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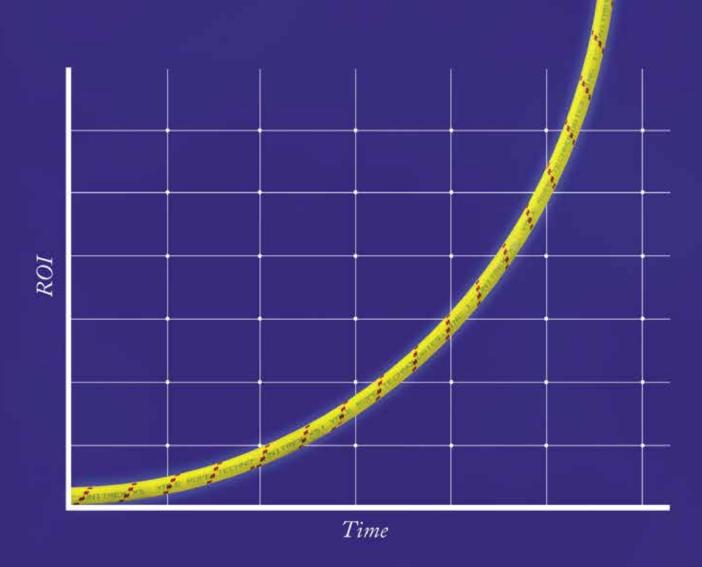
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Volvo Trucks Introduces Route Planning and Connected Technology Tools to Support Customers in Scaling Electromobility Solutions

Volvo Trucks North America is introducing two new innovative technology tools to support customers in successfully deploying Volvo VNR Electric Class 8 models into their fleet operations. The new route planning and connected technology tools are designed to help customers maximize performance capabilities and benefits of the zero-tailpipe emission Volvo VNR Electric model. The announcement was made at ATA's Technology & Maintenance Council's (TMC) 2022 Annual Meeting & Transportation Technology Exhibition, in Orlando, Elorida this week.

In January 2022, Volvo Trucks announced enhancements to its Volvo VNR Electric model, including a six-battery package option with an increased energy storage of up to 565 kWh and an operational range of up to 275 miles. The next-generation Volvo VNR Electric, which will enter production in Q2 2022, is available in multiple configurations, including a 6x4 straight truck, 6x4 tractor, 6x2 tractor, 4x2 tractor, and single-axle straight truck.

To help customers identify the ideal Volvo VNR Electric configuration to support local and regional distribution routes, Volvo Trucks has designed a route planning tool, the Electric Performance Generator (EPG), as an extension of its connectivity platform. The EPG application enables fleet managers to simulate real-world routes for their VNR Electric trucks, taking into consideration the vehicle configuration and battery capacity, environmental factors such as terrain and ambient temperature, and specific route details, including traffic patterns. Based on estimated energy consumption, the EPG tool will indicate if an opportunity charge would



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be required, allowing the fleet manager to either adjust the route or plan ahead for a charging event. Fleet operators that are interested in utilizing the EPG tool to evaluate ideal routes to deploy the Volvo VNR Electric can work with the local sales representatives at Volvo Trucks Certified EV Dealerships, currently available in the U.S. in California, New York, Virginia, and additionally in Quebec, Canada, with dealerships in several additional states finalizing their certifications throughout 2022. Volvo Trucks customers who are currently operating VNR Electrics will be able to access the EPG tool, which leverages Volvo Trucks' connectivity platform to integrate with its Remote Diagnostics and battery health monitoring services, to plan for optimized daily operation of their Volvo VNR Electric trucks.

