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January 2017

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Stopping Corrosion in the Utility Industry

Miller Industries
Towing Equipment
Inc. Releases New
Knee Boom

**Terex[®] Announces
HyPower[™] IM
for Telescopic
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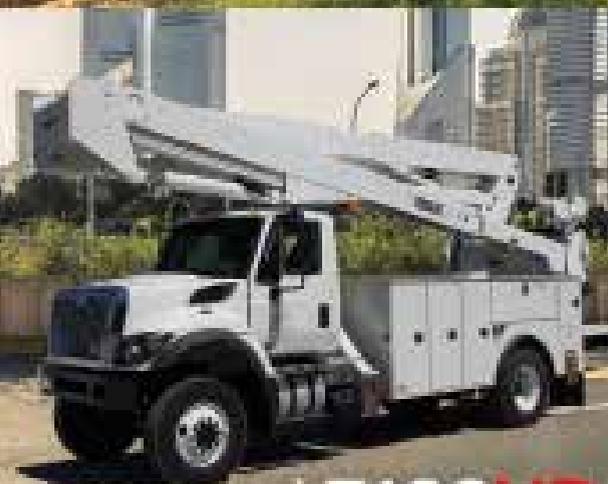
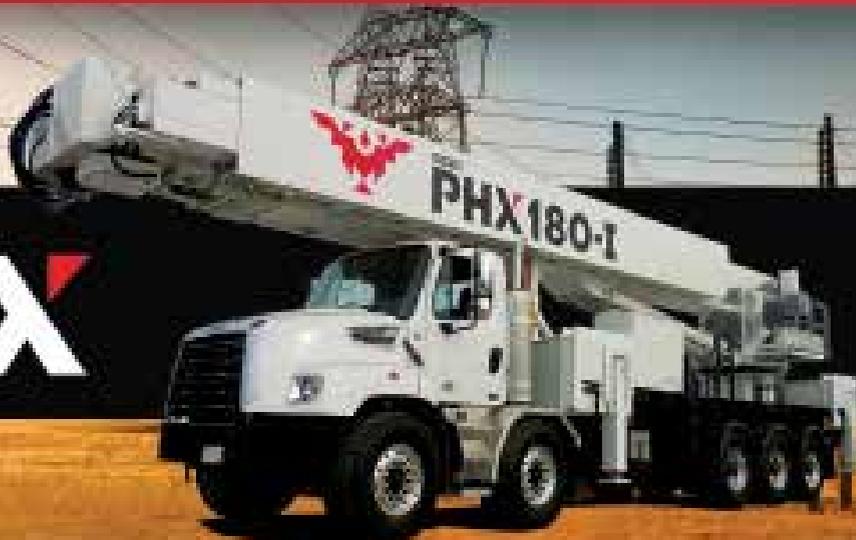
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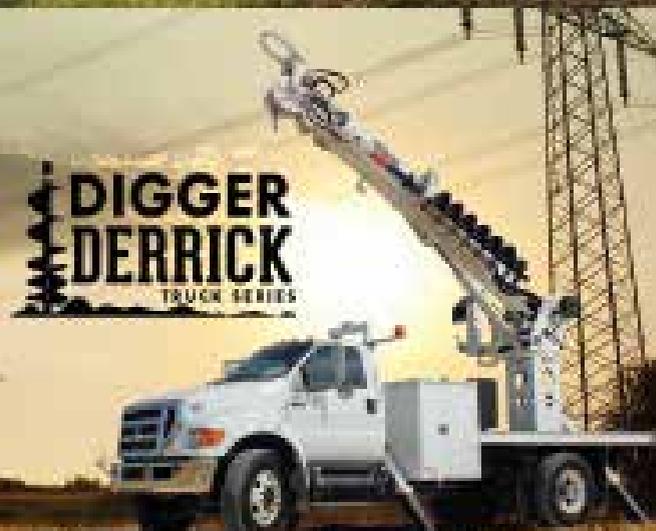
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NATIONAL SALES
MANAGER

Hank Underwood
205-624-3796
george@handfmedia.net

EDITOR

Annie McGilvray
annie@handfmedia.net

CONTRIBUTING EDITOR

Brandon Greenhill
brandon@tipsmag.net

CREATIVE/WEB DIRECTOR

Jacklyn Greenhill
jacklyn@handfmedia.net

ADMINISTRATIVE
DIRECTOR

Steven Hobson
steven@handfmedia.net

CEO
Christy Hobson

PRESIDENT
Glen Hobson



Executive and Advertising Offices

PO Box 1568

Pelham, AL 35124

phone: 205-441-5591 fax: 205-624-3354

www.theutilitysource.net

glen@handfmedia.net

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Peterbilt Motors Company Exhibiting at 2017 Mid-America Trucking Show

Peterbilt Motors Company announced it will exhibit during the 2017 Mid-America Trucking Show (MATS) in Louisville, Ky., in March 2017, showcasing its latest products and services for the tens of thousands of expected attendees.

