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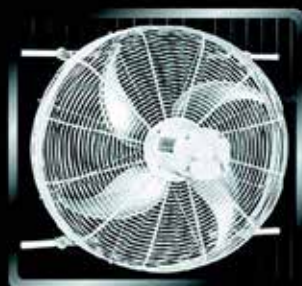
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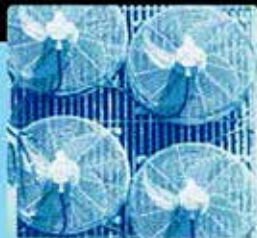
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DICA Announces Plans for The Utility Expo

DICA will showcase products for utility contractors from its Outrigger and Crane Pad, Ground Protection, Cribbing and Blocking, and Rigging product lines during The Utility Expo. The show will be held September 28-30, 2021 in Louisville, KY.

"DICA products help contractors get ready to get to work, and have long been a staple of equipment stocked on utility trucks," said Kris Koberg, CEO of DICA.

Among the company's newest products, which will be featured at the show, are FiberTech Outrigger Pads, ProStack SlotLock Cribbing Blocks, and LiftGuard Sling Protectors.

DICA Outrigger Pads provide unbreakable strength, safe handling, and easy setup for use with aerial lifts, digger derricks and mobile cranes. FiberTech Outrigger Pads are an ideal solution when extra rigidity is needed and weight is a concern.

ProStack Cribbing Blocks are designed to provide height in situations where you need to crib up. Slot Lock Cribbing Blocks have a rated capacity of 100,000 lbs., and are suitable for use with aerial devices, digger derricks, concrete pumpers and smaller cranes.

LiftGuard Sling Protectors prevent damage to slings caused by contact with abrasive edges, corners, or protrusions from loads being lifted. They also keep the sling away from other significant contact points during lifting operations.

These, and other DICA products will be in use at many OEM equipment displays, including Terex, Altec, Dur-A-Lift, Elliott, Hiab, Manitowoc, QMC, Ring Power, Spiradrill, and TIME/Versalift equipment. Visit DICA at booth N1331.

