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UTILITYSOURCE

May 2018

Products and Services for Today's Electric, Telecom, and CATV Utilities

PRINOTH Expands its Distribution to West Virginia

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NATIONAL SALES
MANAGER

Hank Underwood
205-624-2183
george@handfmedia.net

EDITOR

Annie Galey
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

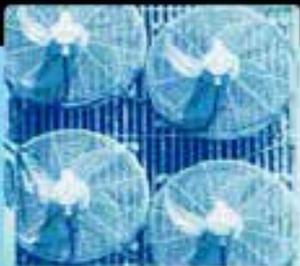
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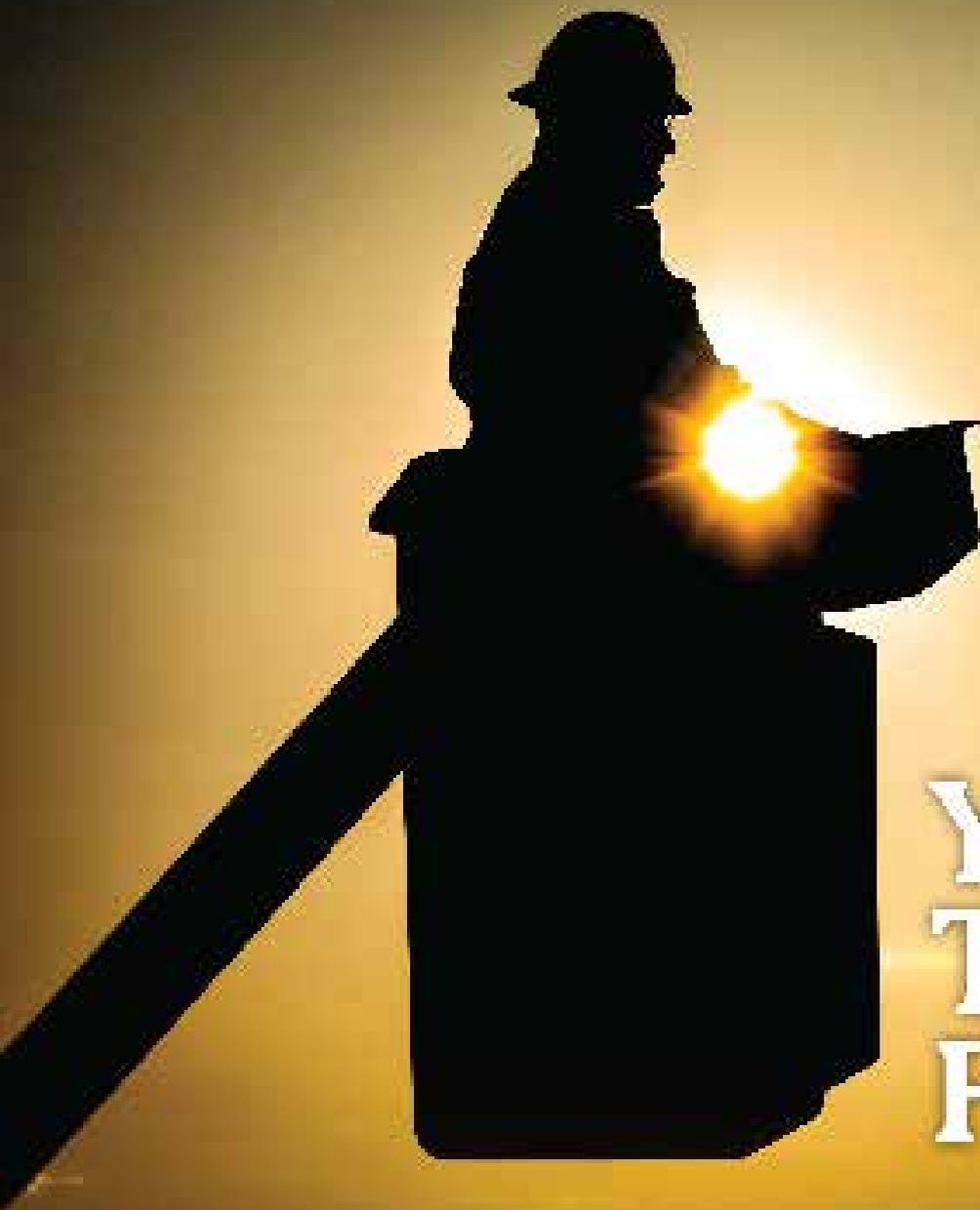
www.theutilitysource.net

glen@handfmedia.net

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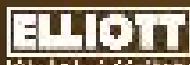
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Terex Utilities Teams Up with Local Community Organizations



Terex Utilities team members from across the nation traveled to Houston, Texas for the company's annual sales and service training meeting in January. While in Texas, 85 employees teamed up with the company's San Antonio-based service center to get involved in two local community organizations that serve at-risk youth.

For one of the projects, 16 bikes were purchased and assembled for Therapeutic Family Life (TFL), a foster-care agency. The other project involved packing 100 personal hygiene kits for Boysville Inc., a home for boys and girls who cannot remain in their own home due to abuse, neglect, abandonment or family disruption.

"We became aware of Therapeutic Family Life because our Technician, Billie Alaquez, has fostered more than 20 children and adopted six through TFL. And, Boysville is a well-known charitable organization in the San Antonio area located just a short distance from our branch," said Daniel Horton, Branch Manager.

According to Boysville, children arrive at all hours of the day often with only the clothes they are wearing. Clothes, hygiene items, and toys are some of the basic everyday things that make a big difference to children in need.

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EEI Presents APR Energy with "Emergency Assistance Award"

The Edison Electric Institute (EEI) today presented APR Energy with the association's "Emergency Assistance Award" for its work quickly delivering large-scale power to Puerto Rico after Hurricane Maria.

The award recognizes EEI member companies for outstanding response in assisting other electric power companies in power restoration efforts, after service has been disrupted by severe weather conditions or other natural events. The winners were chosen by a panel of judges following an international nomination process, and the awards were presented during EEI's Winter Board and Chief Executives Meeting in Scottsdale, Arizona.

Anticipating profound devastation, APR Energy began moving equipment toward the region even before Hurricane Maria made landfall in Puerto Rico. The company was on the ground in San Juan just days after the storm knocked the power grid offline, working around-the-clock to finalize an agreement that would deliver 50 MW of power to Puerto Rico's capitol.

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Yale Cordage has been proving just how much rope is capable of since it was founded in 1850. A custom and specialty rope manufacturer, Yale Cordage employs leading cordage engineering and technology and high-tech synthetic fibers to create applications-specific ropes. The company's products include utility and low-voltage lines, stringing lines and hand lines, high-voltage lines for live-line work, rigging and climbing lines for industrial engineered heavy lifting slings, and hoses for marine applications.

