

CAPITAL EQUIPMENT¹ NEWS

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JUNE 2024



BOBCAT'S SKID-STEER INNOVATION AND THE S450 ROARS INTO AFRICA

WHEEL LOADERS: JCB wheel loader keeps production going at Much Asphalt, Gqeberha

NEW EQUIPMENT: Versatility and efficiency redefined with the new Cat 973 track loader

ELECTRIC MACHINES: Volvo CE adds three new electric machines

REFURBISHING EQUIPMENT

Make the old new again and
save money

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TRENDS THAT SHAPE EQUIPMENT MANUFACTURING

The coalition between the ANC and DA created the overriding sense that a so-called doomsday coalition between the ANC, MK and EFF was averted and that the future can be one of re-building South Africa's economy.

Key to this will be the development and maintenance of infrastructure as infrastructure spending, especially on transportation, power and water facilities, will benefit everyone in the economy.

This issue has a focus on equipment for construction, the very tools that will be used for this infrastructural correction. While South Africa has been in the doldrums over the past few decades and grappling with the decline of our currency, higher interest rates and our fast-aging infrastructure, equipment has developed apace with healthier progress elsewhere in the world.

Equipment manufacturers and customers pay close attention to a number of trends that

have developed and how these will manifest in the designs and functionality by OEMs, but also how they will be implemented within organisations that purchase these machines.

An emphasis on organisational culture

Manufacturing industries have been forced to re-examine their business models. The ongoing supply chain issues, increased competition, technology advancements and economic uncertainty have increased the pressure on companies to pivot, innovate and adopt to how they do business both from a manufacturing and end-user perspective.

Now, over and above this, the inner workings of organisations need to also focus on employee values, work/life balance, and opportunities for career growth.

Training and development

More than ever, workforce issues are in the centre of equipment manufacturing. There is more diversity in the workforce and stronger competition. Therefore, employee training has become vital as up-skilling, re-skilling and new-skilling employees on an ongoing basis have become the new normal.

Supply chain issues seem to be here to stay

The COVID-pandemic had an unprecedented impact on the supply chain and the effects are still felt to this day. A survey in 2023 showed that up to 98% of manufacturers experience unreliable supply chains and almost 60% experience worsening conditions. The bottleneck at the Durban harbour, exacerbated by our own lack of

infrastructure, is a case in point.

Even though there are moves afoot to improve supply chain problems, these still remain and will for some time. For the end-user, this obviously means longer lead times when purchasing new equipment.

Alternative power

Even though South Africa is experiencing a load-shedding free period, load-shedding can return at short notice which means that manufacturing facilities will once again be dependent on generators. Elsewhere, where load shedding is a foreign concept, the use of alternative power solution takes on a slightly different, more advanced meaning. There are regulations for engine emissions and a move to achieve zero emissions to enable decarbonisation. Even though OEMs, in order to operate in Southern Africa, the region has to deal with other, often more pressing issues and the implementation of alternative power becomes a luxury.

The importance of communication and connection

Challenges regarding the change in organisational culture, training and development, training and development, supply chain issues and alternative power will need to be communicated effectively within organisations and therefore a key trend in the manufacturing of equipment will be to improve internal communication which in turn will shape the organisation's external communication to prospective employees, customers, partners and the marketplace. 🌐

**Wilhelm du Plessis -
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Going the Extra Mile

Lithium-ion batteries ensure a thriving materials handling sector



Lithium-ion batteries allow intermittent charging, reducing downtime and maximising equipment availability.

Technological advancements, from lithium-ion batteries to fork vibration dampeners, are transforming the agricultural industry. To fully harness these innovations, farmers need to partner with industry-leading experts who can help them achieve prosperity.

Collaboration between farmers and industry stakeholders is a key driver of success. These partnerships provide farmers with access to cutting-edge technologies, expertise, and resources, enabling them to overcome challenges, optimise operations, and thrive in a competitive environment.

Toyota Material Handling (TMH), a division of CFAO Equipment SA, exemplifies the power of such partnerships. TMH is spearheading progress in South Africa's agricultural sector by introducing advanced equipment and solutions aimed at enhancing efficiency, sustainability, and safety.

Claude Pheiffer, New Sales Manager at TMH, highlights the company's commitment to the agricultural sector. TMH regularly introduces new technologies to improve efficiency and safety.

"At TMH, we believe in the transformative power of partnerships to drive progress.

By working hand-in-hand with industry stakeholders, we revolutionise farming practices in South Africa," says Pheiffer.