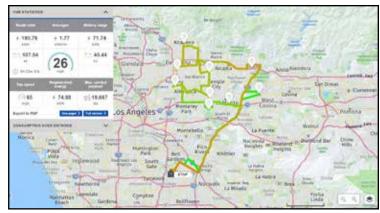
Volvo Trucks has also introduced connected technology solutions from leading telematics provider Geotab, to provide fleet managers with full visibility into the real-time performance of their Volvo VNR Electric fleet. Via cloud integration, data from each truck is migrated to the MyGeotab platform using the Volvo Telematics Gateway that comes factory installed in every Volvo VNR Electric. Fleet managers will have access to the data through the online portal where they can:

- View the current location of their Volvo VNR Electric fleet on a map, including whether the vehicles are driving or parked (within pre-set geofence locations)
- Receive notifications for truck departure and arrival, including the odometer and state of charge
- Set alerts to notify the fleet operations team of the vehicles' current state of charge, including warnings for low charge
- Monitor the vehicles' charging status, including

- whether it is connected to the charger, actively charging, completed charging, or if charging is interrupted
- Energy consumption reports and measurement charts.

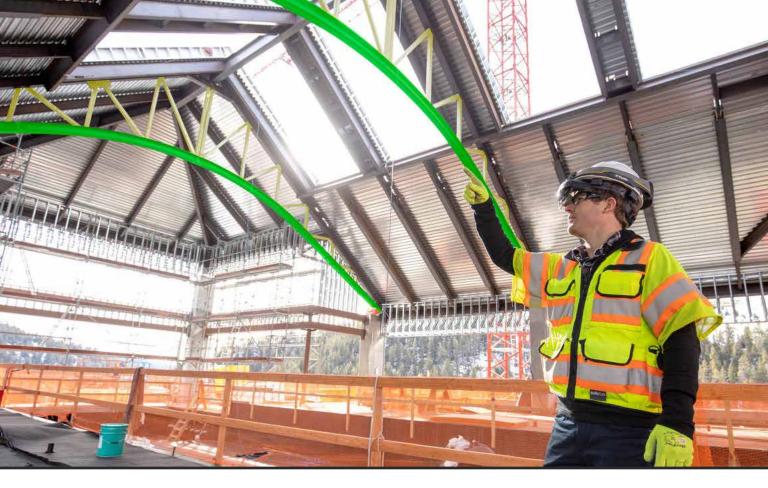
"Introducing battery-electric trucks into a fleet can come with a steep learning curve for both the fleet manager and drivers as they work to navigate the difference in range and fueling time compared to their diesel fleet," said Andy Brown, product marketing manager, Volvo Trucks North America. "These new tools enable fleet managers to find the sweet spot for how to incorporate Volvo VNR Electrics into their operations today and as their battery-electric fleet grows."

These new technology solutions will be introduced in 2022 and come standard as part of the Volvo Gold Contract, Volvo Trucks' premier service offering for the Volvo VNR Electric model. The Volvo Gold Contract is a turn-key solution that allows customers to have operational peace of mind with electric vehicles and includes the full Uptime Services bundle for the Volvo VNR Electric, combining Volvo Trucks' battery monitoring service with its trusted Remote Diagnostics, Volvo Action Service and ASIST via the Volvo Trucks 24/7 Uptime Center. •





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How to Improve Job Site Metrics with Wearables

Wearables have become a very fashionable topic in the construction industry, but it's not all window dressing, every day, wearables are promoting health, safety, connectivity, productivity and accuracy on construction sites.

An Accessory For Every Occasion

A number of employee monitoring systems have been introduced to the construction industry with the aim of making employees safer.

Dash cams are being installed into truck cabs—but not to record traffic—to record the activities of the driver. Truck companies want to make sure drivers are checking their mirrors and especially aren't using their phones when behind the wheel.

The Spot-R fall alert and emergency evacuation system from Triax Technologies monitors employees' movements to alert safety personnel if the device changes elevation quickly, indicating a fall. And it alerts workers of a emergency evacuation.

The Scan-Link RFID tags monitor employees' locations and alerts equipment operators of employees

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who are located behind the machine.

Some smart watches detect vibration; that technology is used to monitor the ramifications to the body from using power equipment for a long time. Alerts tell the end-user when power tool use exceeds what the body can safety perform, and this is to prevent hand-arm vibration syndrome (HAVS).