"We listen closely to what our customers tell us," President Bill Putnam says. "Their needs and applications guide our product development. We continuously ask questions about what our customers are doing and what their safety issues are so we can bring new solutions using the synthetic fibers we work with everyday."

From its facilities in Maine and North Carolina, Yale Cordage continues to develop machinery to process fibers. It regularly invests in new fiber technologies so it can be the first to incorporate them into rope and cable products. One example of this can be found in Yale's award-winning Ultrax 85™ cable. Ultrax 85™ utilizes high-tech fibers to make a double-line stringing cable that is more economical. Featuring a parallel core of Spectra UHMWPE (ultra-high molecular weight polyethylene) by Honeywell, Ultrax 85™ combines high strength, light weight, rigidity, and high abrasion resistance in outer materials.

Safety Advantages, Added Benefits

Yale Cordage synthetic products, many of which are eight times lighter and more than two times stronger than steel cable of the same diameter, also offer easier handling and safety advantages that set them apart from wire steel and chains in systems used for pulling and lifting.

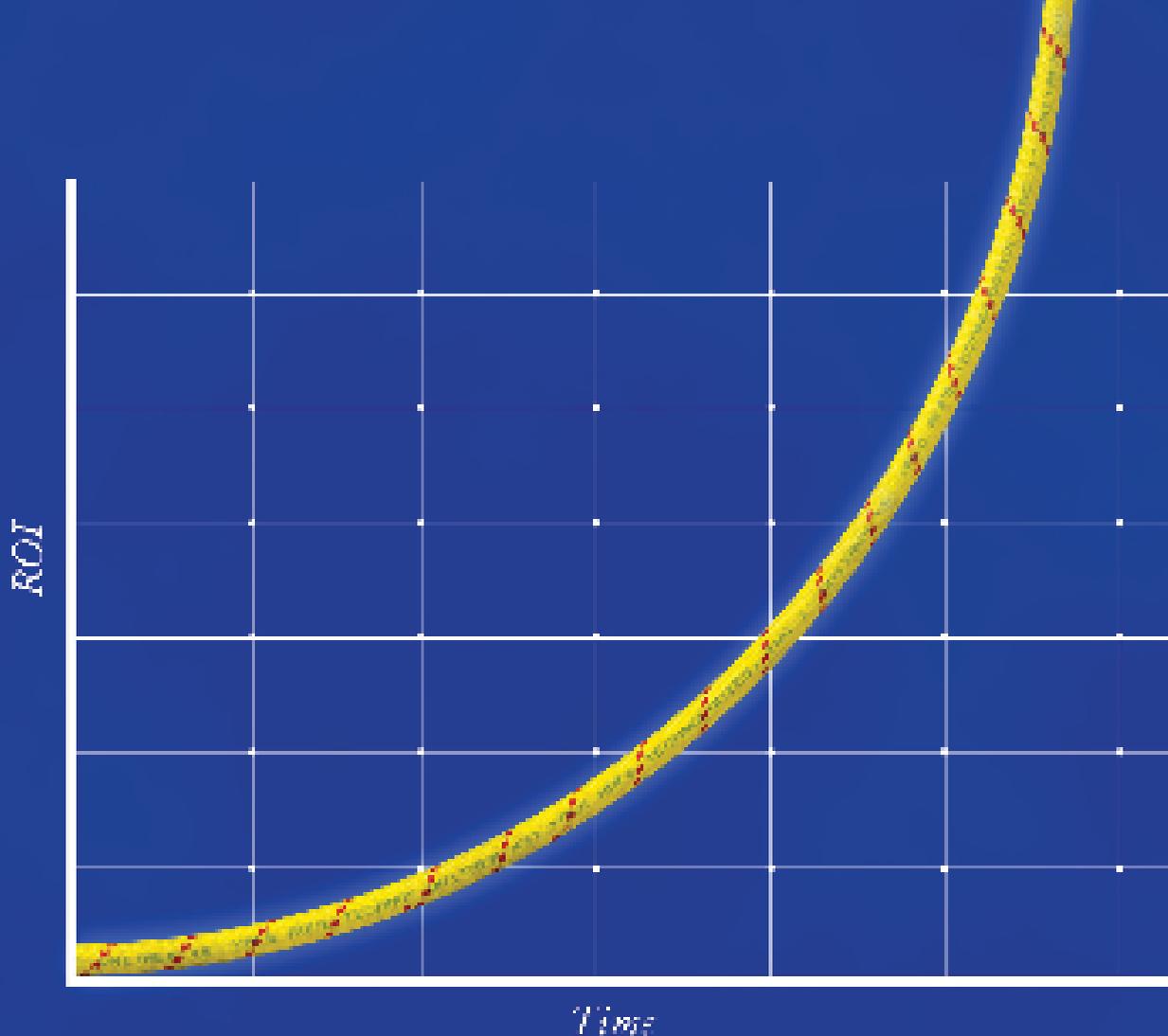
Take Yale Cordage's newest offering, the Funder Sling. This heavy-duty multibeam sling was initially inspired by the need for a lifting rig to push underneath a load on the ground. Because Funder Slings are so much lighter than their wire counterparts, they're naturally easier to rig: one or two workers can now complete the task in just minutes. As an added benefit, the sling protects workers from hazardous broken wire strands, sharp edges, buckling and jugging the



may be found in a wire component and when left outdoors it won't absorb water, freeze or rust.

In the mining industry, Yale Cordage has also been able to address a variety of problems faced in underground operations. Traditionally, the mining industry relied on wire, which is prone to rust and can develop fishhooks and kinks. Bob's Eye Ultrax is a specially designed product for underground mining. This rope keeps the high strength of Ultrax and adds a reflective component to a low light to be seen in the conditions unique to underground mining. The Honeywell Spectra® fiber has been demonstrated to have better abrasion resistance, and Yale's special construction techniques maximize those characteristics. Ultrax is a 12-strand single braid of Spectra® fiber enhanced with Yale's Max-Jacket HP coating, supplying superior abrasion resistance. Ultrax's braid angles and twist level are designed to optimize break strength and keep stretch low. Spectra® is the most forgiving high-modulus fiber, giving better sheave-cycling capabilities than other high-tech fibers.

On plans to explore new opportunities in the electric utility industry, Putnam says, "We have always embraced new fiber technologies and have been the first manufacturer to incorporate them into rope and cable products when they provide the best value and performance to the customer."



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PRINOTH Expands its Distribution to West Virginia



PRINOTH, one of the world's leading manufacturers of tracked vehicles, has just signed an agreement with Leslie Equipment Company to represent the Prinoth Panther line of vehicle in the state of West Virginia.

Outstanding reputation

Leslie Equipment Company is a full-service dealer who will sell, lease and service PANTHER vehicles. PRINOTH was first attracted to developing a business relationship with Leslie Equipment because of their outstanding reputation in the industry. "They are a leading John Deere dealer and have recently been awarded the John Deere Onyx #1 Award for 2017. This is the first time that PRINOTH has partnered with a John Deere dealer. We are excited about the potential of this partnership", said Doug Little, Director of Sales for PRINOTH.