TMH's collaborations with large agricultural businesses showcase the synergy between agriculture and technology. These enterprises have optimised operations, boosted productivity, and reduced environmental impact by integrating TMH's innovative solutions.

One significant advancement is the adoption of lithium-ion batteries, which offer longer operational lifespans, faster charging times, reduced maintenance, zero emissions, and no noise pollution.

"With farmers often working around the clock, downtime is non-negotiable. Lithium-ion batteries allow intermittent charging, reducing downtime and maximising equipment availability," explains Pheiffer.

Additionally, technologies like fork vibration dampeners are crucial for preserving crop quality during transportation, reducing damage, and maximising efficiency. Safety is also a priority, with TMH's proprietary I-Site fleet management system enabling better equipment utilisation, performance, and productivity management. This system provides valuable insights into operator behaviour and operational impacts, increasing productivity while reducing job site risks.

"As TMH continues to lead with innovation and collaboration, we're not just revolutionising farming practices; we're cultivating a future where efficiency, sustainability, and safety thrive together," concludes Pheiffer. 🌱

SkyJacks appointed as Jekko Dealer for South Africa

Jekko announced its partnership with SkyJacks, a premier supplier of powered access and material handling solutions based in Johannesburg. SkyJacks has been appointed as the exclusive dealer for Jekko products in South Africa, further expanding Jekko's global presence and providing customers in the region with access to cutting-edge lifting technology.

With over 45 years of experience, SkyJacks has established itself as a trusted provider of innovative solutions for working at height and material handling challenges in Southern Africa. The company's extensive portfolio includes suspended access platforms, aerial work platforms, telehandlers, and construction hoists, backed by a commitment to excellence in product quality and customer service.

The partnership between Jekko and

SkyJacks signifies a shared dedication to delivering reliable and efficient lifting solutions to customers across various industries, including construction, mining, and industrial maintenance. By joining forces, Jekko and SkyJacks aim to meet the evolving needs of the South African market and enhance productivity and safety in challenging working environments.

"With Alistair and his team, we have known each other for many years," said Alberto Franceschini, Sales and Marketing Director at Jekko.

"They visited us already seven years ago, but at that time Jekko's size, organisation, machinery, and quality were not up to the level of a major player like SkyJacks in South Africa. It is personally satisfying to see that,

after all this time, SkyJacks has witnessed the incredible growth of Jekko on the international markets, in its organization, in products, and in quality, which is why it was finally easy to choose to distribute for us," he adds.

SkyJacks Managing Director Alistair Bennett commented, "Over the last 45 years, SkyJacks has been trusted to provide working at height and material handling solutions in some of Southern Africa's most challenging working environments. Initially, our focus was on suspended access platforms and aerial work platforms. As the company evolved, our offerings grew to include telehandlers and construction hoists. Continuing to innovate, we believe that adding Jekko mini cranes to our offering is a natural progression that will allow us to meet the changing demands

New global sales and marketing director for Finlay

Finlay announced the appointment of Martin Conway as its new Global Sales and Marketing Director.

In this strategic capacity, Conway will spearhead the development and execution of Finlay's sales and marketing strategies, aimed at driving further growth and broadening the brand's global market presence.

Bringing over two decades of experience in the materials processing industry, Conway is skilled in sales, marketing, and distribution management. His impressive track record includes strengthening relationships and implementing growth strategies that aligns with Finlay's objectives for expansion and market leadership.

Conway's familiarity with Finlay runs deep, having served as the Commercial General Manager for Finlay in North America for the past three years.

During this tenure, he played a pivotal role in Finlay's record levels of growth and capturing increased market share.

Matt Dickson, Finlay Business Line Director says, "We are pleased that Martin has taken up the opportunity and challenge of his new role. His understanding of global market dynamics and his pragmatic, customer-centric approach makes him a valuable asset to our team. I am confident that Martin's strategic insights and wealth of experience will significantly enhance our sales and marketing

efforts as we strive to grow our global market presence."

I am excited to be taking on the role of Global Sales and Marketing Director for Finlay," says Conway.

"The brand has a strong reputation for its family-oriented culture, where the team collectively strives to deliver excellence. I look forward to the opportunity to drive business growth and deliver exceptional value to our customers."

Finlay distributors and customers will have the chance to engage with Conway at the upcoming Hillhead trade show, where Finlay will showcase its dedication to innovation and environmental stewardship by unveiling its latest line-up of electric-powered machines. 🌱



Martin Conway new Global Sales and Marketing Director at Finlay.