“The Mid-America Trucking Show allows Peterbilt to spend quality time with customers and drivers while exhibiting our latest offerings,” said Darrin Siver, Peterbilt General Manager and PACCAR Vice President. “MATS is an outstanding venue for Peterbilt to thank the industry and interact with the many men and women who own, operate or are champions of our products.”

Peterbilt said it will have a significant presence at the show. Its exhibit space will include the Model 579 EPIQ’s latest fuel economy enhancements and new day cab configuration, SmartLINQ remote diagnostics technology and a special display for the Red Oval pre-owned truck program.

Peterbilt’s Innovation & Class tour trailer will be located just outside the exhibit hall, featuring numerous displays and interactive features, including a driving simulator and an augmented reality demonstration that puts the user in a virtual driver’s seat with the latest in-cab technologies.

2017 MATS is scheduled for March 23-25 in the Kentucky Exposition Center.



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HammerHead Trenchless Acquires RS Lining Systems, LLC

HammerHead Trenchless, a Charles Machine Works company, has announced the acquisition of RS Lining Systems, LLC, the provider of RS Technik® pipe rehabilitation solutions in the Americas. This acquisition will allow HammerHead to better serve customers across the underground infrastructure rehabilitation market by providing an enhanced suite of CIPP trenchless solutions.



“HammerHead strives to offer its customers a unique, comprehensive set of solutions for any rehabilitation or replacement project. The combination of HammerHead and RS Lining will expand our existing product and services offering to provide our customers the most complete set of solutions for rehabilitating underground utility infrastructure,” says Kevin Smith, President of HammerHead Trenchless Equipment. “Our goal is to offer customers not just any solution but the right solution to fit their needs, and the synergy between HammerHead and RS Technik solutions expands our position as the trusted advisor in the trenchless industry.”

RS Lining is a leader in CIPP technology, providing a full suite of RS Technik pipe rehabilitation solutions for gravity sewer, pressure pipe and potable water including RS CityLiner®, RS CityMain®, and RS Blue-Line® all of which feature mobile, state-of-the-art, CIPP impregnation and installation equipment RS MobiPreg™.

www.hammerheadtrenchless.com

Thomas & Betts Recieves Industry Partner Award from NECA

Thomas & Betts (T&B), a member of the ABB Group, has received the Industry Partner Award from the National Electrical Contractors Association (NECA) at the 2016 NECA Convention and Trade Show in Boston. The Industry Partner Award recognizes individuals or organizations allied with the electrical construction industry whose decisions, actions or cooperation with NECA contribute to the industry’s success.

“Like NECA, Thomas & Betts was founded at the beginning of the electrical age, and it has become one of the industry’s strongest and most innovative leaders,” NECA CEO John M. Grau said when he presented the award. “As a member of NECA’s Premier Partner sponsorship program, which brings together NECA members and the leading companies in the industry, Thomas & Betts will continue to play a pivotal role in shaping our future.”

Accepting the award on behalf of Thomas & Betts was Nancy Lindsay, Market Development Manager – Construction. Also present from Thomas & Betts/ABB Electrification Products Division were Franklin Sullivan, Executive VP, North America; Doug Schuster, SVP, Global Managing Director, Installation Products; David Dean, VP Sales Operations; and Ralph Donati, Product Marketing Director.

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Miller Industries Towing Equipment Inc. Releases New Knee Boom

Miller Industries Towing Equipment Inc., company, has provided towers with an enhanced rear underlift boom for towing casualty vehicles. With the release of the new enhanced "Knee Boom" style of underlift, Miller Industries is now able to provide Rotator configurations to further meet the diverse needs within the towing industry.

The Miller Industries™ Knee Boom, currently available in both the standard "Street Low Rider" configuration and the upgraded "Coach Low Rider" configuration which offers a 55,000 lb. towing capacity at the fully retracted length of 83 ½ inches. The Knee Boom reach, with the Coach Low Rider, maxes out at 173 inches supporting 18,000 lbs. at full extension in the towing position, while the standard "Street Low Rider" configuration offers 16 inches less reach and overhang. The Knee Boom is designed to provide an industry leading -23° to +16° tilt factor, providing for clearance versatility on extreme downhill or inclined surfaces. The options of 35,000 lb. and 50,000 lb. drag winches complement the already robust features of this Knee Boom.