Leslie Equipment will be starting with a good sized fleet of PRINOTH vehicles and have a well-established clientele. "We are confident that Leslie Equipment will help us develop new business and provide us with great insights for our future network expansion," added Little.

When asked why their company selected PRINOTH, John Leslie, President of Leslie Equipment Company, made this



comment “we chose the PRINOTH PANTHER line of tracked vehicles because we believe it is the best undercarriage and track system on the market. We are impressed by the overall quality and reliability of the vehicles”.

PRINOTH

PRINOTH is one of the world’s leading manufacturers of tracked vehicles. The state-of-the-art technology and innovative design of the products has set them apart, offering impressive efficiency and sustainability. With over a half century of tracked vehicle experience, PRINOTH continues to develop and refine the sprockettrack system invented by Bombardier in 1935. It’s just one of the reasons why our tracked vehicles are regarded as the best in the world and why you’ll find a PRINOTH wherever there’s hard work to be done. Whether mud, gravel or snow, PRINOTH tracked utility vehicles are reliable tools for extreme use in extreme environments. Thanks to their huge payload, these vehicles can be equipped with a multitude of specialized attachments. PRINOTH’s tracked utility vehicles exert very low pressure on the ground and go places where wheeled vehicles sink. Today, the company is part of the HTI Group (High Technology Industries) with more than 3,250 employees worldwide.

WHERE TIRES DARE NOT TREAD



Utility companies can rely on industry-specific rubber track carriers

The convenience of wheel-mounted equipment makes trucks and trailers ideal for over-the-road transport, but they are rendered useless by a utility installation or maintenance job in compromised ground conditions. Rubber track carriers, on the other hand, get people and equipment to utility applications in places wheeled carriers cannot go, such as jobs on soft wet ground or undeveloped or protected environments. The track carrier spreads the load over a large surface area, lowering ground pressure while providing a highly stable equipment platform to work from.

While most manufacturers have designed their track carriers from snow grooming machines, Morooka designed its carriers specifically for heavy-duty use in rigorous agriculture, forestry and construction applications from the bottom up. That same industry-specific dedication is at the core of Morooka USA LLC, headquartered in Ashland, Virginia, since 2005. Morooka is the only manufacturer of rubber track carriers wholly made in America, with models designed and built specifically for use in North American applications.

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

Ken Byrd, president of Morooka USA said the company is always looking at how to meet the unique needs of end-users. "We had looked at what our construction models were doing for the U.S. oil and gas industry. So much of that work is installing pipeline infrastructure in remote, undeveloped, hard-to-access areas. We realized the same was true for the utilities industry. Electrical transmission and distribution lines are often in those same types of environments. Our construction models could be retrofitted to meet most of their needs, and there are other manufacturers that do exactly that. But Morooka has always matched its models to the job."

That's why five years ago Morooka USA began working with North American utilities customers to create a dedicated line of Tier 4-compliant carriers, the VDL-series. Morooka has six models currently available and another being introduced at



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ICUEE later this fall, the MST4500VDL. “We are committed to the utilities industry. We’ve pushed the limits of what carriers can do for them with the 125-foot bucket reach of the 4500VDL. To be able to go off road in any environment at that size and price point – one client has already told me it’s a real game-changer for them.”

Utilities-specific

The VDL models have the same robust design of Morooka’s construction carrier models, and like them, are made from U.S. steel, by U.S. personnel with U.S.-based customer support. Beyond that, Byrd said, the carriers differ in several key ways.

“One of the primary differences is engine placement,” Byrd said. “Construction models have center-frame mounted engines, but utilities companies attach digger derricks and bucket lifts to the carriers. They need room to mount the masts and to lay them down for ease of transport. We keep the center well freed up by offsetting the engine.” Byrd noted that the open center well has also been advantageous for attaching personnel carriers and hydro-seeders.

Another major change has been accommodating attach-

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

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

Byrd said, “We manufacture a good share of our utilities models as OEM proprietary designs,” Byrd said. “We’ll custom-design and build to the dimensions they specify.” Customization is made easier by the new carrier line’s mounting



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frames, which duplicate the mounting frame of a wheeled carrier to easily accept digger derricks and lift buckets without special adaptation. "Other makes of carrier need a sub frame," Byrd said. "Ours does not. One of our OEM clients told me this has been saving installers about 40 to 50 hours of build-time per unit. Fewer man-hours and lower material cost represent a huge savings on every Morooka carrier installation."

Morooka tough

Unger said reliability is critical to utilities applications. "Your track carriers will get you to places that wheeled vehicles just can't go – so that much farther from help if you need it. Take the snowstorm scenario again as an example. You need to get your equipment out there on a weekend, and you need to trust that it won't let you down once you're there."

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

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

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

The footprint of the average human male exerts a ground pressure of about 8.0 psi. The MST1500VDL model with 225 hp Tier 4 Cat engine exerts a ground pressure of only 2.6 psi, though the unit is 23 feet 8 inches long with a width of 8 feet 6 inches and weighs 21,660 pounds. Fully loaded to its 20,000 pound maximum capacity, its ground pressure is only 5.0 psi.

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

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

Operator safety and comfort surpass standards for the North American market. Units feature ROPS-certified frames and cabins, Danfoss® joystick controls and easy-to-read digital display, backup cameras, and heated remote mirrors.

Morooka USA rubber track carriers have hydrostatic transmissions and come with a one year, 1,000-hour warranty. Morooka's industry-leading dealer, parts and service network ensures coast-to-coast after-sales product support throughout North America. The new line of purpose-built machines gives utilities end-users a rubber track carrier dedicated to the unique work they do that they can count on wherever and whenever they need to do it.



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Outrigger Pad and Cribbing Products Simplify Setup of Utility Equipment

SafetyTech® Outrigger Pads and ProStack® Cribbing provide utility fleet managers with solutions for stocking utility trucks with tools that improve equipment stability and ergonomic safety for operators. DICA will show new and updated products designed to simplify utility equipment setup at the Canadian Utility Fleet Forum, to be held April 30-May 2 in Toronto, Ontario.

SafetyTech Outrigger Pads are built using DICA's proprietary engineered thermoplastic that is virtually unbreakable and is more rigid than look-a-like stabilizer pads. Available in Medium, Heavy, and Super Duty classes, there is a product for nearly every outrigger enabled piece of equipment, including aerial devices, digger derricks, and cranes. DICA will feature two popular SafetyTech models specifically designed for utility companies—4-sided Cavity Pad Plus Outrigger Pads and Hi-Viz Medium Duty Outrigger Pads.

"More easily identifiable Hi-Viz Outrigger Pads in yellow or orange are becoming a more common request from many safety departments," said Kris Koberg, CEO.