Smart helmets monitor several health elements, such as fatigue, heart rate and stress, so workers and management can modify worker's activities in ways that promote employee health and job site safety and productivity.

Turning Historical Data Into Predictive Analytics
A lot of times, this monitoring can lead to policy

changes and coaching opportunities.

"One customer who uses our Scan-Link RFID technology reported to me the following story," says Jonathan Fava, president, Scan-Link Technologies, a CONEXPO-CON/AGG exhibitor. "We were looking at the number of times equipment operators were alerted to the presence of a nearby worker, and we noticed one person was causing a lot of alerts, so we pulled that individual aside and asked him why. He explained that he's the flagger so, when operators load the machine onto a float, he gets up on the float to aid the operator place the machine. We advised him that behavior is unsafe; he could get struck by the machine or fall of the float. So, we told him a safer way to perform his job and wrote down new safety protocols into our guidelines and training."

Using historical data to learn how things happen is the first step to promoting safety on the job site. "It's not enough just to learn how accidents have happened," says Fava. "The next step is to analyze data in order to prevent accidents from happening.

With all of the employee detections picked up by the Scan-Link system, managers can identify "hot spots"—spots where machines detect people the most frequently.

"Using this data, customers can identify areas where a struck-by incident is most likely to occur. Then, customers can make decisions that will decrease the risk of an accident from happening by moving the location of materials, so workers don't have to walk in a machine's workspace or by putting up signage warning employees of highrisk areas," says Fava.

Assisted Reality Connects Two Physical Worlds
Wearables are also instrumental in merging real-

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ities, which is bringing connectivity, productivity and accuracy to job sites.

Exoskeleton and assisted reality headset manufacturer Real Wear just released the second version of their assisted reality headset, called the RealWear Navigator 500.

It is sleeker, lighter and is more ergonomic than the previous model (the HMT100) for all-day comfort yet is rugged and durable for use on construction sites and in industrial settings.

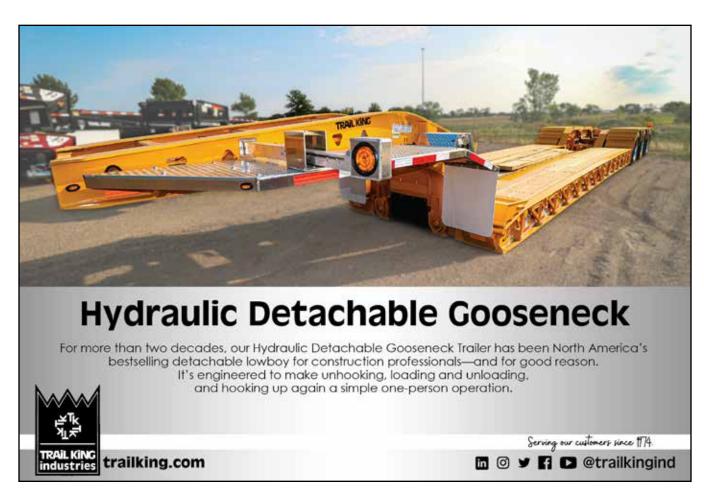
It features a modular design, a 48-megapixel camera sensor with enhanced zoom capability, incredible low light performance, and is compatible with more than 200 optimized apps. A hot-swappable battery allows for continuous use the whole day.

"With the Navigator 500, we wanted to provide

scale enterprise solutions as part of the digital transformation movement. Today, we see the acceleration of digital transformation on the future of work, especially since the pandemic," says Andrew Chrostowski, chairman and CEO, RealWear Technologies. "Our device is hands free and keeps you present. You don't want your head stuck in the meta verse when you're working around heavy equipment."

The device allows the user to take photo and video at six different zoom levels, as well as call someone. The device takes audio commands for all features; you say the words "take a picture" or "zoom" or "call Herald" and it does it, so you can keep your hands on what you're doing.

With it, users can aid in remote inspections and diagnostics. By equipping someone at the job site with the Navigator 500, they can act as the eyes



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for inspectors and technicians, so inspections and troubleshooting equipment can be done remotely, saving time and travel costs.