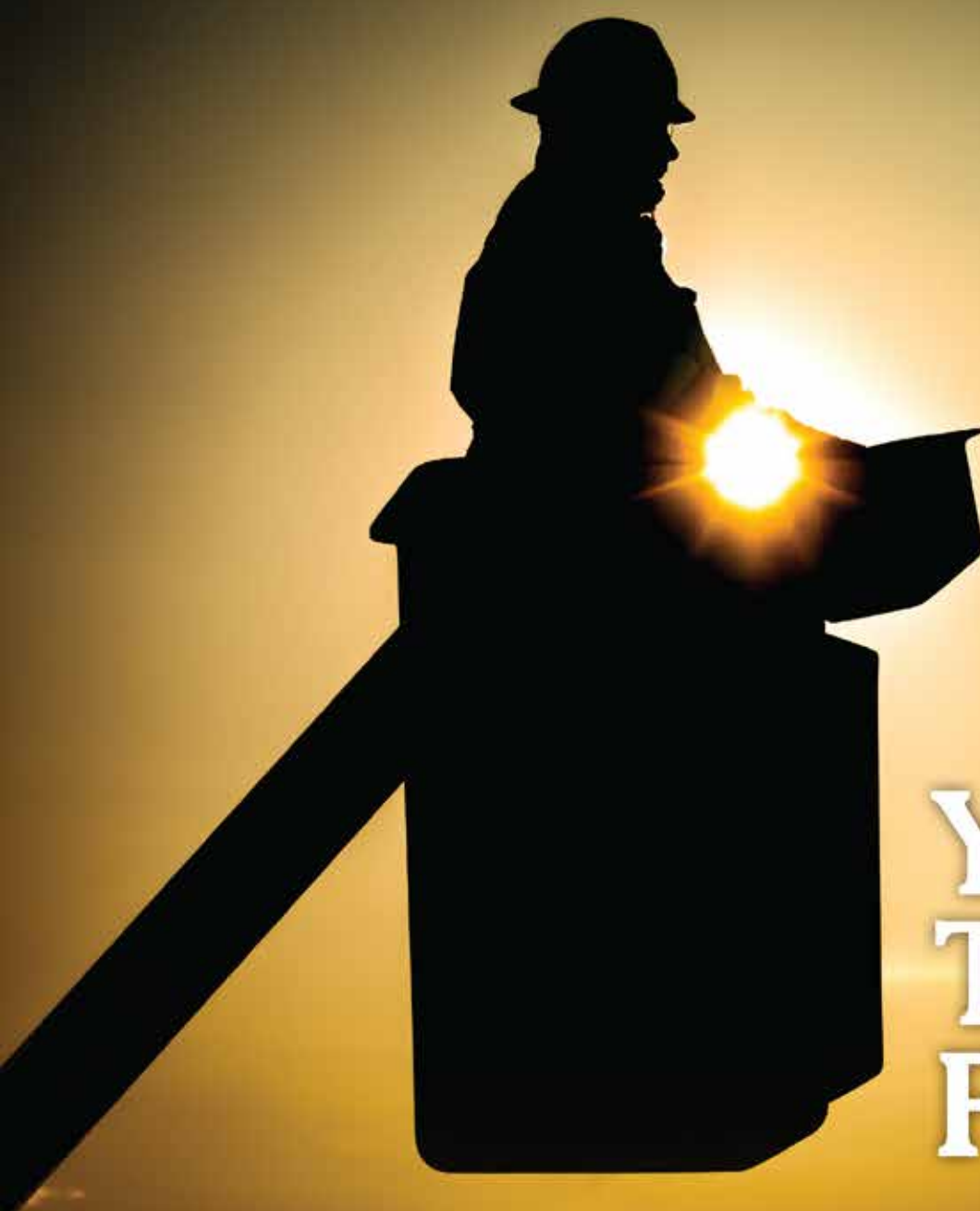
About DICA

DICA, Guthrie Center, Iowa, has been specializing in building a better outrigger pad since 1988. By creating engineered solutions for improving equipment stability and ergonomic safety, DICA is leading the way in product innovation for outrigger pads, crane pads and cribbing.

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New JLG® RT and ERT Scissor Lifts Now Available

New generation 40-ft and 47-ft diesel engine (RT) and electric (ERT) rough terrain models

JLG Industries, Inc., an Oshkosh Corporation company [NYSE:OSK] and leading global manufacturer of mobile elevating work platforms (MEWPs) and telehandlers, now offers its new generation of rough-terrain (RT) and electric rough-terrain (ERT) scissor lifts in 40-ft and 47-ft models. The new 4069 and 4769 RT/ERT scissor lifts feature class-leading platform size and an 800-lb capacity to carry more to height, as well as full drive at height capability. The tallest machines in their class, the RT4769 and ERT4769 provide users with access to five-story heights — an industry first.

Platform Enhancements

The platforms on the new JLG RT and ERT models are designed to get users closer to the work area while allowing them to bring more people, tools and material to height. These models offer class-leading capacities, delivering 28% more working area and a zero-platform offset. This feature minimizes the distance users have to reach to access work on buildings or other structures.

Drive At Height Capabilities

The new rough terrain units can be driven fully elevated, both indoors and out, for greater productivity and efficiency. This allows these lifts to operate along the length of a building at a fixed height, resulting in fewer trips up and down throughout the day. The RT models are available in both 2WD and 4WD configurations, while the ERT models are available in 2WD.

Platform Controls

The new platform control box with LCD display on these lifts incorporates new technology that focuses on integrating data that allows operators to better understand the machine's performance and capabilities. For example, it is able to provide users a multitude of productivity, terrain, machine health and safety notifications during use.

It also includes JLG's exclusive LiftSense™ technology, an evolution of variable tilt, which shows the users the maximum height they can achieve, before they elevate, based on side-to-side and front-to-back tilt and weight in the platform.

Standard Features

Like the new 2669 and 3369 RT/ERT models introduced in late 2020, the new 4069 and 4769 RT/ERT scissor lifts

come in either diesel/dual fuel engine models with hydrostatic drive (RT) or battery-powered, AC electric drive models (ERT). The ERT models feature regenerative braking, which actively recharges the batteries during machine use.

All JLG RT and ERT models come with rails that fold with ease. They can also be collapsed in three minutes or less, to allow operators to maneuver the machine in and through tight spaces.

And, all of these new rough terrain scissor lifts are ANSI A92.20/CSA B354 compliant, featuring a load sensing system that can be calibrated without weight.

Options and Accessories

Along with industry-leading standard features, these new JLG rough terrain scissor lifts are available with a variety of options and accessories, like pipe racks and leveling jacks, to make the work day more productive.

CleanGuard™, a leak containment system that protects sensitive flooring by safeguarding the risk of leaks, is an environmentally friendly option available on ERT models that gives users the confidence to work in more places.