Introduced last year, Cavity Pad Plus is designed for equipment such as digger derricks and aeriels. It features a new 1" high footbrake with an inverted beveled edge that traps the outrigger foot to eliminate its chances of sliding off the outrigger pad surface.

Also on display for Canadian Utility Fleet Council members will be new ProStack® Interlocking Cribbing. ProStack interlocking cribbing locks together to provide additional height under outrigger floats to assist in creating a more level set-up. Both Medium and Heavy Duty ProStack Cribbing set-ups are made up of three basic parts; a base SafetyTech® Outrigger Pad, ProStack Cribbing Blocks and a high friction top Grip Pad. The base SafetyTech Outrigger Pad is manufactured with an interlocking pyramid surface that the cribbing blocks lock into. Operators then stack layers of ProStack Cribbing to the desired height. Lastly, a ProStack Grip Pad is placed on top of the stack to provide a high friction surface for the outrigger foot, and to protect the pyramid surface on the cribbing blocks.

"ProStack Cribbing performance is predictable and reliable unlike most other solutions commonly employed in the field. The engineered material is strong, impervious to environmental conditions, and all components are ergonomically designed to be user-friendly. By interlocking together, ProStack Cribbing creates a more secure set-up under the stabilizer or outrigger foot. This increases safety and stability in situations where the ground is not level." said Koberg.

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Ohio Contractor SHELLY & SANDS Builds New BMP Storm Sewer from Bottom to Top with Efficiency Slide Rail System from Baker Corp

By James McRay

Construction, construction, construction. Road construction as far as the eye can see. This is probably what residents in Columbus, Ohio, think when they travel practically anywhere. And due to the multi-year Interstates 70/71 Columbus Crossroads project, much of the freeways in downtown Columbus will be under construction into the next decade.

With a civil project as large as the 70/71, a lot of the construction is not just road paving and bridge reconstruction; it is the installation or rehabilitation of underground utilities such as the miles of pipes for gas, water, and sewers. Though perhaps a little less high-profile, these out-of-sight infrastructure projects are just as important.

Taking on one of these behind the scenes—though no less extraordinary—infrastructure projects was SHELLY & SANDS, Inc. (SSI); based in Zanesville, Ohio. SSI were low-bidder on an ODOT project to install a new sewer system that diverts water from a large existing sewer

line through four hydrodynamic separators that “clean” storm-water runoff before it is discharged into the Scioto River.

This was not an easy excavation project. It was in fact, four different excavation projects; each a different depth; some with different soil condition; some with existing crossing utilities to navigate; and each having different sized pipes, structures, and/or manholes to install within. Complicating matters further was the fact that the Best Management Practices (BMP) sewer project needed to be installed over a length of one block that was bordered narrowly between a western section of the I-70/71 corridor and an apartment building.

Shoring required, no easy shoring solution for challenging excavation site

All four excavation points were deeper than five feet and required a trench protection system per OSHA regulations.



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“The first thing we considered were trench boxes; possibly using the equipment that we had in our fleet or we could easily rent,” said Brian Snode, SHELLY & SANDS’ Project Superintendent. “But we realized with the soil conditions and the existing utilities that were in the ground, plus the surrounding buildings; dropping in a box just wasn’t going to work,” he said.

“Also with the highway and the apartment on each sided, we realized we couldn’t vibrate in any sheeting or drive-in a lag wall,” Snode continued. “So when we got down to it, really the only thing that would facilitate our need was a dig-and-push shoring system,” he said.

Contractor chooses unconventional Slide Rail shoring system

“Dig and Push” is a process most commonly associated with installing a Slide Rail System. Slide Rail is installed by sliding steel panels (similar to trench shield sidewalls) into integrated rails on vertical steel posts—an outside slotted rail first, then an open-face rail on the inside—then pushing the panels and posts incrementally down to grade as the pit is dug.

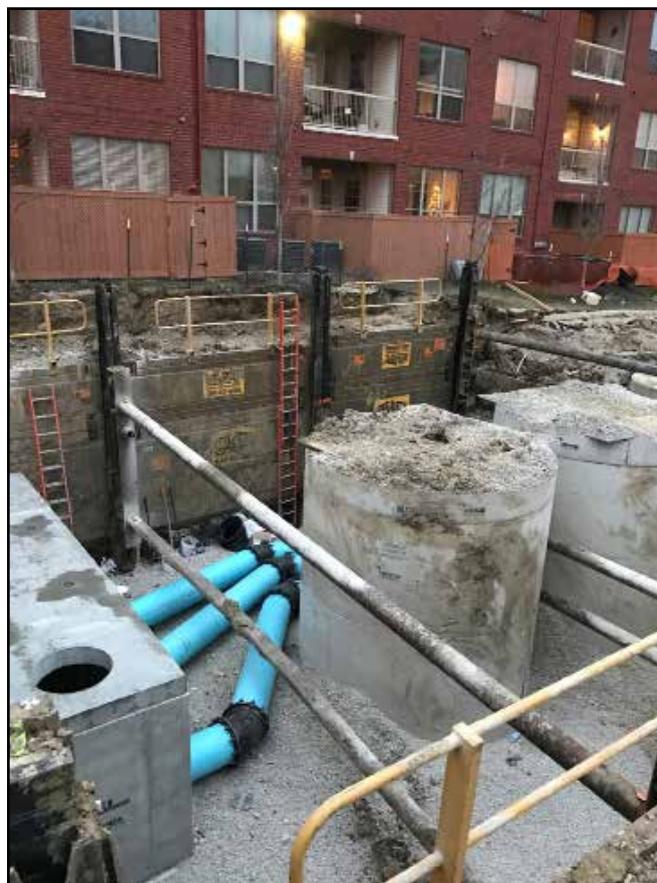
SSI calls in help from Columbus equipment rental company Baker Corp.

Snode, however, had little experience with Slide Rail Systems. Needing help, he contacted his friend Jeff Riddle at Baker Corp for some ideas. “We’ve worked with Shelly and Sands many times before, and have a good relationship with the company and with their personnel,” said Riddle, Baker Corp’s Branch Operations Manager. “So after looking at Brian’s project parameters, I knew that an Efficiency Production (manufactured) Slide Rail System would work; maybe the only thing that was going to work,” Riddle said.

Added Snode, “When Jeff started showing us how Efficiency’s Slide Rail System works, and the versatility of the system to change depending on ground conditions, well it was refreshing to see that they had a different shoring option for us,” he said.

Approval from ODOT for shoring system no sure thing

However, it wasn’t just the contractor that had to be convinced on the effectiveness of the Slide Rail System. Snode and Riddle needed to also convince ODOT that it would work in the difficult site conditions, and meet their safety requirements. “We went over the entire installation and removal process with ODOT; how Slide Rail actually works and how it



meets their safety guidelines for underground construction,” said Riddle.