Augmented Reality Expands By Becoming Handheld The Trimble XR10 with Microsoft HoloLens brings a different kind of connectivity and reality. The technology connects virtual reality to physical reality to provide mixed reality.

HoloLens users can see both the physical world and the virtual world; the digital image is overlaid onto the physical world.

This technology is especially handy to trades; now, they no longer need to look at paper designs for what they are installing and then try to map out where that is in the physical world by establishing a frame of reference and taking out the measuring tape; they can simply see, for example, the virtual pipes and their detailed measurements, and install the pipes with high accuracy. They can also see what is being installed nearby, so they can identify potential complications.

Trimble, a featured exhibitor at CONEXPO-CON/AGG, recently expanded the potential for BIM (business information modeling) users to deploy augmented reality on the job site by introducing the Trimble Connect AR app, which is compatible with Trimble Connect. The app is downloaded to a phone or tablet and allows users an augmented reality experience by pushing BIM data to their phone and overlaying it onto images of the real world on the device's screen.

"This eliminates what can be a costly financial barrier to some customers," says Martin Holmgren, general manager of building field solutions at Trimble. "And users can interact with Trimble Connect AR users in the digital space. For example, I can leave a message in the digital space with

my Trimble XR10 and someone with the Trimble Connect AR app on their phone can detect the message, even weeks later as they walk by the location where it was left and read it. This greatly enhances communications and streamlines workflows."

Trimble expects people who don't need to be fully hands-free, such as supervisors, managers, inspectors, and building owners will use it to perform tasks, such as QA/QC, updating punch lists, and measuring construction progress.

"The app allows for the incorporation of AR into workflows that don't require the user to be hands-free, and we think our app will ultimately drive AR in a much wider range of adoption," says Holmgren.

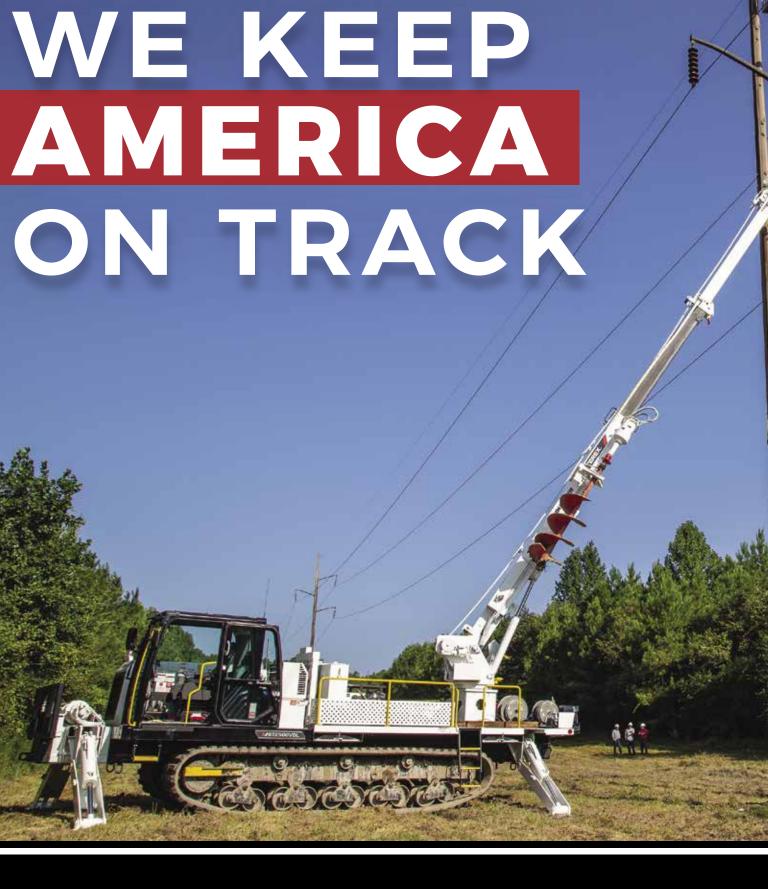
About the Association of Equipment Manufacturers (AEM)

AEM is the North America-based international trade group representing off-road equipment manufacturers and suppliers with more than 1,000 companies and more than 200 product lines in the agriculture and construction-related industry sectors worldwide. The equipment manufacturing industry in the United States supports 2.8 million jobs and contributes roughly \$288 billion to the economy every year.