QuikLevel Advanced is an available option on the RT models, allowing operators to automatically level the stowed scissor lift on side slopes up to 4.5 degrees and then elevate and drive at full

height under certain conditions. This feature is especially beneficial when performing work at height along the outside length of a building that has been graded for drainage at a consistent slope.

For a list of JLG RT scissor lift models, visit <https://www.jlg.com/en/equipment/scissor-lifts/engine-powered-rough-terrain/rt-series>.

For a list of JLG ERT scissor lift models, visit <https://www.jlg.com/en/equipment/scissor-lifts/electric/ert-series>.

To learn more about the new generation of JLG RT and ERT scissor lifts, visit <https://www.jlg.com/en/destination/new-rough-terrain-scissors> or watch the detailed walkaround video on YouTube.

For more information about other JLG products and services, visit www.jlg.com.





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Jeffrey Machine was founded in 1977 by Frank Sager as a machine, tool and die shop. Frank, a machinist and metal fabricator with many years of experience, passed the family trade on to his son, Jeffrey Sager, who took great interest in the auger market. Jeffrey began working with augers in 1983, first repairing them and later rebuilding them.

Jeffrey Machine, Inc. manufactures state-of-the-art auger tooling, along with a wide range of other drilling tools. In addition, we are a full-line general machine shop providing tool and die work, fabricated steel products, and many types of hard surface welding.

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Jeffrey Machine has been repairing, rebuilding, and manufacturing augers since 1983. Our augers range in size from 6 inches in diameter to 12+ feet in diameter. Drilling tools for utility, foundation, heavy and light construction equipment are also manufactured at our location in Birmingham, Alabama. We have a second location in Euless, Texas to serve you. Jeffrey Machine can build drilling tools to any size from customer prints, JMI prints, or from a simple telephone conversation. Call us today at 205-841-8600 and see what we can do for you.



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Our manufacturing facility is comprised of an assembly plant and EPA certified paint booths, and is located in Hanover County, Virginia. The manufacturing facility encompasses a total of 78,000 square feet and can produce approximately 300 machines a year.

Morooka America has a partnership with American Track Carriers, LLC (Morooka USA), Morooka Japan and Morooka Europe.

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In 1978, when Morooka announced the world's first Rubber Track Carrier, many people were skeptical. But we had our experience of working in difficult terrains – from marshlands to the harsh weather conditions in the snowy regions of Japan. Today, our Rubber Track Carriers can even be found in the Antarctic. Morooka Rubber Track Carriers prove their strength wherever you have a job that needs doing.

Since the initial launch, Morooka has developed its vehicles based on the demands and needs of all our users. Each part of the crawler – the best quality and structured rubber; our HST driving system to access efficiently the engine's full power and limit wear and tear, etc – have been refined over time for quality. Thanks to that, Morooka machines are used today across the world, wherever unstable ground conditions are found.

Snow, Mud, Steep Slopes... As rubber track carriers pioneer, we have the knowledge and expertise across different field applications and are striving to bring to perfection each and every part of the track carrier. The engraved Logo "MOROOKA" is the proof of our engagement.

Sincerely yours,
The Rubber Track Carrier Pioneer





Taking a Phased Approach Makes RTU and SCADA System Upgrades Seamless and Cost-Effective

Glades Electric Cooperative stages roll-out of new system after a comprehensive evaluation

Utilities that are replacing their aging remote terminal units (RTUs) and SCADA systems are doing so to ensure system reliability, improve usability and enhance future scalability – taking advantage of technology advancements in data connectivity and remote management. But how a utility approaches such a project is critical to ensuring that their system upgrade will be seamless and cost-effective.

Those who adopt a phased approach give themselves an opportunity to thoroughly evaluate the new technology's feature set and assess its compatibility with existing equipment, which is critical for the extended process of transitioning to new technology. It also helps with the integration of new features so that a utility can take full advantage of what their new system offers. Staging the implementation is also a smart capital move as it does not commit project dollars before a thorough evaluation and go-forward implementation plan can be completed.

Glades Electric Cooperative, a 16-substation distribution

cooperative that serves the power needs of four counties in Southern Florida with over 2700 miles of power lines and 17,000 meters, recently faced this challenge as they began their process of replacing their RTU and SCADA networks. Despite being installed relatively recently in 2015, the current RTUs were not meeting Glades' reliability requirements.

"We were experiencing partial loss of function in one of our substations," said Jose Cordova, Engineering Operations Manager at Glades. "One of the RTUs had four feeders, and there were times they would not respond to commands consistently. We also had a recloser that was not operating properly."

