 27 feet 6 inches long, it weighs 29,000 pounds and exerts a ground pressure of 2.6 psi. With a 30,460-pound maximum load, its ground pressure is still just 5.1 psi.

Morooka carriers are easy to maintain, and excellent parts availability minimizes downtime for service and repair. All engines for the North American market feature top brand-name, Tier 4 engines from Cummins, Cat and Kubota. "And the fuel tanks, the cabs, the frames – 95 percent of everything on our carriers is made right here in the U.S., so we have excellent in-stock availability of the most commonly needed parts, with total parts availability for our carriers rated at about 88 percent at any given time."

Operator safety and comfort surpass standards for the North American market. Units feature ROPS-certified frames and cabins, Danfoss® joystick controls and easy-to-read digital display, backup cameras, and heated remote mirrors. Morooka USA rubber track carriers have hydrostatic transmissions and come with a one year, 1,000-hour warranty. Morooka's industry-leading dealer, parts and service network ensures coast-to-coast after-sales product support throughout North America. The new line of purpose-built machines gives utilities end-users a rubber track carrier dedicated to the unique work they do that they can count on wherever and whenever they need to do it.

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