Slide Rail is considered a positive shoring system. It maintains constant pressure against the sides of the excavation and requires no over-digging. This prevents possibly undermining or disturbing the surrounding foundations of buildings, roads, or other structures. A positive shoring system is a critical requirement for approval from most states’ Department of Transportation—including Ohio’s—for any underground construction.

SSI begins work on new sewer from bottom to top

Sufficiently assured that Slide Rail met all safety requirements, ODOT gave SSI the green light to begin work on the new gravity-flow sewer. They started from bottom to top; or downstream to upstream; or literally from the bottom of the hill at Short Street to the top of the hill at 2nd Street.

Pit 1 reached down 32 feet to uncover and reroute an existing sewer line. Utilizing the same Slide Rail components from the first excavation, Pit 2 was dug and shored for the installation of the four deep pre-cast sump manholes which contain the hydrodynamic separators.

4X4 HYDRAULIC FRONT DRIVE SYSTEM AVAILABLE ON F-650 AND F-750 MODELS



F-750 with EZ Trac built for
Bobby Goodson of Swamp Loggers™

Todd Kaufman, Chassis Cab Marketing Manager, recently announced the new availability of a hydraulic, driving front axle system for F-650 and F-750 Ford medium duty trucks. This system provides alternative "off-road" capability in lieu of traditional four-wheel drive vehicles that are equipped with a transfer case and a 4x4 front axle.

The hydraulic system, known as EZ Trac and developed by Terra Drive Systems, Inc., is designed to provide front driving axle traction without sacrificing vehicle steering or mobility. While traditional 4x4 front driving axles can have a tendency to make steering more difficult, the EZ Trac hydraulic system maintains factory angles and minimizes the perception of a "pulling" effect on steering efforts. This is especially noticeable in typical off-road conditions like mud, deep ruts, wet/slippery surfaces and hilly terrain.

BENEFITS OVERVIEW

The EZ Trac system is based on simple hydraulic technology without the complexity of a transfer case and an additional drive shaft. There's no change in ride quality, ground clearance, ride height, or turning radius.

Installation is quick, the design allows for less fuel consumption and no windage loss in freewheel (disengaged) mode, plus it actually weighs less than a transfer case drive system. Lower vehicle weight can translate into more cargo capability or additional vocational equipment.

Installation and operation of an EZ Trac conversion does not put extra stress on existing engine components. EZ Trac was named the 2011 #1 product of the year by OEM Off Highway magazine.

ORDERING

TDS is available to support you in solving your front wheel drive needs. Technical factory experts are available to answer your questions and help you specify your system. Some important contact information that you can use include:

EZ Trac website: www.EZTracAWD.com

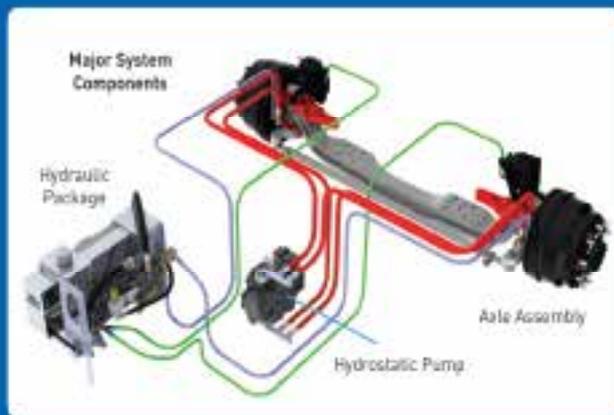
You Tube Video: <http://www.youtube.com/watch?v=eoxkwr6JisM>
(or type EZ Trac AWD)

Factory Assistance: 1-800-348-2474

A Ford ordering code is currently being developed but until it is finalized, any Ford dealer can access TDS' Product Selector web site and enter the key truck specifications to insure the proper EZ Trac kit is specified. Just log in and the Product Selector Wizard will guide you through the options. You can access the product selector at:

EZ Trac Product Selector: <http://eztracAWD.com>

Once the information is entered you will received project ID #. You can then contact Fontaine Modifications Center for ordering the EZ Trac using the project ID#.



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Pit 3 widened and lengthened the shored space just by adding a few more Slide Rail components, which allowed SSI to install inflow and outflow vaults and four 18 inch intake/outtake lines. "That's where the manifold separates the water through the four deep sump manholes and through the screening process to clean it before it reenters the new piping that we built into Short Street," Snode explained.

Lastly, Pit 4 was excavated for an 18 x 11 x 28 foot tall pre-cast chamber which intersects a 96 inch existing storm sewer and diverts the flow through a more conventional 42 inch line down to the treatment structures. The fourth pit—the largest of the four excavations—was shored with a 29 x 38 x 32 foot deep ClearSpan™ configured Slide Rail System.

"Jeff and I looked at the ClearSpan pit at least eight times and actually had to redesign it on the fly," said Snode. "Because the big 96 inch line was not in the exact location indicated in the plan, plus everything was right in the middle of the street... It was a challenge," Snode conceded. "But we were able to overcome all of that because of the flexibility of Efficiency's Slide Rail System."



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With over 20 years of shoring experience, Baker Corp carries a full line of shoring equipment, including: Slide Rail shoring, steel and aluminum trench shields, hydraulic shoring, and road plate. To reach their Columbus, Ohio, branch office, call: (614) 449-5740

Efficiency Production, "America's Trench Box Builder™," is a Trinity Shoring Products company. Efficiency's versatile trench shielding and shoring systems are designed specifically for safe and cost effective installation of utility systems and infrastructure improvements. For more information, visit www.efficiencyproduction.com.



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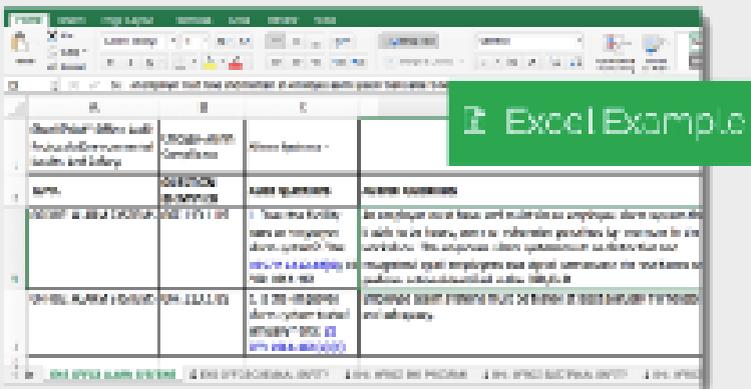
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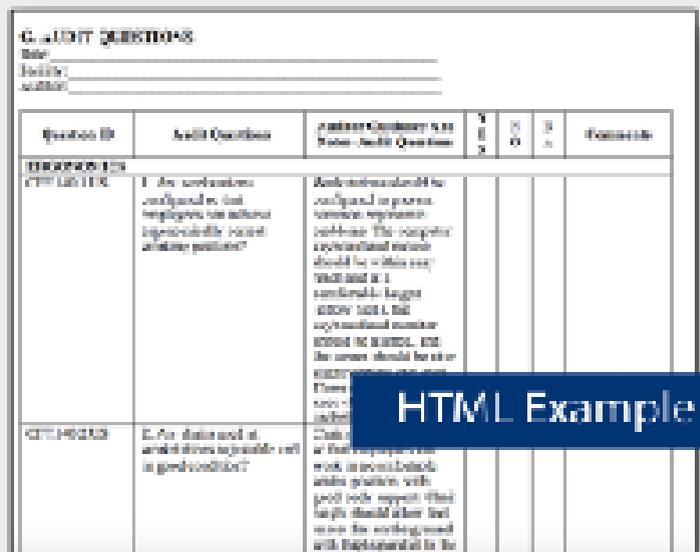
Too **many** sites? Too **hard** to coordinate? Too **costly** to send auditors?
Having **difficulty comparing results** across the locations you have inspected?