About CONEXPO-CON/AGG

Held every three years, CONEXPO-CON/AGG is the must-attend event for construction industry professionals. The show features the latest equipment, products, services and technologies for the construction industry, as well as industry-leading education. The next CONEXPO-CON/AGG will be held March 14-18, 2023 in Las Vegas, Nevada. For more information on CONEXPO-CON/AGG, visit https://www.conexpoconagg.com.

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Recon Wall Systems uses their expertise in precast concrete products to solve common problems associated with light pole base installation.

Light Pole Base (LPB) is a division of the established precast big block retaining wall innovator, Recon Wall Systems. Headquartered in Minnesota, Recon has provided over 20 million square feet of precast concrete block solutions to customers around the globe through its network of producers.

While Recon has been around for 22 years, the ethos of this company is anything but complacent. It has a culture which promotes idea generation. President Mike Klotthor is the current driving force behind this philosophy of improvement. He says this personal quality stems from his background as an engineer, a path he began to take in 2008 which included eight years as a consulting engineer. "As an engineer, I was always looking to provide solutions rather than simply utilize solutions that already existed but never really solved the biggest problems." This mentality is what led to the development of the Light Pole Base division, four years ago.

The problems Klotthor observed in the traditional light pole base installation process had to do with inven-



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tory lead times, inter-dependencies, and design and application complexities. Each year thousands of light poles are installed and the current process of creating a suitable base for each light pole on the project was slow and inconsistent. Some projects include hundreds of light pole bases and Klotthor knew there needed to be a better solution that could save time and money.

A typical scenario required 4-6 week lead time for concrete and other materials. Once the materials arrived, some of the biggest pain-points had to do with interdependencies associated with scheduling the right people with the right skills to be on-site at the right time. This timeline would often be further complicated by disruptive weather patterns. Additionally, the design of the layout and the application of materials often presented challenges due to the need for a variety of rebar configurations and customized anchor and conduit locations. In a tight labor market, finding enough skilled labor to install and tie rebar and place concrete is a major challenge. On

top of that, once the forms and rebar are properly set contractors had to wait a minimum of 7 days for the concrete to cure before they could proceed.

The solution to these problems was well within the realm of the Recon's capabilities. Leveraging their experience as a provider of precast retaining wall blocks, the team designed a precast light pole base. The nature of precast meant that it was simple to make in advance and store as many as needed in inventory for upcoming projects, fully cured and ready to install. Contractors could have it readily available. And with an installation time of just 40-70 minutes, total lead time from order placement to project completion time was much shorter. This meant that in a time when labor supply is tight, the team could quickly install the bases and deploy their talent to other tasks to meet the needs of the project. Finally, customers have peace of mind knowing that these bases were made in a controlled environment and meet all necessary specifications and requirements.





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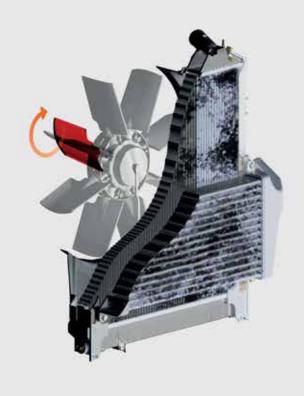


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Kurt Baecker, Project Manager for CSK Electric says, "the light pole bases that we have been using from LPB have been a game changer. They save a ton of time on the install and free up quite a bit of manpower. It used to take about four guys to go around to prep and pour the old style pole bases. We would usually spend about three to four days to prep the pole base forms and tie up rebar cages. Also, we would spend at least another one to two days to pour and finish our pole bases. With these new style precast pole bases one guy can go around and drill all of the holes and usually set all of the bases the next day with the help of just one other person. One other benefit is that we can always come back and dig down to add a pipe into the base for future poles."