Compounding the issue was virtually non-existent technical support from their vendor despite paying a fixed annual service contract above and beyond the product licensing fees. "We had service tickets that were months old that were never resolved," said Cordova.

A contributing factor to Glades' difficulty in resolving their technical issues quickly was their vendor's use of a pro-

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proprietary communications system between their RTUs and SCADA.

"The communication between the devices was proprietary technology, and so we were unable to resolve the issues on their own," said Cordova. "When issues arose at a substation, it required us to deploy personnel to sort out issues manually, which eliminates the remote management benefits the system is supposed to deliver."

So when one of Glades' RTUs in a substation failed completely in February 2020, they decided to search for a replacement from a new vendor.

The search for a new system

"We started our search for a replacement by surveying our system and establishing priorities based on what was not working or working less than optimally," said Cordova.

Glades had three primary goals in mind with their replacement. Given the inconsistencies with their existing system, reliability was foremost in mind. Scalability was also a key criterion. They wanted a system that could grow with their network, which also meant the ability to integrate with peripheral devices at their substations. Finally, the new system needed to be user-friendly.

"Our typical substation has voltage regulators, transformers, and circuit switchers," said Cordova. "We also have voltage regulators, capacitor banks, reclosers, and trip savers downstream. For maximum operability, we need all of these devices integrated into our SCADA system."

Cordova added, "We have a team of nine, and not having to travel to update these devices saves us money, time, and most importantly, improves employee safety. We want to reduce how much time people spend directly interfacing with the equipment at our substations."

Cordova attended a user symposium hosted by a leading substation automation provider, Pennsylvania-based NovaTech Automation, where he was introduced to the company's Orion RTUs and SCADA systems.

"I attended a two-day class that included a demonstration of their system," said Cordova. "I was able to work with some of their equipment and configure it, which was very informative. Having that kind of hands-on experience and access to product information enabled us to complete a thorough evaluation. One of the things we were

impressed with was the intuitiveness of the Orion web interface."

A stepwise implementation

Glades approached the replacement of their system in a phased, step-by-step approach beginning with the replacement of a single RTU. The idea was to connect an Orion RTU to their existing SCADA system to evaluate its performance and compatibility before making a more significant investment.

"We took advantage of the Orion RTU's integrated online connectivity to serve up communications more efficiently," said Cordova. "By typing the IP address of the new RTU, we could directly access it through a web browser to see the substation online."

Based on this initial phase, Glades decided to move forward with a second RTU implementation.

About the same time, the second RTU was delivered to the next network location, a transmission station, the existing SCADA top-end failed unexpectedly, causing Glades to lose situational awareness at that location temporarily. Chronic technical support response time issues with the existing vendor-led Glades to decide to upgrade their entire system at this point – 16 substations and their SCADA top-end.

NovaTech addressed the need for situational awareness of the field through the SCADA system configuration. Devices in the substation serve up their own data on a graphic view. A top-end unit in the office governs all these units and allows a single viewpoint of the network without entering the IP address of each substation. To further improve efficiency, NovaTech installed an Orion SCADA server in the Glades' IT room to act as a hub or data concentrator.

Today, Glades is about halfway through their co-op wide RTU replacement having installed Orion units at seven of their substations together with a data concentrator. When completed, they will have replaced their RTUs in all 16 substations.

Collaboration for optimal configuration

According to Cordova, the implementation has been very smooth despite executing the upgrade while working under the constraints of the pandemic.



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The project scope included product, configuration, assembly services, testing, and site commissioning.

For the project, NovaTech assigned an engineer to build the system from scratch while working closely with Glades' technicians.

"Having an expert involved helps us considerably because it enables us to customize as we build," said Cordova. "This ensures that we have the features we need to make our operations center's life easier."

Cordova adds, "As an example, we have added an overview page that gives us a view of the entire system in one glance, eliminating the need to scroll through multiple screens to see what has happened at any of our 16 sub-stations. If there's an alarm, the overview page shows you exactly what happened and where in a very easy-to-understand layout."

NovaTech is designing a load management page that will help Glades decide which feeders to turn off in a blackout rotation response to a volt electric emergency.

"With the latest advancement in technology, there's so much more that can be automated. Many utilities are under-utilizing their systems simply by not turning on features that could eliminate manual interventions," said Cordova.

"In our case, there was a lot of data that we could have been collecting that we were not," said Cordova. "Bottom-line, we were simply not taking full advantage of what we had. So, this time, with the help of NovaTech, we have configured a much more useful and tailored product that also is much better supported."