The Knee Boom also leads the industry by boasting an impressive 45-inch max horizontal height. If that wasn't enough, the new Knee Boom, at normal towing height, allows for the recovery boom to be lowered to an impressive 12 ft. 2 in. travel height with no contact to the elevated Knee Boom, making this a clear best for road travel and underpass clearance. The Miller Industries™ Knee Boom has been industry tested across the globe in both civilian and military applications. The new Knee Boom underlift is available on the Century® 1135 and 1140 rotators, as well as the revolutionary Century® 1150 and Vulcan® 950 series rotators with standard and RXP configurations.

According to John L. Hawkins, Vice President of Heavy Duty Wrecker Sales for Miller Industries; "There has been no new product offering from Miller Industries like the introduction for domestic sales of the "Knee Boom" underlift. The reason; the decades of product knowledge with our European partners and the detailed demands from over six Military contracts. All of this background, allowed the design team to offer a better lifting arc, reduced interference with the recovery boom, greater tilting capacity, a low profile with the "Low Rider" underlift, a horizontal lift almost double that of the SDU, and little if any effects to the demands of the recovery boom." This option will not only maximize the trucks ability to tow varying casualty vehicles, but will also provide towers with enhanced options as they configure their trucks to better serve their geographical area and terrain.

The Century® and Vulcan® rotators are large wreckers featuring 360° of continuous boom rotation, a 3-stage recovery boom, optional deck and turret mounted winches, as well as field tested and proven SDU-4 and now Knee Boom underlifts. With the Knee Boom outfitted, these rotators are also available in the RXP platforms featuring side mounted retractable hydraulic stiff leg outriggers for increased stability when handling tough side recoveries. The 1150 and 950 rotators also feature the new patent pending Raptor Wireless Proportional Control System which includes an information screen with load sensing functions.

For all of the latest Miller Industries™ news please visit the website:

www.millerind.com •

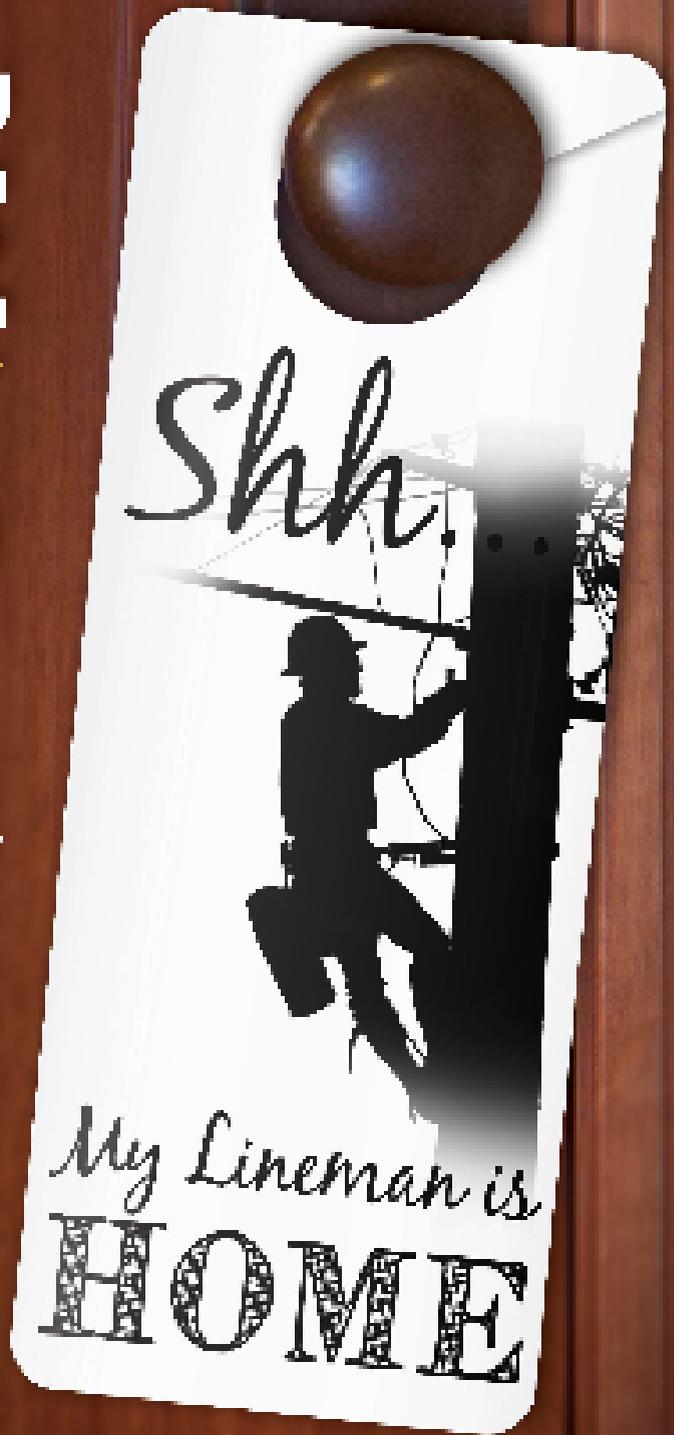


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TransferFlow's New 50-Gallon High-Capacity Replacement Fuel Tank for the 2016 Nissan Titan XD Diesel Pickup Nearly Doubles Stock Fuel Capacity

Transfer Flow, the leader in aftermarket fuel tank systems, has introduced a 50-gallon high-capacity replacement fuel tank for the 2016 Nissan Titan XD diesel truck. The Transfer Flow 50-gallon midship replacement tank will provide Nissan Titan XD owners with nearly double the fuel capacity and driving range over its stock 26-gallon tank.

Transfer Flow's new Nissan Titan XD high-capacity replacement tank is available from the company through its web site at www.transferflow.com or by calling 800-826-5776. It can also be purchased through one of the company's hundreds of dealers in the United States, Canada and Australia.

The fuel tank comes complete with everything needed for installation and use, including straps, mounting hardware, and easy-to-follow illustrated instructions for installing the tank. Installation can be done in a couple of hours by the customer, a qualified mechanic, or one of Transfer Flow's 320+ authorized installers listed at www.transferflow.com/installation.

The tank is constructed from high-yield domestic 12-gauge aluminized steel and powder-coated for a durable satin black finish, ensuring strength, durability and superior corrosion resistance. Like all its aftermarket fuel systems, this new offering for the Nissan Titan XD comes with Transfer Flow's best-in-class 6-Year Unlimited Mileage Warranty. In business since 1983 and still family-owned and values-driven, Transfer Flow enjoys the best reputation for

quality and customer service in its industry.

Nissan's Titan XD made news in 2016 with the launch of their 5.0-liter Cummins turbodiesel-powered trucks that aimed to redefine what qualifies as a heavy duty truck. But as owners put the Titan XD's 310 horsepower and 555 lb-ft of torque to the test, hauling or pulling heavy loads, mileage and driving range will suffer. Enter Transfer Flow, which improves the truck's driving range and allows drivers to stop to refuel less often and be more selective about where they purchase fuel and at what prices they do so.

Transfer Flow is the leading American manufacturer of premium aftermarket fuel tank systems, including high-capacity replacement tanks, refueling tanks for filling trucks as well as other vehicles and equipment, in-bed toolbox fuel tank combos, and in-bed auxiliary tanks that use Transfer Flow's patented worry-free TRAX 3™ technology to automatically transfer fuel to the truck's main tank as needed. The company also produces fuel tank systems and components for many of the world's largest OEMs, including Ford, GM, Ram trucks, Cummins, Eldorado National, Knapheide, Isuzu, Braun, Navistar, Oshkosh and many more.

For more information on this new Transfer Flow 50-gallon replacement tank for the 2016 Nissan Titan XD, or for a copy of Transfer Flow's Aftermarket Fuel Tank Systems Catalog, call 800-826-5776.

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Stopping Corrosion in the Utility Industry

A new approach to corrosion may dramatically extend aging gas, water, electricity, as well as telecom facility infrastructure

From gas distribution, drinking water, and sewer piping to electric transmission, distribution, and substation structures, to telecom towers, much of the utility industry's carbon steel facility infrastructure is aging and now between 40 and 100 years old. Consequently, the cost of corrosion is on a path to dramatically escalate.

"Utilities, which supply gas, water, electricity, and telecommunications services, account for the largest portion of annual industrial corrosion costs, with direct corrosion costs totaling \$47.9 billion, according to NACE International's report *Corrosion Costs and Preventive Strategies in the United States*.

Corrosion in Industry



The Electric Power Research Institute (EPRI), a non-profit scientific research organization, estimates that corrosion cost the electric power industry \$17 billion in 1998, of which "about 22 percent of the corrosion costs were considered avoidable."

