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October 2022

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Rollout with Launch
of Large Wheel
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THE UTILITYSOURCE

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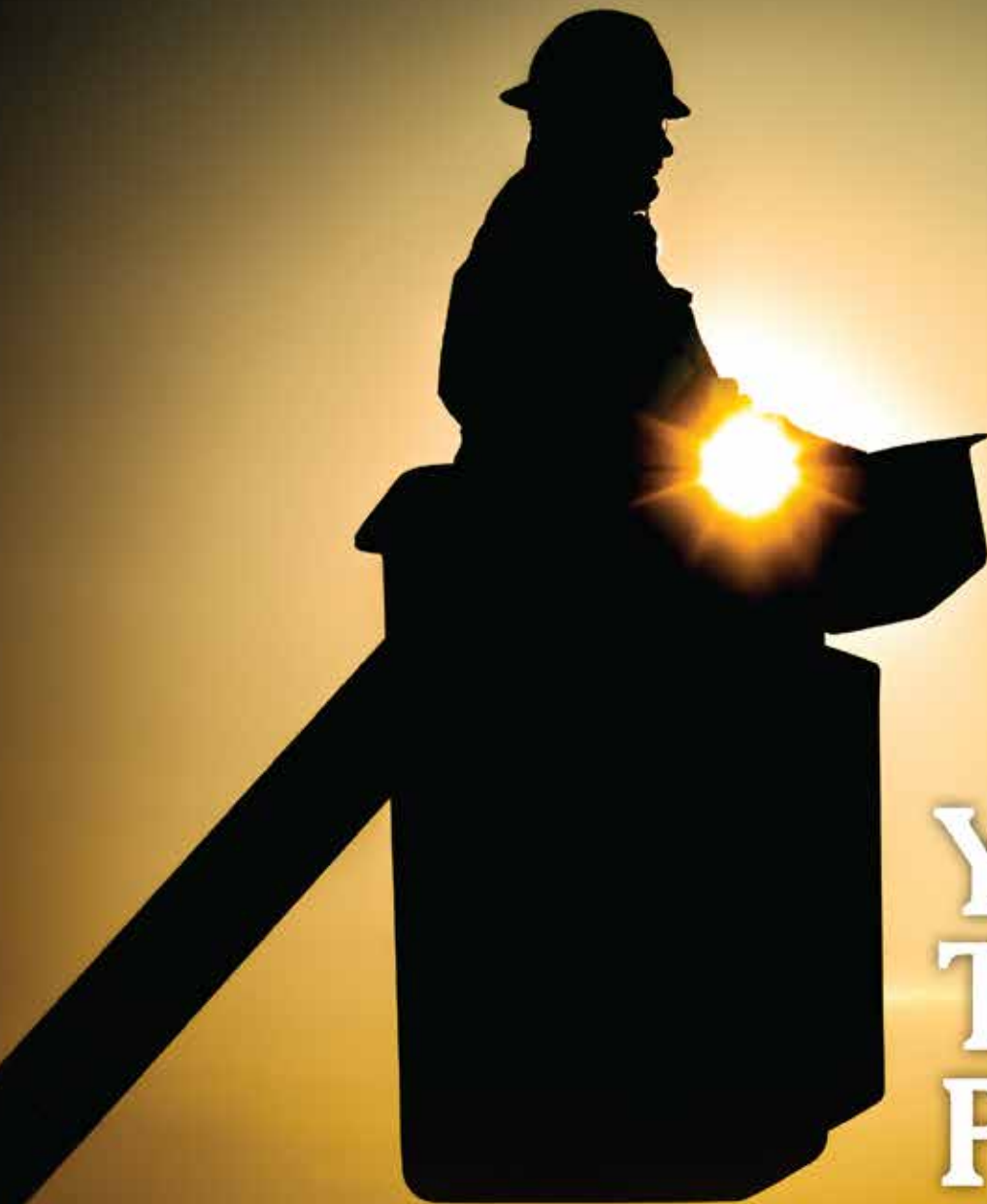
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This ultimate working combo is compact in size, but not in reach. The telescopic articulating aerial features working heights up to 59 feet and a side reach to 31.5 feet. Dur-A-Lift's DPM2 series lifts are available with Category C or D insulation as well as in a non-insulated option. There are both fiberglass and aluminum baskets available with an optional jib and winch that can lift up to 1000 pounds. Basket capacities range from 400 to 600 pounds. Basket rotator and elevator options allow for precise basket placement.