The inventive part of the product design starts with the anchoring system. The four slot adjustable anchoring system can accommodate light poles with a required bolt circle diameter ranging from 7.5 inches to 13.5 inches. This patented design, along with the four side openings for conduit installation, made for a universal product. At last, there was a precast product that could accommodate a wide range of pole types, heights, and bolt patterns.

One of the main concerns installers have when sourcing new products has to do with quality. Because LPB bases are made in a controlled environment, the variables such as concrete mix design, air entrainment and temperature which affect quality are reduced. These NPCA Certified production facilities adhere to strict quality control measures regarding compressive strength, air entrainment, and all other design specifications resulting in a product that is the same every time.

The response from the contractor community has been overwhelmingly positive. Tim Masiewicz, Project Manager and Electrical Contractor for Windemuller, Inc., says "I love using LPB bases for a variety of reasons. I appreciate the cleanliness and the ease of installation. It takes operator error out of the equation. The visual appeal is great; with this product there are no lines so you don't have to sand anything down to make it look nice. Another unique benefit is that you can actually re-use the bases if you need to relocate them. We did this recently, and the base was fully intact and the sliding adjuster was still functional. You could never do that with a poured-in-place base."



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Tim adds, "the guys in the field were hesitant to try this new product at first. But now they appreciate the shorter install time and simple execution. With the traditional poured-in-place method, it would take two guys plus a contractor four to five hours to install a base with the use of a concrete truck. Now they can do it with just an excavator in less than an hour. The elimination of a concrete truck is a huge

benefit, too, because that can be tough to maneuver into place. The excavator can easily get right in there, and sometimes you can get close enough to just set the base right into the hole."

LPB offers many resources and tools to help incorporate this innovative solution into your projects.

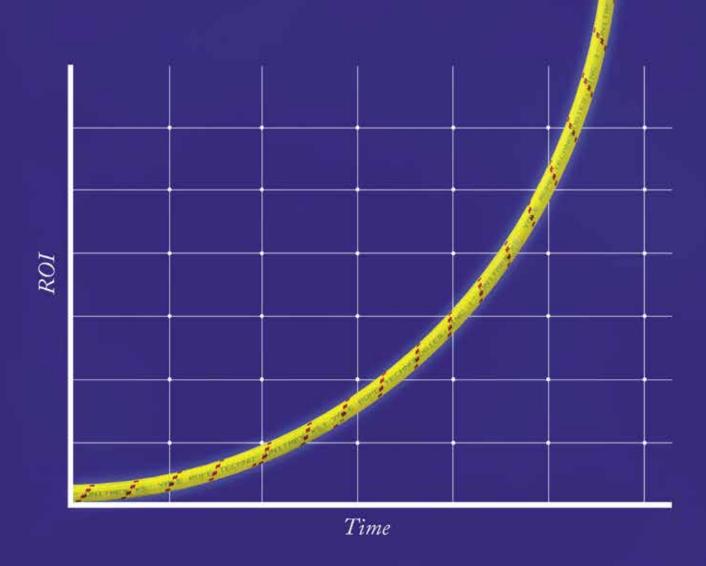
A 3-D Sketch Fab model of an LPB base can be viewed here.

Readers who are interested in learning more can call us at 612-440-4764 or email us at sales@lightpolebase.com.

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The Lutzie 43 Foundation and Georgia Department of Transportation partner for inaugural Safe Driving Summit



The inaugural Safe Driving Summit, presented by Southwire, will take place in Carrollton, Georgia, at the University of West Georgia on Thursday, March 31, 2022

As an initiative put together by the Lutzie 43 Foundation and the Georgia Department of Transportation, the two organizations will host the inaugural Safe Driving Summit in Carrollton, Georgia this spring. The purpose of the Safe Driving Summit is to gather teen drivers from across the county to learn about the dangers of distracted and impaired driving, hear from industry experts about how they can protect themselves and others on the road, and ultimately end distracted and impaired driving. The Carrollton Safe Driving Summit is presented by Southwire.