If you said **yes** to any of these questions, how can you be sure that those sites are in compliance with your Global EHS compliance and risk programs?



Excel Example

A	B	C	D
Question ID	Audit Question	Answer	Comments
Q00001	Is there a written safety program?	Yes, it is located in the safety manual.	
Q00002	Are all employees trained on the safety program?	Yes, all employees receive safety training annually.	



HTML Example

AUDIT QUESTIONS

Site: _____
 Facility: _____
 Auditor: _____

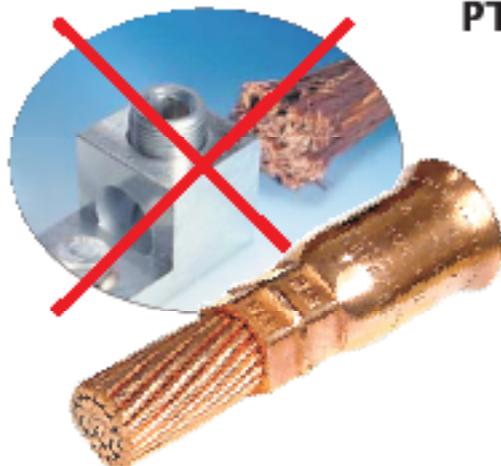
Question ID	Audit Question	Answer/Response	Y	N	NA	Comments
Q00001	Is there a written safety program?	Yes, it is located in the safety manual.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Q00002	Are all employees trained on the safety program?	Yes, all employees receive safety training annually.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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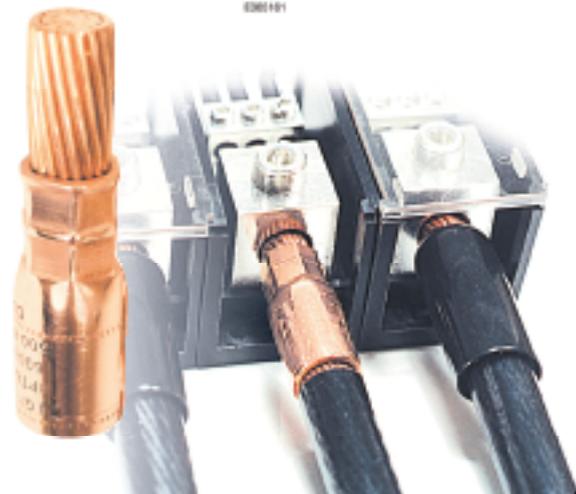
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- For Class B 'building wire' cable stranding only
- Fits into mechanical set-screw type connectors in panels, transformers and machinery
- Fabricated of wrought copper barrel with pin of Class B copper conductor
- Insulating covers provided



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Electrician Invents Groundbreaking New Tool to Pull, Bend and Move Wires with Less Risk of Electrical Shock



Patented Voltclaw-12 fundamentally changes how electricians work

Nonconductive Tool Company, founded by electrician Warren Tarbell, has developed a revolutionary new tool that is leading to safer, faster and more productive work methods for electricians, maintenance professionals and Do-It-Yourselfers.

The company's latest breakthrough fills a serious gap in the hand-tool industry. It is a simple-to-use, low-cost tool that is nonconductive to allow the safer management of 12-14 gauge electrical wiring within junction boxes, switch boxes, outlets, panels or anywhere electrical wires are installed. Immediately available with an MSRP of only \$14.95 (USD), the new Voltclaw-12 is one of the most important new tools to reach the electrical market in a decade.

ELECTRICAL HAZARDS

Until Voltclaw-12, electrical wires were typically manipulated by hand or with tools designed for other purposes, such as a screwdriver or wire stripper. These methods put the electrician in serious danger of electrical shock, especially when metal tools are used to move wires. Metal tools can also damage the insulation that protects the copper wire. Exposed bare copper wire greatly increases the chances of electrical malfunction or serious injury.

Even when circuits are turned off the danger of electrical shock remains. In a commercial building,

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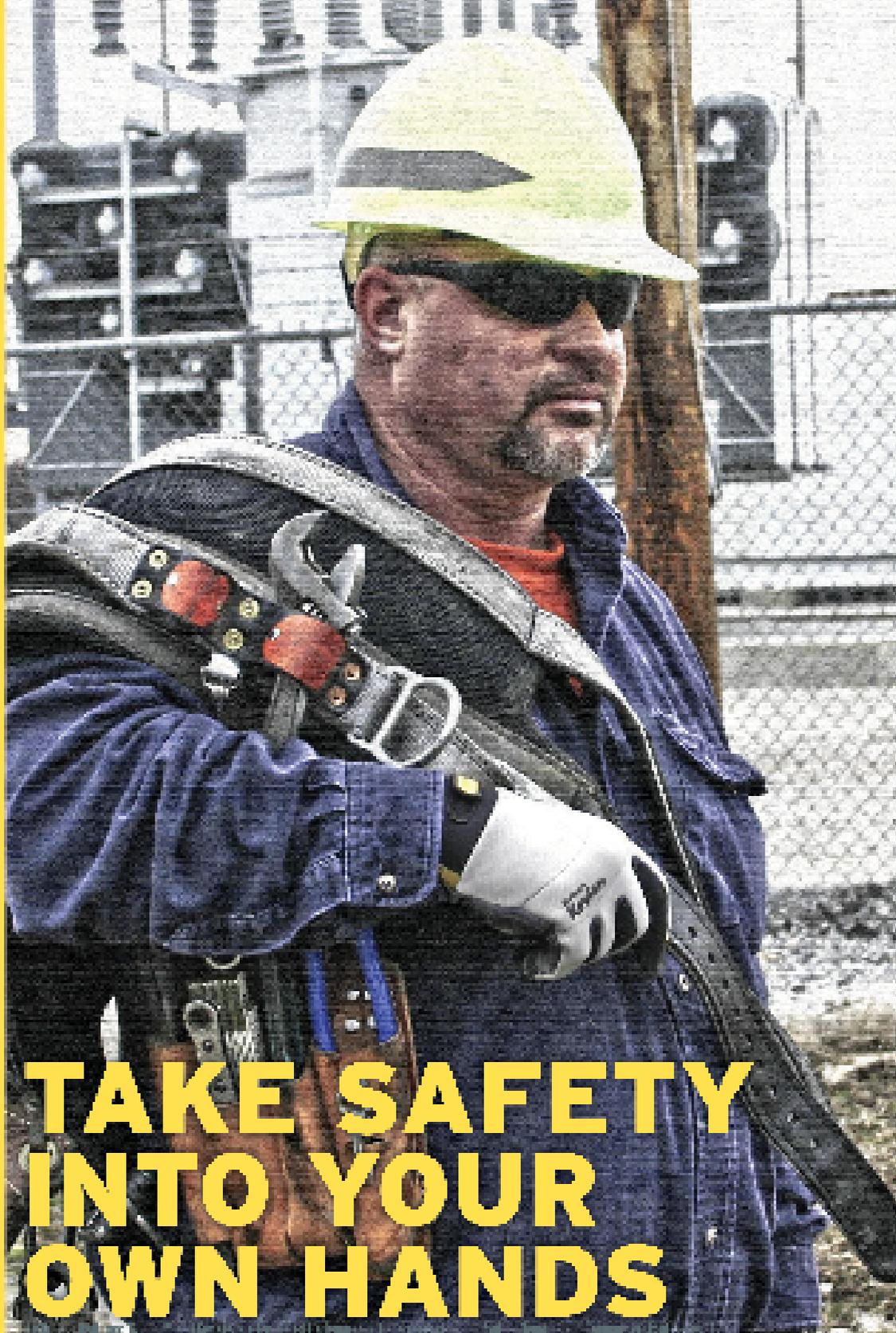
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which may have hundreds of circuits, the possibility of a wrong circuit being left on is a very real danger. Also, circuits may be accidentally turned back on during a wiring project. Using a VoltClaw provides another level of protection.