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CDL drivers are currently in high demand and the DPM2-52 aerial from Dur-A-Lift combined with a 22,000-pound minimum GVWR mid-size chassis, like the Ford F600, International CV515, or Chevy 6500, provides a lift with a superior working height of 59 feet all without the need for a commercial driver's license. This is a huge benefit with today's workforce challenges.

Learn more about the DPM2-52 at www.dur-a-lift.com/dpm2-52

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Compact Construction Equipment Takes the Electric Lead

By the Association of Equipment Manufacturers (AEM)

When it comes to alternative-powered construction equipment, there's little doubt that electric-powered compact machines have gained the most traction.

"The 48-volt battery packs and the duty cycles of compact machines are well matched," said Ray Gallant, vice president of product management and productivity for Volvo Construction Equipment, which has five electric models either in production or announced for the North American market.

"From a technological standpoint, electric-powered compact equipment was one of the easiest to go after," said Chris Lucas, product manager for excavators, JCB North America, which debuted its 19C-IE electric compact excavator in 2019.

"Considering compact equipment can be operated with a smaller battery size at lower voltage, we plan to make a shift to battery-type excavators for 10-metric-ton and below," said Thomas Jaejin Lee, director of product management, Doosan Infracore North America.

The Rise of Electric Power

The use of electric power in construction machines is not new. Electric-powered machines have had a long run in the mining, demolition, aerial lift and industrial forklift segments. But now they're making their way onto general jobsites.

Electric construction machines were a trade show curiosity as little as six years ago. Now compact equipment manufacturers expect to be questioned on whether they are working on an electric model.

Much of the electric model work has centered on the compact excavator, with manufacturers using either internal design capabilities or partnering with companies such as Green Machine, Moog Construction and WhisperDrive to create an electric version of a current diesel unit.

An Intriguing Alternative

Most current electric models are electric/hydraulic, in which a lithium-ion battery replaces the diesel engine and powers an electric motor and conventional hydraulics.

But an intriguing alternative is now also on the market: Doosan Bobcat's T7X compact track loader not only replaces the engine with an electric battery and motor, but it also eliminates the hydraulics, instead using an electrical drive system consisting of electric cylinders and drive motors. The company partnered with Green Machine Equipment and Moog Construction in creating the T7X.

Doosan Bobcat started experimenting with electric-powered machines about five years ago, said Joel Honeyman, vice president of global innovation. "We wanted to take some new technologies from other industries and do some unique things with the platform," he said.

"With an all-electric system, it's power on demand, only using the energy you need for the task at hand," said Dave Grabau, key account manager, Moog Construction, a Doosan Bobcat partner on the T7X. "You're not running at wide open throttle or dumping hydraulic fluid over a relief valve and wasting that energy. The powertrain is not limited by emissions tiers, such as 55 kW (74 horsepower).

Now you can get more work done in a 5-to-6-ton machine that has a usable power range of 100 to 150 horsepower," Grabau said.

Currently in production, the first T7Xs are being added to Sunbelt Rentals' fleet.

That brings us to the question of how best to charge electric machines.



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If the goal is zero-emissions, it makes no sense to charge your electric machine with a diesel generator.

“We’re really paying attention to the charging infrastructure,” said Gallant. “How do we get the power out to the jobsites and how do the jobsites have to evolve?”

After developing its electric compact excavator, JCB came out with a universal fast charger, designed to charge the company’s fleet of E-Tech machines. “We always try to make sure we include multiple charging options,” said Rebecca Yates, senior product manager for material handling JCB North America.

To be effective, temporary electric job site power must be deployed rapidly without permitting or site prep requirements, maintains Desmond Wheatley, CEO of Beam Global. His company’s solution is a solar-powered, off-grid charger, the EV ARC 2020, which it showcased in the Volvo CE booth at last year’s Utility Expo.