Once corrosion starts, often through a breach in traditional barrier-type coatings such as epoxies or polyurethanes, the coating can act like a greenhouse, trapping water, oxygen and other corrosion promoters. This allows the corrosion to spread quickly under the coating itself, which is difficult to inspect, and can lead to failure and costly premature replacement. For these reasons, such coatings are routinely reapplied at a sizeable cost in facility downtime, surface preparation, and coating application.

“Corrosion is a never ending problem to utility facility infrastructure, and everything made of steel is at risk,” says Scott Taylor, President of Taylor’s Industrial Coatings, a Lake Wales, Florida based industrial coatings contractor. “Steel structures are typically recoated every 7-10 years, depending on environmental factors such as rainfall, humidity, and proximity to a marine environment.”

Now a new generation of anti-corrosion coatings, called Chemically Bonded Phosphate Ceramics, is poised to cost-effectively stop such corrosion, improve safety, and significantly extend utility industry infrastructure and facility life while minimizing maintenance and downtime.

Protecting Utility Assets for Decades

“Utilities are looking for better corrosion coatings that extend the usable lifespan of their facilities while minimizing the need for coating reapplication,” says Taylor, whose company has coated a wide range of utility infrastructure including gas and circulating water piping, waterbox/tubesheets, boiler structures, turbine decks and enclosures, ct inlet filter houses, interior/exterior tanks, as well as transmission/distribution poles and towers.

To address these issues, the company turned to EonCoat, a spray applied inorganic coating from the Raleigh, North Car-

olina based company of the same name. EonCoat represents a new category of tough, Chemically Bonded Phosphate Ceramics (CBPCs) that can stop corrosion, ease application, and reduce production downtime. Recognized as an industry leader, EonCoat won the NACE 2015 Corrosion Innovation of the Year Award in the coatings and linings corrosion control category.

In contrast to traditional polymer coatings that sit on top of the substrate, the corrosion resistant CBPC coating bonds through a chemical reaction with the substrate, and slight surface oxidation actually improves the reaction. An alloy layer is formed. This makes it impossible for corrosion promoters like oxygen and humidity to get behind the coating the way they can with ordinary paints.

Although traditional polymer coatings mechanically bond to substrates that have been extensively prepared, if gouged, moisture and oxygen will migrate under the coating’s film from all sides of the gouge.

By contrast, the same damage to the ceramic-coated substrate will not spread corrosion in utility facility infrastructure because the carbon steel’s surface is turned into an alloy of stable oxides. Once the steel’s surface is stable (the way noble metals like gold and silver are stable) it will no