Wirtgen Technology Days 2024 focus on digitalisation and sustainability



Visitors at Wirtgen Technology Days 2024.

Over 2 700 guests from more than 100 countries responded to the invitation to visit the Wirtgen Group Technology Days 2024 in Göppingen this year.

The overarching themes of the two-day event at the headquarters site of Kleemann GmbH were digitalisation and sustainability.

With around 70 exhibits for a range of different application scenarios, Wirtgen, Vögele, Hamm, Kleemann, Benninghoven, CIBER and John Deere showed the concrete solutions with which they will accompany the industry on the way to more digitalisation and automation in road construction and materials processing. Interest in the world premieres was particularly strong. These included a SUPER 1800-5i Dash 5 generation asphalt paver from Vögele that offers smart automatic functions, improved comfort and an optimised drive system.

Crush your carbon footprint: Powerscreen at Hillhead 2024



Visitors at the Powerscreen stand last year.

Powerscreen will again exhibit at the Hillhead exhibition, which will take place on 27 June at the Hillhead Quarry in Derbyshire, UK. The Powerscreen team will look forward to educating customers on decarbonising their crushing and screening operations.

Sean Loughran, Powerscreen Business Line Director and General Manager said, "As our mission towards net zero continues, we are excited to meet with like-minded companies, to discuss how Powerscreen crushing, screening and conveying equipment can help crush their carbon footprint. Our latest collaboration with CATAGEN, as part of the UK's Red Diesel Replacement scheme (RDR), is a prime example of our commitment to research and innovation in this field."

In addition to helping companies reduce carbon emissions in crushing and screening operations, Powerscreen will also present the ability of its new 1300X cone crusher in the demo area.

SkyJacks in Johannesburg.



of the construction, mining, and industrial maintenance sectors in Southern Africa. We are proud to be a Jekko dealer and look forward to our shared success."

As part of the partnership, SkyJacks will

offer sales, rental, and after-sales support for Jekko products, ensuring customers have access to the full range of services needed to maximize the performance and reliability of their lifting equipment. 🌱

Rise of procurement demands a new breed of procurement professionals

Procurement is on the rise and there is growing demand for a new breed of procurement professionals, according to Debbie Tagg, Chief Operating Officer of Smart Procurement.

"Gone are the back-office penny pinchers of old. Procurement professionals today are strategy shapers, value-generators, innovators and relationship builders involved in all aspects of the business, and who have a seat and voice at the executive table. The field of procurement has evolved from a transactional function focused primarily on cost savings to a driver of business strategy, innovation and sustainability. With supply chains facing ongoing challenges, and more businesses recognising the importance of risk management and ethical sourcing, the role of procurement professionals is going to become ever more critical," Tagg states. She asserts that in South Africa, the introduction of the Public Procurement Bill will further elevate and test the profession. "As Chief Justice Raymond Zondo said: 'the sheer number of acts and regulations which address procurement issues makes it very difficult for conscientious officials to get a clear understanding of them'.

"This is a new era for procurement and the rise of our profession is only just beginning. Traditionally, procurement was seen as a back-office function, centred around purchasing goods and services at the lowest possible cost. That has changed, driven by factors like globalisation, technology, sustainability and risk management," Tagg says.

"Today's procurement professionals

must navigate diverse markets, regulations and risks. They must have a deep understanding of global supply chain dynamics and strategic sourcing. The advent of digital tools and platforms has revolutionised procurement processes, enabling greater efficiency, transparency and data-driven decision-making.

Technologies like artificial intelligence, blockchain and the Internet of Things (IoT) have further enhanced procurement's ability to manage complex supply chains.

"Rising awareness of environmental and social issues has pushed procurement to the forefront of corporate sustainability efforts. Ethical sourcing, supplier diversity and sustainable procurement practices are now integral to many organisations' strategies.

The COVID-19 pandemic underscored the importance of robust risk management in procurement. Supply chain disruptions highlighted the need for agility, resilience and contingency planning, further elevating the strategic importance of procurement. To mitigate risks, procurement professionals today must be adept relationship builders, cultivating and maintaining mutually beneficial partnerships with suppliers."

In South Africa, the new Public Procurement Bill, aimed at overhauling the country's public procurement framework, presents new challenges and opportunities to the profession, Tagg says.

Recognising this, Smart Procurement has enhanced and expanded its education,



networking and knowledge sharing offerings for the profession. The organisation has been connecting and educating procurement and inbound supply chain professionals across Africa for more than 19 years.