A cautionary tale

The lack of customer support that Glades experienced prior to selecting NovaTech resulted in a sub-optimized system configuration that created unnecessary manual work for their staff and increased their exposure to product failures because of the lengthy vendor response times.

Compounding the issue was that their vendor was charging a support fee through a service contract in addition to a significant annual product licensing fee. The support fee was charged as a fixed cost whether they serviced



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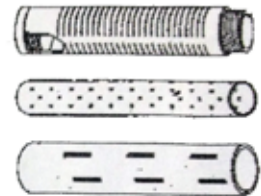
A technology upgrade is a significant project for a utility comprising configuration, assembly services, testing, and site commissioning. It is critical for a utility to take the time to fully assess the compatibility of a new technology with their existing systems, fully exploit new features to reduce manual interventions, and ensure licensing and support fees are to their advantage. Addressing these needs through a phased approach can help ensure an RTU and SCADA system upgrade will be seamless and cost-effective.

For more information about NovaTech Automation and the Orion family of substation automation solutions, visit www.novatechautomation.com or call (913) 451-1880.

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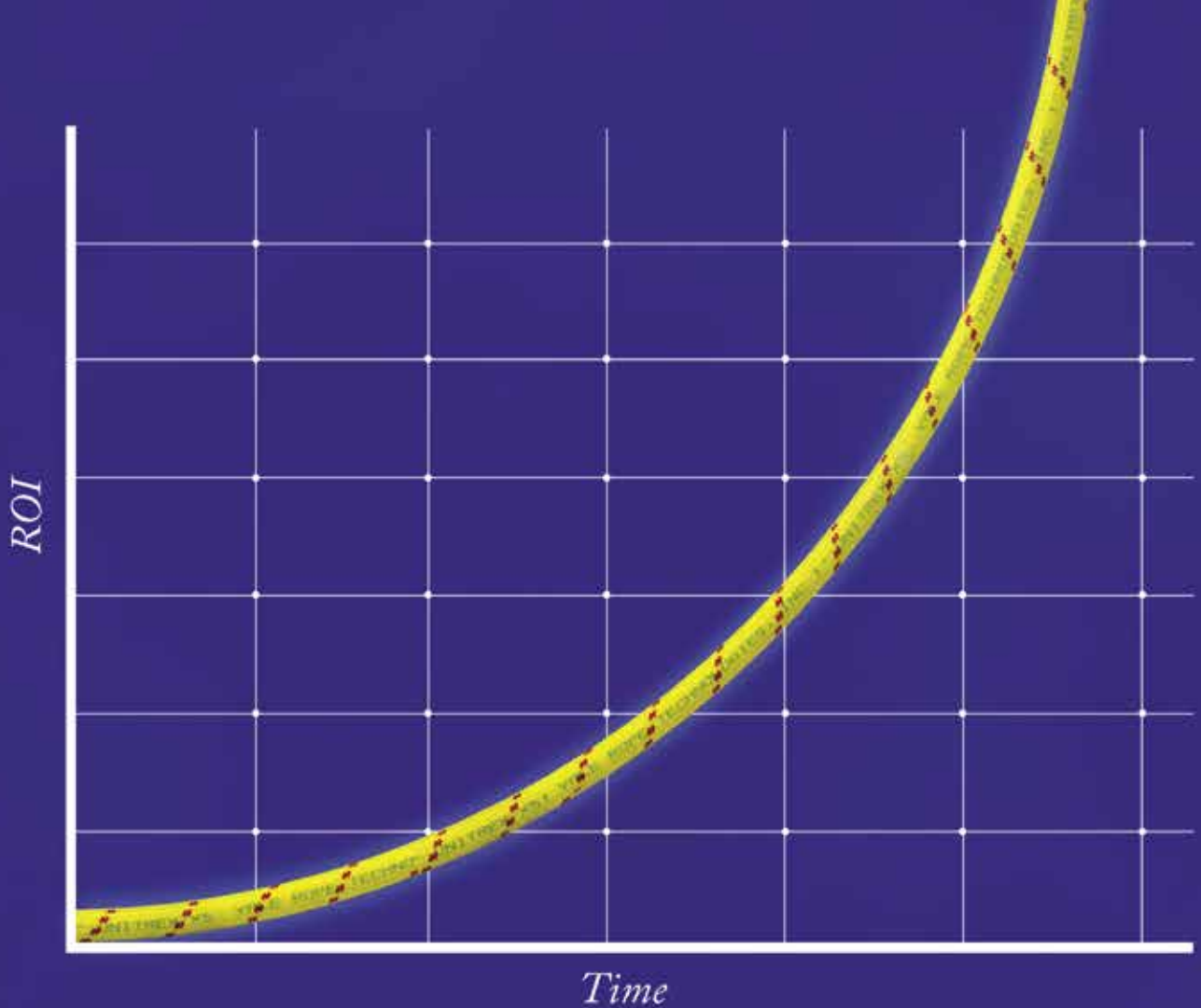
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**Step 3: Snap in
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SCAN QR