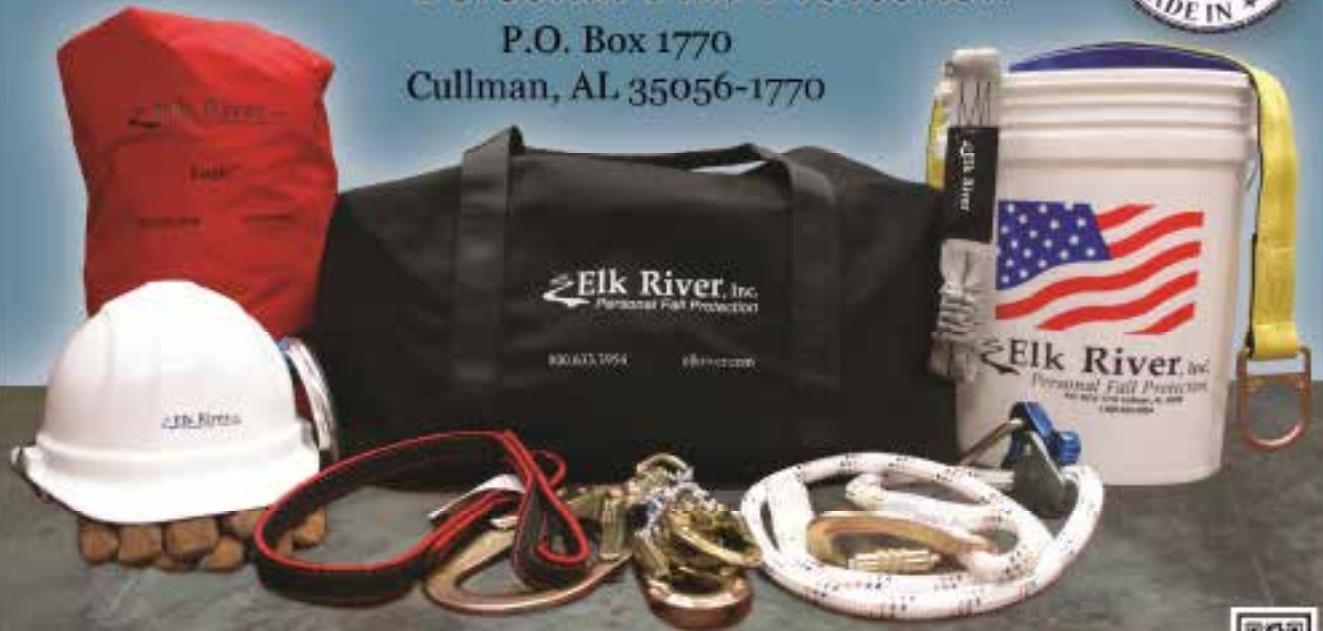


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longer react with the environment and cannot corrode.

Visible in scanning electron microscope photography, Eon-Coat does not leave a gap between the steel and the coating because the bond is chemical rather than mechanical. Since there is no gap, even if moisture was to get through to the steel due to a gouge, there is nowhere for the moisture to travel, which effectively stops corrosion in utility industry applications.

The corrosion barrier is covered by a ceramic shell that resists corrosion, fire, water, abrasion, impact, chemicals, and temperatures up to 400 °F. Beyond this, the ceramic shell serves a unique role that helps to end the costly maintenance cycle of replacing typical barrier type coatings every 7-10 years.

"If the ceramic shell and alloy layer is ever breached, the ceramic shell acts as a reservoir of phosphate to continually realloy the steel," explains Merrick Alpert, President of Eon-Coat. "This 'self heals' the breach, depending on its size, and stops the corrosion if necessary. This capability, along with the coating's other properties, enables effective corrosion protection for the life of in-service structures with a single application."

Because of the dual layer of corrosion protection and unique self-healing capability of the alloy layer, the coating is expected to last a minimum of 30 years and carries a 30-year warranty.

For such durable corrosion protection, Taylor's Industrial Coatings has recently successfully spray applied EonCoat to 3,000 linear feet of 24" gas pipe at an electric power generation facility in the southeast U.S.

"The new anti-corrosion approach essentially triples the expected lifespan of traditional coatings and is much more cost effective in the long run for utility facility and infrastructure managers who want to protect their assets," says Taylor. "We plan to use it in a wide range of carbon and mild steel applications in the future."

Utility industry operation managers or corrosion engineers looking to reduce costs are also finding additional advantages to CBPC coatings like EonCoat beyond corrosion resistance.

Such coatings consist of two non-hazardous components that do not interact until applied by a standard industrial plural spray system like those commonly used to apply polyurethane foam or polyurea coatings. Since CBPC coatings are inorganic and non-toxic, there are no VOCs, no HAPs and no odor. This means the water soluble, non-flammable coatings can be applied safely even in confined spaces.

One of the greatest benefits, however, is quick return to service that minimizes facility downtime. The time saved on an anti-corrosion coating project with the ceramic coating comes both from simplified surface preparation and expedited curing time. With a typical industrial coating, near white metal blast cleaning (NACE 2 / SSPC-SP 10) is required to



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prepare the surface. But with the ceramic coating, only a NACE 3 / SSPC-SP 6 commercial blast cleaning is typically necessary.

For corrosion protection projects using typical polymer paints such as epoxies or polyurethanes, the cure time may be days or weeks before the next coat of traditional 'three part systems' can be applied, depending on the product. The cure time is necessary to allow each coat to achieve its full properties, even though it may feel dry to the touch.

With traditional coatings, extensive surface preparation is required and done a little at a time to avoid surface oxidation, commonly known as 'flash rust,' which can require re-blasting.

"Typically you need to keep an SP 10 throughout the entire blast operation, cleaning operation, and painting operation with traditional coatings," said Wesley Newburn, a Quality Control Manager for Mobley Industrial Services, a multi-service specialty contractor. "You may need to rent D-H equipment because humidity above 60% will oxidize the surface and require re-blasting."

In contrast, a corrosion resistant coating for carbon steel utilizing the ceramic coating in a single coat requires almost no curing time. Return to service can be achieved in as little as one hour. This kind of speed in getting an asset operational again can potentially save many thousands of dollars per day in reduced utility facility downtime.

"Perhaps the biggest advantage with EonCoat is that there's no worry about surface prep," said Newburn. "You can blast the entire surface, then coat it without concern over losing an acceptable blast. There's no need for D-H equipment because the ceramic coating can be applied when it's wet or humid. A little surface oxidation makes it adhere better."

For more information, call 754.222.4919; visit www.eoncoat.com; or write to EonCoat, LLC at 551 Pylon Drive, Unit D, Raleigh, NC 27606.