Electric charging requires a thinking reset, Wheatley said. While fast chargers seem attractive, their use is driven by the experience at the fuel pump. “If a machine has access to a charger during idle times, you can just top it off like you do with your cell phone,” he said. “You just charge it whenever you’re not using it and not wait until it’s empty.”

Aiding this approach will be the advent of wireless job site charging, Wheatley said. With the addition of a ruggedized receiver to the bottom of a machine, instead of being plugged up it could charge while parked over a charging pad. “The wiring is already basically in place, you’ve just got to extend it to the underside of the vehicle,” he said.

Whatever their eventual form, electric charging systems will likely be primarily rental items, Wheatley said.

Three Big Hurdles

While there are contractors who are natural early adopters, most are concerned with practicalities, particularly when it comes to the three big barriers to electric machines: initial cost, run time per charge and charging time.

Primarily because of the present cost of batteries, electric machines typically cost two to three times that of a comparable diesel machine.

JCB, however, did a return-on-investment study that showed a 50% ROI within three to five years, Lucas

said. “There are no maintenance costs with electric machines,” he added. “All you’re doing is charging the machine and filling up the hydraulic fluids.”

Electric machine prices will come down as increasing volume supports driving down component costs, Honeyman said. “On the flip side, the operating cost of the T7X is one-tenth of that of a comparable diesel-hydraulic machine,” he said.

Most OEMs are now citing a range of 4-to-8-hour run time for “average” use on compact equipment and an 8-hour overnight charge.

Customers naturally compare run times on a fully charged electric machine with a full tank on diesel units, but that doesn’t show the whole picture, say our experts.

“An electric machine behaves differently than a diesel machine,” Honeyman explained. “When you let off the joysticks of an electric machine, there’s no idle. An operator can get a day or more of productive work out of it because they’re typically not running the machine eight continuous hours a day.”

Honeyman added: “In comparison, the telematics data on our diesel machines tells us that significant time is spent with the machine simply idling.”

Charging Infrastructure Still Under Development.

That brings us to the question of how best to charge electric machines.

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cased in the Volvo CE booth at last year's Utility Expo. The two companies just announced a partnership in which Volvo CE North American dealers can bundle the ARC system with the purchase of its electric equipment.

Electric charging requires a thinking reset, Wheatley said. While fast chargers seem attractive, their use is driven by the experience at the fuel pump. "If a machine has access to a charger during idle times, you can just top it off like you do with your cell phone," he said. "You just charge it whenever you're not using it and not wait until it's empty."

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The Bottom Line

"Widespread adoption of electric equipment starts when it becomes economically viable," Gallant said. "But everyone seems to be willing to see where it develops, and that's encouraging."

Construction can be a "fast follower" to the EV advances made in the automotive sector, Grabau said. In the meantime, Moog uses high efficiency servo motors and electric cylinders to give the best run time and lowest battery cost.

"While we're going to produce diesel equipment for a long time, there are customers and applications that really want this new EV technology," Honeyman said.