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SCAN QR



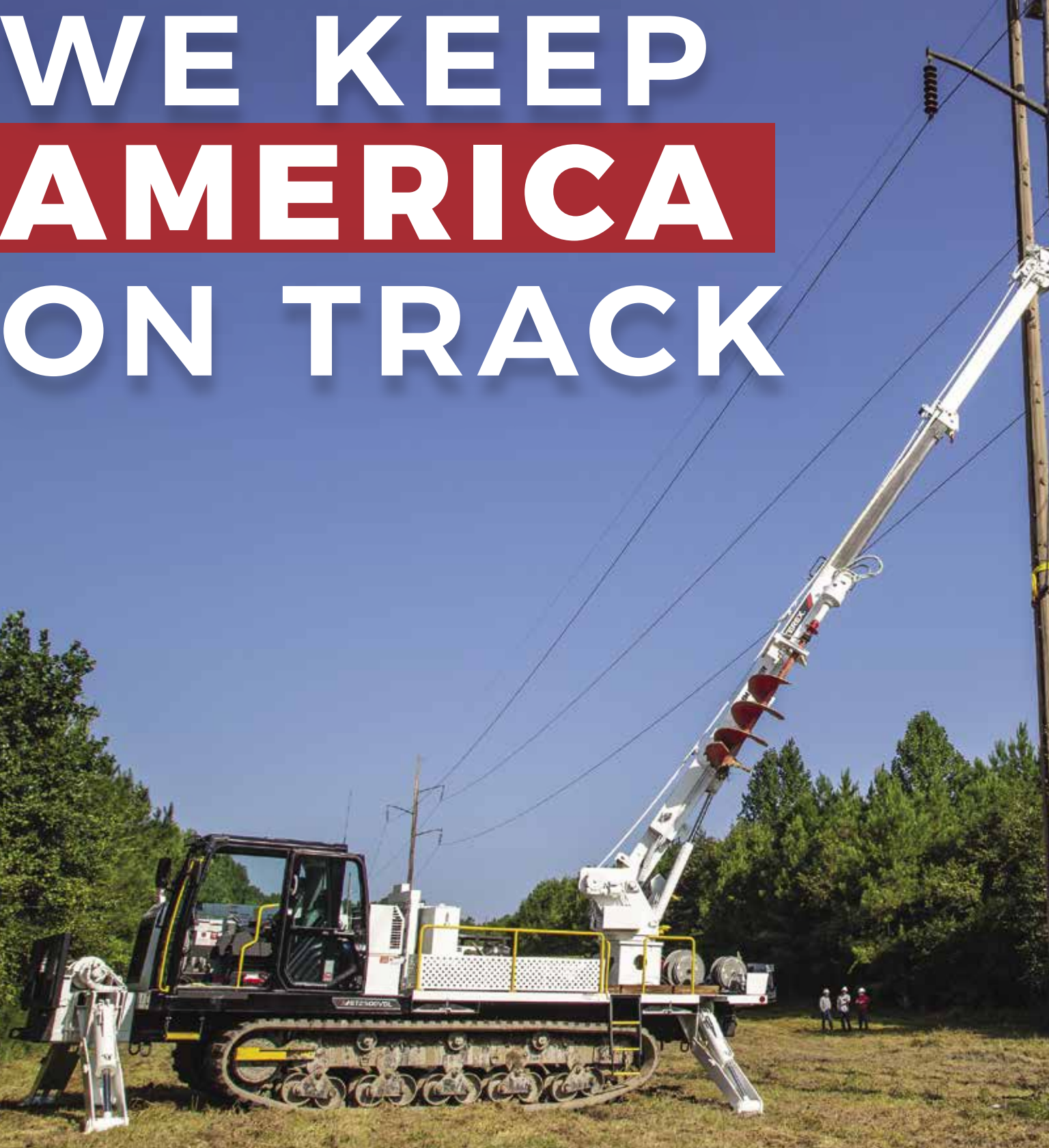
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