By Del Williams

Del Williams is a technical writer based in Torrance, California.

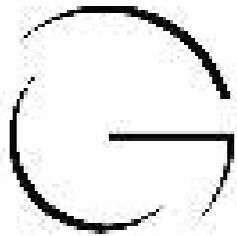
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Terex® Announces HyPower™ IM for Telescopic Aerial Devices

Terex Utilities now offers customers another option to meet their green fleet needs with the new HyPower™ IM, the latest innovation in the HyPower hybrid solutions offering.

“The IM stands for ‘I am’: I am innovative technology. I am efficient. I am lightweight. I am green. I am cost effective,” said Joe Caywood, Director of Marketing. “HyPower IM allows fleets to meet their green initiatives.”

HyPower IM is an idle mitigation and cab comfort solution. HyPower IM provides similar benefits as the HyPower Hybrid System, including reduced fuel usage and reduced exhaust emissions, but at a lower price point. The system automatically switches from plug in battery-stored power when the truck is idling to engine-supplied power when hydraulic controls are engaged.

“Throughout an eight-hour work day, on a typical trouble truck, the aerial’s hydraulic controls are engaged about one hour total run time. By allowing the hydraulic system to switch to engine power during those brief intervals, HyPower IM is still able to provide emissions efficiencies plus optimum hydraulic control function,” said Tyler Henderson, Product Development Manager. “The transition is seamless. Operators will experience no lag time in hydraulic responsiveness.”



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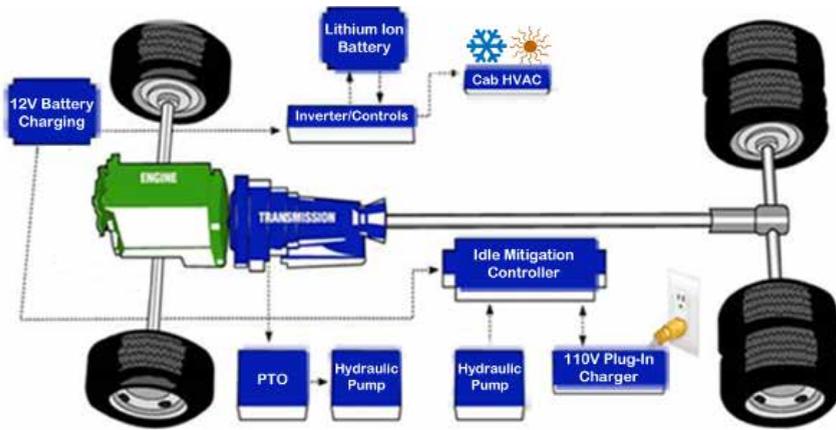
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Because HyPower IM starts and stops automatically when the truck is put into park and when hydraulic controls engage, utility workers do not have to take physical action to switch from engine to battery powered systems.

In addition, HyPower IM enables the truck cab to be heated or cooled without the engine running, utilizing the trucks heating and cooling vents. A 4 KWH package is required for the Cab Comfort feature; otherwise, a 1 KWH package will suffice for typical trouble truck applications.

Specifications

HyPower IM is currently available for Class 5 Chassis, such as Ford, Dodge, and GM trucks, used with Terex® Hi-Ranger™ telescopic aerial devices, such as the LT, LTM and TL series aerial devices.

HyPower IM is a 48v Lithium ion battery system that charges from either a standard 120V plug in or the 12v chassis engine alternator during road travel. HyPower IM uses fewer, more high efficient batteries, decreasing overall vehicle weight and increasing payload capacity while still providing maximum fuel efficiency for customers.

“HyPower IM provides an affordable solution for EEl member companies to meet Edison Electric Institute’s goal of investing 5 percent of annual fleet budgets to plugin vehicles and technologies,” said Henderson. The system can be ordered with new Terex aerial devices or retrofitted on existing fleets.

www.info.terex.com/hypoweriminfo

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Lightweight, High-Strength Composite Service Bodies by BrandFX Everlast™



Lightweight, high-strength BrandFX EverLast™ composite service bodies are available for 40", 56", 60", 84" Cable-To-Axle (CA) trucks. Able to support a wide range of cranes and aerials, these service bodies are employed in many industries including utilities, telecommunications, plumbing, HVAC, mechanical, electrical, pest control, and more.

BrandFX EverLast composite service bodies offer a number of advantages compared to conventional metal bodies, including a unique combination of high strength and light weight. An EverLast service body can weigh as little as 50% of a similar steel body, which can equate to thousands of dollars in fuel costs savings annually.