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. •

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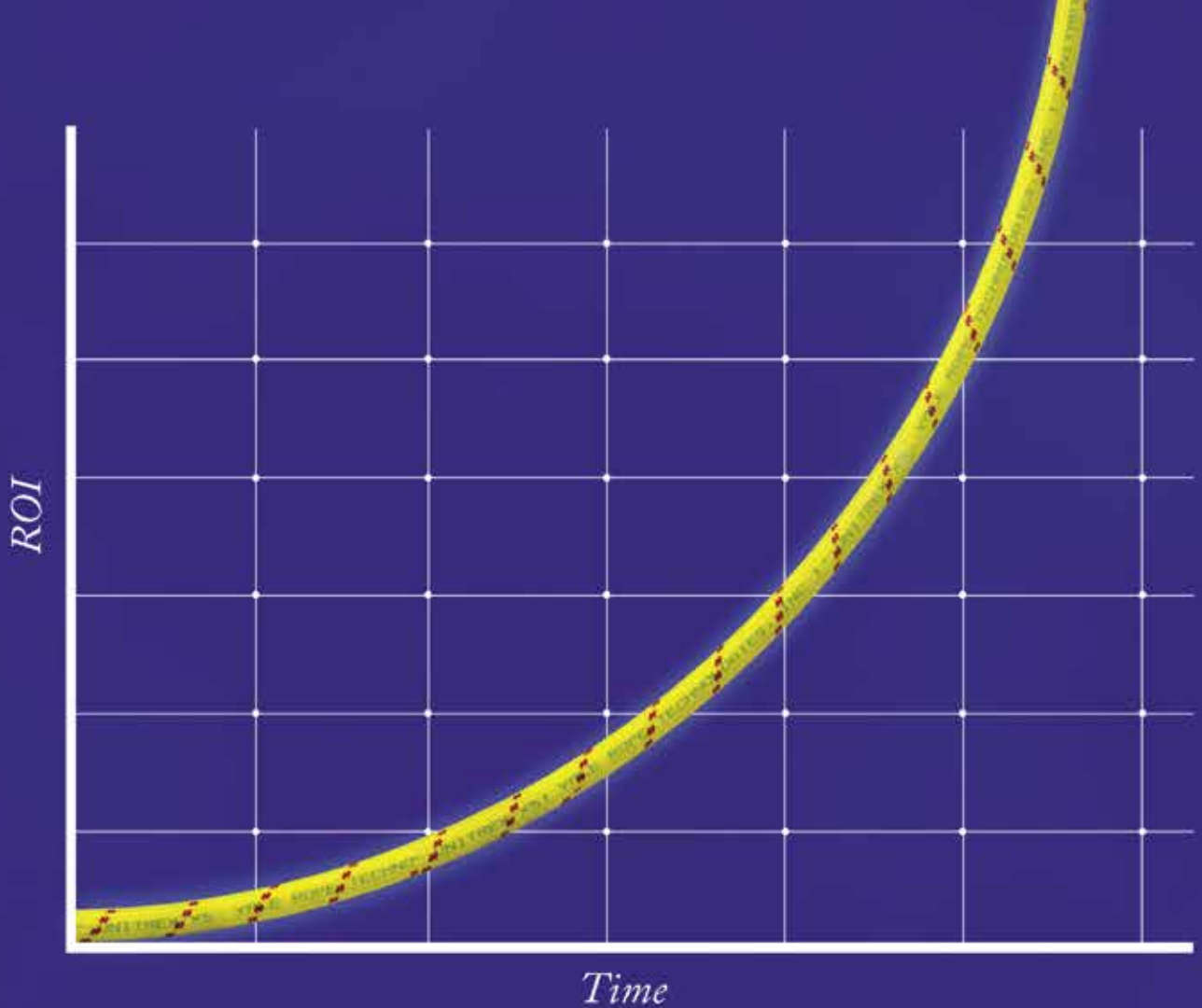


John Deere Continues Performance Tiering Rollout with Launch of Large Wheel Loader Line

- John Deere introduces the all-new 744, 824, and 844 P-tier large Wheel Loaders as it extends its Performance Tiering Strategy.
- First showcased earlier this year at World of Asphalt and AGG1, the new John Deere 904 P-tier Wheel Loader is now available in the U.S. and Canada.
- The P-tier models include visibility enhancements and technology features such as an Advanced Vision System and an Advanced Obstacle Detection System.

John Deere launches its line-up of large wheel loaders as part of its Performance Tiering Strategy. Now available in the U.S. and Canada, the 744 P-tier, 824 P-tier, 844 P-tier, and the new 904 P-tier Wheel Loaders offer advanced productivity features, increased job-site reliability, optimal operator comfort, and enhanced serviceability to help improve machine uptime. Expanding on the industry-proven line-up of John Deere wheel loader offerings, the P-tier models are ideal machine solutions for customers looking to tackle even the toughest jobs with ease.

“Whether the machines are working at the face or loading trucks, John Deere customers can be confident that the P-tier machines will provide exceptional performance all day – even in the most rugged applications,” said Luke Gribble, solutions marketing manager, John Deere. “Building upon the improvements introduced on the L-series loaders in 2019, the P-tier models incorporate even more technology advancements,



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providing our customers with a line of dependable and strong wheel loaders to meet the demands of the aggregates industry.”