Students from Bowden, Central, Mount Zion, Villa Rica High Schools and Southwire's 12 for Life program will gather on Thursday, March 31, at The Coliseum on the University of West Georgia campus for the inaugural event. Students participate in a keynote presentation given by Mike Lutzenkirchen, executive director of the Lutzie 43 Foundation. Students will be split into groups following the keynote presentation and rotate through breakout sessions led by safe driving experts. The host organizations' students will share their experiences from the event with their peers and family and positively influence their community for safe driving.

The breakout sessions will be delivered by Students Against Destructive Decisions (SADD), TextLess Live More, state, county and city law enforcement, StateFarm, Children's Healthcare of Atlanta, WellStar Health System, J & M Tank Lines Inc. and American Trucking Associations.

"Hosting the inaugural Safe Driving Summit in Carrollton, Georgia is just the beginning," said Mike Lutzen-kirchen, executive director of the Lutzie 43 Foundation. "My son was killed as a passenger in a distracted and impaired driving accident. The Lutzie 43 Foundation has been on a mission to prevent what happened to Philip from happening to others. Hosting the first of many Safe Driving Summits means that over 350 teen drivers will leave with the tools and the knowledge they need to make smart decisions behind the wheel and not be a statistic in the distracted and impaired driving epidemic. This event would not be possible without the foundation's partnership with GDOT and the local sponsors like Southwire, UPS, Zaxby's and more that have bought into being a part of the solution to end distracted and impaired driving."

The Lutzie 43 Foundation and the Georgia Department of Transportation (GDOT) recently entered into a partnership to end distracted and impaired driving in Georgia. The partnership will promote the Lutzie 43 Foundation's 43 Key Seconds safe driving initiative and the Georgia Department of Transportation's Drive Alert Arrive Alive campaign in an effort to reduce the number of crashes and fatalities in Georgia caused by unsafe driving such as distracted and impaired driving, speeding or not wearing a seatbelt.

Media are welcome to attend the Safe Driving Summit. Please email Katie Stotts at stotts@knighteady.



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800-365-7260 www.depparts.com com to request a credential for the event or schedule an interview about the Safe Driving Summit on-site or prior to the event. The press release announcing the partnership with GDOT and the Lutzie 43 Foundation is attached as well as the foundation's press kit.









About Lutzie 43 Foundation:

The Lutzie 43 Foundation aims to encourage and empower all drivers to be positive ambassadors for safe driving through character development, mentorship and real-world application. The Lutzie 43 Foundation was established in loving memory of former Auburn football player Philip Lutzenkirchen, shortly after he lost his life in a car accident in 2014. In his memory, the foundation's 43 Key Seconds safe driving initiative aims to create the first nationally-recognized symbol for distracted and impaired driving awareness and prevention. The foundation's motto for youth is to "Live like Lutz, Love like Lutz, and Learn from Lutz," reflecting its desire to help others live out the many positive character attributes that Philip displayed while learning from the circumstances that led to his death. For more information, visit lutzie43.org.

About The Georgia Department of Transportation:

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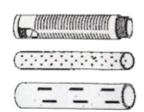


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About Drive Alert, Arrive Alive Campaign:

The Drive Alert Arrive Alive campaign seeks to change dangerous driving behaviors. The program focuses on educating Georgia drivers about simple changes they can make to save lives: buckle up, stay off the phone and drive alert. Through Georgia DOT's partnership with the Governor's Office of Highway Safety (GOHS) and the Georgia Department of Public Safety, the campaign helped reduce fatalities in Calendar Year (CY) 2019 by one percent.





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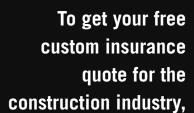


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