Additionally, the lighter weight of EverLast bodies reduces wear on tires, brakes, and suspension components. This reduced weight can also allow for additional load capacity for a truck equipped with an EverLast service body. In some cases, the lighter weight of these bodies will even allow an operator to downsize vehicles.

EverLast bodies are molded using a proprietary composite formula that ensures durability and long-term performance. This molded construction technique also provides for the bodies' rounded edges for improved aerodynamics, safety, and a quality appearance.

www.BrandFXBody.com



Emerson Targets Food, Beverage & Pharmaceutical Industries

Emerson is targeting the food, beverage and pharmaceutical industries with the new 4QSS liquidtight fittings featuring 316 stainless steel for dependable performance that will last decades in wet, corrosive locations.



Engineered for applications where sanitation is a critical concern, the UL Listed fittings securely connect flexible metallic electrical conduit while completely sealing off liquids, vapors and solids. A nickel-plated ferrule provides maximum surface contact with longer, more pronounced threads to ensure pull-out protection and prevention of tight bend conduit "pop-out" to help minimize costly replacements and service calls.

“The 4QSS delivers a host of advantages that our competition simply can’t match,” said Rick Jones, Product Manager at Emerson. “For one, we’ve used super-bright 316 stainless steel instead of the less rugged 304 stainless steel found in our competition’s fittings. And two, we offer better value by including a sealing ring and locknut with the package, eliminating the need for separate purchases. Finally, we are offering the fittings in the most popular sizes and configurations to meet market needs.”

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www.emerson.com

GSSI Releases the UtilityScan HS

GSSI, the world’s leading manufacturer of ground penetrating radar (GPR) equipment, announces the release of the UtilityScan HS, the newest product in its popular UtilityScan GPR system line. The UtilityScan line is the industry standard for efficiently identifying and marking the location and depth of subsurface utilities, including gas, sewer, and communication lines. The newly released UtilityScan HS model incorporates the 350 HS antenna, a state-of-the-art digital antenna designed with features GSSI’s patented HyperStacking™ technology. HyperStacking technology greatly improves the depth and data resolution performance over traditional RTS technologies.

HyperStacking is a revolutionary real-time sampling (RTS) technique patented by GSSI, which greatly improves the receive performance of a GPR system while maintaining the measurement speed and radiated emission limits. By incorporating the 350 HS antenna, the UtilityScan HS deliver higher data resolution, better RF noise immunity, and better depth penetration than traditional GPR antennas. The 350 HS can reach depths of up to 12 meters (40 feet). The UtilityScan HS also provides advanced signal processing tools such as stacking, signal floor tracking and background removal.

www.geophysical.com

HD Electric Company Prepares for Storm Season with V-Watch®

HD Electric Company, a Textron Inc. company, is preparing for storm season with its V-Watch® Personal Voltage Detectors. Designed to be worn on the outside of your clothing at mid-torso, the V-Watch Personal Voltage Detector provides an extra level of safety by detecting and alerting the wearer to the presence of electrical fields or energized electrical equipment.

The V-Watch Personal Voltage Detector allows restoration workers and first responders to safely and effectively restore power to customers by providing an audible alarm which increases in frequency as the wearer gets closer to the voltage source. Typical initial warning distance is about 7 feet (2.13m) from a 4kVAC conductor. Warning distance increases with higher voltages.

It comes with a durable nylon carrying case which is electronically shielded and used for storage when the V-Watch Detector is not in use. There are two versions of the carrying case—one that is flame resistant material with a safety-green color for high visibility and the other that is a black shielded material.

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Milwaukee Tool Announces the Next Generation of Tape Measures

Milwaukee Tool announces the next generation of tape measures – new Magnetic Tape Measures with Finger Stop. The new Tape Measure lineup is designed with features that build upon the innovation that has made Milwaukee tape measures an industry favorite among professionals, improving ergonomics and maximizing functionality, while continuing to provide the longest life in the industry.

“Milwaukee® tape measures have come to be known for their extraordinary durability and longest life in the industry,” said Brandon Miller, Group Marketing Manager for Milwaukee Tool. “As a result of our user-focused research and the success of our tape measure line, we’ve now set the bar even higher by enhancing key features on these new tapes to help deliver an even better experience for the professional tradesman.”

Striving for continuous innovation and improvement, the new line of premium tape measures are more compact and ergonomic, providing a better fit in the user’s hand. An improved finger stop mechanism protects users’ fingers during retraction, while maximizing stability during layout applications.

www.milwaukeetool.com



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