The 18th Annual Smart Procurement World Indaba takes place in Johannesburg from 9 to 12 September 2024. This year, the annual Sustainability Summit Africa will run alongside it. The Indaba is South Africa's largest procurement and inbound supply chain event. "The DNA of Procurement" is this year's theme. Tagg explains this:

This is the fourth annual Sustainability Summit Africa. "The event's growing success reflects the increasing importance of sustainable procurement practices, which are critical not just for achieving environmental goals, but also in ensuring the longevity of small businesses and the economic stability of organisations, communities and regions. Sustainable procurement impacts an organisation's human rights, labour rights and good governance; its enterprise development initiatives; transformation and gender parity programmes; social and community priorities," says Tagg. 🌱

Industry-leading alignment and rail analysis maintains optimised crane performance

When cranes suffer from premature wheel wear, rail wear, structural component failures, crane noise, bad positioning or drive faults it is normally the result of incorrect crane geometry. Konecranes' CraneQ Geometric Survey and RailQ 3D Runway Survey assist in finding the cause of these symptoms so that major problems



and costly downtime can be avoided. They work together to create a complete view of the crane and rail geometry to be inspected and assessed.

Ian Grobler, Sales Manager for Konecranes and Demag South Africa explains, "The CraneQ Crane Geometric Survey and RailQ 3D Runway Survey are used to verify the alignment and square of a crane and to deliver accurate information on the alignment of the rail. Both surveys help locate where the problem lies when an operator experiences a performance that is problematic. The surveys provide recommendations for any needed corrective actions with a highly detailed and accurate analysis".

Cranes that are straight, square, and aligned, experience less repair costs and have a higher level of reliability. The CraneQ

Crane Geometric Survey provides the information that is required for detailing the alignment and the square of a crane. It measures dimensional tolerances of wheels, guide rollers, end trucks, girders, and other components of the crane.

The CraneQ Survey provides more accurate information than traditional surveying techniques because it is based on advanced surveying methods developed specifically for crane geometry. Konecranes' specialised software and their skilled survey technicians will provide a geometric analysis of your crane as well as present feedback on what corrective actions need to be taken.

The survey also minimises downtime due to component wear by assuring correct component alignment. 🌱

Operator safety at the heart of Mobicon straddlers

As the well-being of workers on site becomes increasingly critical in all sectors, industries that operate container handling equipment are taking a closer look at the importance of enforcing safety precautions to prevent injury to personnel and damage to loads being transported.

According to global statistics, there has been an increase in workplace injuries during the handling of loads, caused by collisions, incorrectly supported and uneven loads, unstable work surfaces and operators braking too hard or accelerating too quickly.

BLT WORLD's Mobicon lightweight straddle carriers have been developed not only to improve load handling efficiencies and reduce onsite truck congestion, but these versatile machines also enhance safety in many industries, including shipping, warehousing, mining, agriculture and manufacturing.

"Mobicon design specialists understand potential risks during materials handling procedures and have developed handling machines that ensure complete stability

even on uneven or unsealed surfaces, so tipping over is not an option," explains Ken Mouritzen, BLT WORLD. "Stability of these machines is guaranteed, as lightweight straddle carriers are over the load, rather than being offset with a counterweight, enhanced by a symmetrical wheelbase and 4-axes. Pivoting bogeys and hydraulic levelling systems accommodate undulations in work surfaces, ensuring a safe and smooth ride in all environments.

"Unlike other straddle carriers on the market, the Mobicon does not use wire ropes for the lifting of containers, therefore eliminating the risk of a swinging load or rope breakages. The locking and hydraulic lifting systems used on these machines hold the container in place keeping it rigid at any height when the machine is in motion."

The remote lock twist system allows the operator to remain in the cabin and by using external CCTV cameras and the cabin mounted monitor, it is easy to engage the twist-locks into the container,



One of the Mobicon lightweight straddle carriers in action.

reducing foot traffic around the machine and minimising the risk of collisions.

Mobicon System designers have ensured that the operator has an unimpeded view by positioning the engine down low, providing greater visibility when reversing and during the placement of the container, while multiple cameras provide a 360-degree view around the machine. 📹

An advertisement for the Ruta Sechaba Foundation. It features a large QR code in the top left corner. The main text, "Who says it can't be?", is prominently displayed in the upper center. Below the text is a detailed architectural rendering of a coastal development. The rendering shows a modern, white, curved structure with large circular openings, situated on a sandy beach. In the background, there are several large, domed structures and a city skyline across the water. The logo for the Ruta Sechaba Foundation, which includes the text "EDUCATING THE NATION" and "RUTA SECHABA FOUNDATION", is located in the bottom left corner of the image.