The 744 P-tier, 824 P-tier, and 844 P-tier Wheel Loaders offer exceptional results at high levels with reliable components such as extra-durable axles and high-performing transmission capabilities, helping to boost overall machine efficiency on the job. To improve machine performance while heading into piles, all P-tier loaders include a standard lockup torque converter that adds additional torque during operation and increases shift quality. In addition, the 744 P-tier and 824 P-tier models feature ground-level servicing, including a remote engine oil dipstick and improved electrical and hydraulic routing, to improve serviceability and get your machine back on the job sooner, increasing uptime.

Combining the productivity-increasing features with a redesigned cab and controls, the 744 P-tier, 824 P-tier, and 844 P-tier Loaders provide the muscle

needed for operators to work comfortably and efficiently. The redesigned cab gives the operator more space, storage, and enhanced visibility during operation. Additional features that improve operator comfort and performance include adjustable heated and ventilated seats and an upgraded HVAC system.

Included in the base models of all P-tier Wheel Loaders are a variety of features aimed to increase performance on the job. High-capacity, heavy-duty axles with standard axle cooling filtration deliver durability in difficult conditions compared to previous models. With advantages, such as fuel-efficient engines, operators of the P-tier machines can do more while burning less fuel. The electrohydraulic (EH) controls with multifunction programmable buttons offer the highest level of operator comfort, while the material-handling buckets with integrated spill guards and curved side cutters make for easier and more intuitive operation.

All P-tier Wheel Loader models also include tech-



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nology options such as an Advanced Vision System and an Advanced Obstacle Detection System for improved visibility and increased situational awareness. The new higher resolution digital cameras, dedicated display, and escalating audible alerts inform operators when obstacles are in the path of their machine. This feature also overlays a projected vehicle reversible path within the same dedicated monitor, enhancing the operator's experience and control.


JDLink™ connectivity is offered as a standard feature on the P-tier Wheel Loader models, enabling machine communications and remote support from dealers. These features, coupled with premium cab comfort options and included visibility enhancements, ensure operators remain productive throughout the day.

To learn more about the P-tier Wheel Loader models, contact your local John Deere dealer or visit www.deere.com.


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CM Labs brings Trimble GPS capabilities to Excavator, Dozer, and Motor Grader Simulation Training Packs

CM Labs Simulations, developer of Vortex® training simulators, today expanded its integration with the Trimble® Earthworks Grade Control Platform on two additional simulators; the Dozer and Motor Grader Simulator. This ongoing collaboration between industry leaders provides best-in-class training for Trimble's innovative grade control solution that has gained widespread adoption.

"Our simulators allow operators to learn new technologies and workflows safely, with a higher level of competency, before using real equipment," says Lisa Barbieri, VP of Product at CM Labs. "We offer "future-proofed" training to prepare workers as the work site modernizes. Simulation provides training organizations access to these technologies, such as Trimble Earthworks, while ensuring their curriculum meets the needs of a changing market."

Trimble Earthworks software works in parallel with CM Labs' patented software and runs on a tablet that connects to the simulator. Using the simulator, visual aids are overlaid onto the existing ground along with cut/fill information, slope data, and other customizable reference points to provide the user with a better understanding of the work that needs to be done.

Trimble Earthworks, combined with CM Labs' unmatched machine realism, builds skills that transfer directly to the worksite, to train operators of all experience levels on how to work more efficiently, and lay the foundation for seamless technology transition and adoption. There is no simpler way to prepare operators for the tools that are part of today's highly technical jobsites.

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Trimble Earthworks is now available as an add-on with CM Labs’ Excavator, Dozer, and Motor Grader Simulation Training Packs. The software is compatible with all of CM Labs’ Vortex Simulators, including the desktop Vortex Edge Plus, the motion-enabled Vortex Edge Max, and the high-immersion Vortex Advantage.





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CM Labs' mission is to simulate the world to make operations safe and efficient, by connecting people, processes, and equipment design.

The company builds simulation-based solutions to help clients design advanced equipment and prepare for skilled operations. Through its Vortex Studio platform, CM Labs provides training simulators, mission rehearsal, virtual prototyping, and testing capabilities. CM Labs' vision is to be the leader in digital transformation, from machine design to training.

Clients include OETIO, IUOE, Kiewit, Liebherr, Mammoet, Manitowoc, NASA, and over 100 other world-class companies, OEMs, equipment operators, and trades training organizations.

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