VOLTCLAW-12 IS THE ANSWER

Molded from rugged, impact-resistant nylon, the Voltclaw-12 has no metal parts and is nonconductive up to 1000V. Its smooth edges allow an electrician to safely bend and move wires without damaging insulation, unlike with standard metal tools that can nick and break insulation. Since ergonomics plays a role in the tool safety, the Voltclaw-12 was designed to encourage a confident grip with only minimal torque required to secure, bend and pull wires. The stress-reducing contoured grip feels natural and comfortably in a gloved hand.

Although Voltclaw-12 weighs just a few ounces and measures less than 9 inches it is a rugged tool. It is equipped with six unique functions that greatly contribute to its value. Using the Voltclaw, the electrician can:

- Reach inside crowded junction boxes, service panels and other applications to tightly grab wires with either one of the tool's two Pull Hooks
- Push, pull or bend wires with the T-Groove by sliding the wire into the groove and twisting the tool.
- Push wires back into outlets, switch boxes, GFCIs or other tight spaces with the tool's V-groove. Push in ground wires first, white wires second and hot wires last.
- Create a J-shaped loop on the end of a pre-stripped wire with the Loop Bender. Electricians need a J-shaped loop to attach wires securely to the screws on the side of a receptacle or a switch.
- Remove or tighten twist-on wire connectors with the built-in wrench. Simply slide the wire connector into the wrench and turn counterclockwise for loosening or clockwise for tightening.

VOLTCLAW-12 ORIGINS

The concept behind the Voltclaw emerged nearly a decade ago. While on a job site working on a junction box, NTC founder Warren Tarbell and an apprentice were confronted with a breaker that couldn't be shut off.

Recalls Tarbell: "The apprentice said, 'I wish I had a toothbrush to pull this wire out of the box,' and that's what sparked the Voltclaw idea. Electricians want a nonconductive tool that lets them reach into a deep junction box, outlet box, switch or breaker panel and simply grab the wire. There was nothing like it on the market."

It took Tarbell and his team more than 80 prototypes to arrive at the current design. "I had a lot of assistance along the way," he notes.

"There were a lot of long days and late nights but in the end we introduced a tool that does more than just move, push and pull wires. It does it safer"

USER REVIEWS

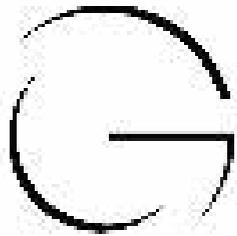
"...as soon as I put the Voltclaws in my belt I found a use for them almost immediately" - Andrew Wagner, Licensed C-10 electrician

"I never liked putting metal tools on electrical wires. It never felt safe. Thank you Voltclaw. You Rock."- Chuck Klett, General Contractor, CK Construction

"I love it! I bought a set for my whole crew. We're keeping them safe"- C. Webster, General Contractor

"I was working in an over-crowded junction box when I saw a bare wire that was close to the inside metal edge. I reached in with the Voltclaw Multi-Gauge. It worked perfectly. I live to tell the tale" - Michael Lewis, Lighting Contractor

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Milwaukee® Delivers First One-Handed Overhead Transmission Cutting Experience



Milwaukee Tool continues to expand its line of FORCE LOGIC™* High Force Tools for Utility Linemen with the introduction of the M18™ FORCE LOGIC™ 9T Utility Cutter. A self-latching jaw design enables opening with just one hand, enhancing alignment while delivering easiest operation with Class 3 Gloves. The wire automatically closes the jaw, providing hands-free jaw closure and the easiest mid-span cuts.

“Hand ratchet tools put strain on the body and are difficult to use. Cordless transmission cutters are large, challenging to align, and have a latch-style cutting head that is extremely awkward to close around the wire during mid-span cuts. This ultimately makes set-up a three-handed operation,” said Paige Bovard, Group Manager of Product Management for Milwaukee Tool. “Our self-latching design enables users to open the jaw with just one hand for easier alignment straight to the wire. During those mid-span cuts, the wire automatically closes the jaw so the user doesn’t need to juggle with pins or awkward reaching. Fully balanced and under 12lbs, this new solution delivers the best control for Linemen.”

The fastest transmission cutter on the market, the new 9T Utility Cutter makes up to 60% faster cuts in 1590 Falcon ACSR. Equipped with an M18™ RED LITHIUM™ XC 5.0 battery, it can deliver more than 200 cuts per charge.

As a complete problem-solving solution, the 9T Utility Cutter is compatible with the digital platform, One Key™, which allows the user to sync the tool wirelessly with their mobile device or desktop. Users will be able to monitor tool inventory, including tracking the location of missing tools and receiving alerts when lost tools are found. Furthermore, ONE-KEY™** will assist in tracking the utilization and service interval of the tools to maximize uptime and keep inventory lean.



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SAVE TIME AND MONEY

Engineered attachment points don't interfere with the functionality of the tools, and are more durable than simple "add-ons" that require frequent maintenance or replacement.

BEAT THE STATISTICS

About 70% of drops happen during the exchange of the lanyard from one tool to another. The Snap-on Tools@Height system features independent tethering, which means each tool is attached to its own lanyard. Minimizing exchanges reduces the likelihood of drops and increases safety.

MINIMIZE RISK

Independent tethering also allows the tool to be removed from and returned to its holster or pouch using just one hand. Safety is improved by allowing the user to maintain the critical "three points of contact" when working at height.

RETAIN CONTROL

Our modular approach means you can configure the tools/holsters based on a user's personal preference, while providing a system that meets your safety standards.

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From the power plant, through transmission and distribution, it is Milwaukee's goal to improve reliability and productivity for Linemen by offering cordless solutions on one battery platform that will replace the heavy traditional corded, gas and truck hydraulic solutions used today. With a base of tools on the M18™ system already used by Linemen, the launch of game-changing 6T Utility Cutters in 2015, the introduction of a 12T Utility Crimper, and three uniquely innovative Utility Cable Cutting solutions this year, Milwaukee is committed to making this goal a reality.

* FORCE LOGIC™ is engineered to not only improve upon, but fundamentally change the way high-force tools are used in the field. Through thoughtful design focused on workflow, each tool simplifies a complicated process to deliver the best user experience of its kind and the smartest way to work.

**ONE-KEY™ is the first digital platform for tools and equipment. By integrating industry-leading tool electronics with a custom-built cloud based program, ONE-KEY™ provides a new level of control and access to information that revolutionizes the way work gets done. The ability to customize, track, and manage through ONE-KEY™ fundamentally changes the way users interact with their tools.

Specifications:

M18™ FORCE LOGIC™ 9T Utility Cutter (2777-21)

- Hydraulic Output Force: 9 Tons
- Cut Capacity: up to 1590 Falcon ACSR
- Length: 16.75"
- Weight: 11.75 lbs



Includes M18™ FORCE LOGIC™ 1590 ACSR Cutter, Side Handle, M18™ REDLITHIUM™ XC5.0 Extended Capacity Battery Pack, M18™ Lithium-Ion AC/DC Wall and Vehicle Charger, Milwaukee Carabineer, Manual, Utility Bag.

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Tru-Break™ Solid Dielectric Switchgear Improves Worker Safety



New module from Elastimold® is submersible with a view port so users can verify that circuits are truly open and isolated in solid dielectric switchgear

The new Tru-Break™ solid dielectric molded vacuum switchgear module from Elastimold®, the premier producer of weather-protected utility equipment from Thomas & Betts, a member of the ABB Group, offers a clear viewport so workers can safely verify that the hotstick-operable circuit contacts are open before they begin work — a significant improvement in safety for solid dielectric underground or pad-mounted systems. Tru-Break can be ordered fully assembled from the factory or, due to the inherent modularity of Elastimold switchgear, can be easily retrofitted into existing Elastimold equipment.

The system's unique combination of proprietary EPDM rubber insulation and solid dielectric delivers a maintenance-free design that can be used in the harshest environments — excellent for storm-hardening upgrades or for new construction. Each unit is capable of independently withstanding full 125 kV basic insulation level (BIL) impulse voltage and up to 60kV power-frequency withstand without a vacuum interrupter in series, and the 1.75-inch glass-covered viewport is equipped with a hotstick-removable dust cap to keep it clear even in wet, murky environments.

Rated for 20 kA systems at 15 kV to 29.3 kV, the compact Tru-Break switchgear module is submersible and sized to retrofit easily into already-installed Elastimold three-phase MVS switches or MVI interrupters and multi-way switchgear solutions. It is tested and certified to the IEEE C37.74-2014 standard.

“The safety, flexibility and reliability of the Elastimold Tru-Break switchgear module is a unique combination in the industry,” said Harold Hirz, ABB Global Applications Engineering Manager for Cable Accessories and Apparatus. “From its Elastimold field-proven solid dielectric dead-front core construction to its true visible break port, it provides a solid choice for new construction or for any utility that is in the process of enhancing and storm-hardening its systems.”

Tru-Break switchgear module will be unveiled April 16-19 at the IEEE PES Transmission and Distribution Conference & Exposition in Denver, CO. Look for us in the ABB display space.

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Felling Trailers, Inc. Offers “Super Low” Detachable Gooseneck

Felling Trailers, Inc.’s, X-Force Hydraulic Detachable Gooseneck model line now offers a “Super Low” deck height with the X-Force SL Series. The X-Force SL Series provides an 18” usable level deck height with a 6” ground clearance, making it an ideal spec for Carriers that specialize in extra-tall cargo/equipment transport. The low loaded deck height is ideal for a multitude of applications due to the full width level deck as opposed to a drop-side model. Felling Trailers designed and engineered the SL Series with versatility and functionality in mind knowing that with changing markets, Carrier’s cargo/equipment loads vary. The versatility offered with the 18” usable level deck height allows a carrier to transport cargo/equipment as asphalt milling machines, paving equipment, track excavators, etc. that have tall transport heights, ultimately keeping the Carrier’s wheels and payday rolling.

The SL Series are offered in four capacities; XF-70-2 HDG-SL (35 ton capacity), XF-100-3 HDG-SL (50 ton capacity), XF-110-3 HDG-SL (55 ton capacity), and XF-120-3 HDG-SL (60 ton capacity).

www.felling.com •



Klein Tools Introduces 9” Cutting Pliers

Klein Tools (www.kleintools.com), for professionals since 1857, introduces the 9” Journeyman™ Heavy-Duty Diagonal-Cutting Pliers with extra-long cutting blades. The thicker forging ensures increased durability while the extra-long cutting blades provide 57 percent more cutting surface* for greater cutting ability and more efficiency on the job.

9” Journeyman™ Heavy-Duty Diagonal-Cutting Pliers (Cat. No. J2000-59)

- High-leverage design has 46 percent more cutting power*
- Induction-hardened cutting knives for longer life
- Heavy-duty cutting knives cut ACSR, screws, nails and most hardened wire
- Angled blade design for easier access to cut screws and bolts
- Hot-riveted joint for smooth action and no handle wobble
- Exclusive handle tempering absorbs the “snap” when cutting wire
- Dual-material Journeyman™ handles provide better grip and added comfort



“At Klein Tools, we are dedicated to innovation and quality, which means continually re-imagining our existing products,” says Austin Minor, associate product manager at Klein Tools. “We listened to our customers and have designed these all-new Heavy-Duty Diagonal-Cutting Pliers to last longer and perform more cuts over time than standard diagonal-cutters.”

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- + Open circuits and arc faults on live conductors detected
- + Detects 3 to 40A
- + Triped line and whether the fault occurred

Displays location and displays information that you will need to fix the fault. Allows immediate monitoring or escape if trouble occurs.

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15AWG: ProStrip 70/30 steel / 18-22 aluminum

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