The Cat 973 is one of largest track loaders in the industry.



VERSATILITY AND EFFICIENCY REDEFINED WITH THE NEW CAT 973 TRACK LOADER

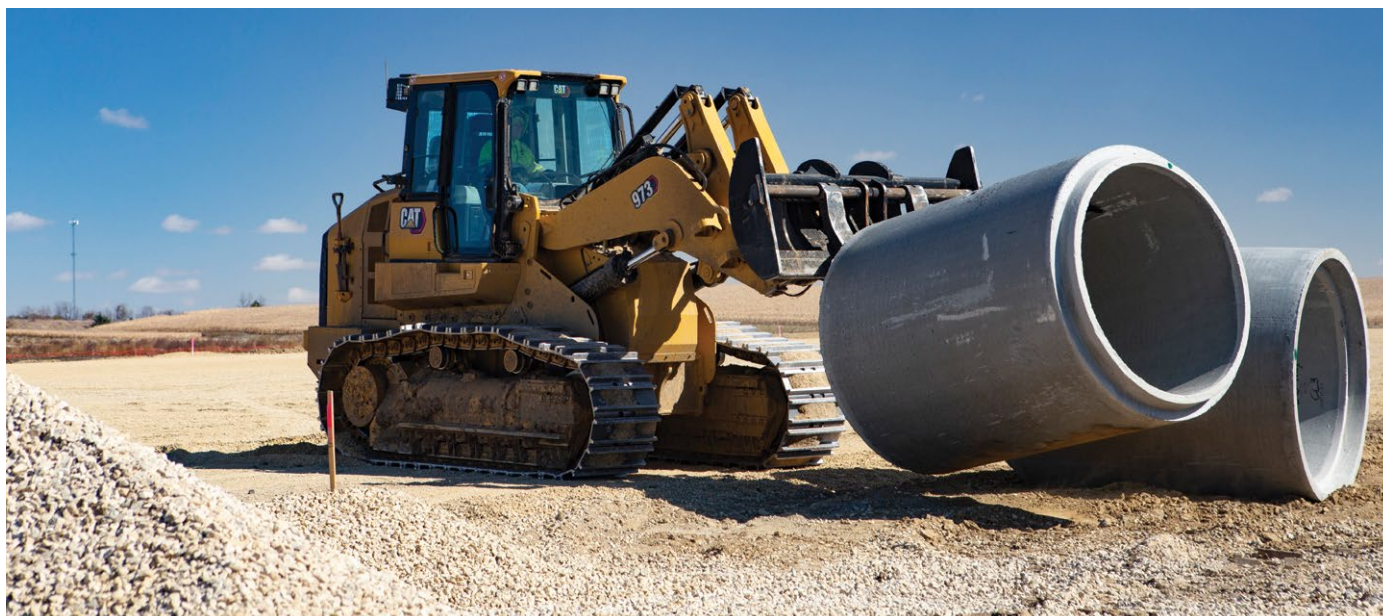
A track loader is the one machine that can do it all – clear, load, dig, carry, fill, and more – even in tough or slick ground conditions. Caterpillar’s new Cat® 973 Track Loader combines unmatched versatility with up to 10% better fuel efficiency, increased productivity, cab improvements, and optional Payload technology.

It might be a big piece of equipment, but the new 275 hp (205 kW) crawler loader, with an operating weight of 29,892 kg, replaces the CAT 973K globally and joins the 953 (160 hp/119 kW) and 963 (202 hp/151 kW) in the Cat track loader line-up.

Ease of operation

Despite being the largest track loader in the industry, the 973 offers exceptional agility and ease of operation. The updated cab features a suspension seat and adjustable armrests and controls.

Operators will appreciate the intuitive 254 mm touchscreen



dash display, which is easy to use and comes with a standard high-definition rearview camera. The Slope Indicate feature further simplifies operation by displaying machine mainfall and cross slope directly on the screen.

Operators can choose between joystick or V-lever and pedal steering for transmission controls and either joystick or two-lever implement controls.

The joystick option provides familiar controls for those experienced with skid steers or compact track loaders. With either control scheme, operators can set implement response – fine, normal, or coarse – to match their preference or the application.

Repetitive lift, lower, rack, dump, and float functions can be preset to make tasks like truck loading easier. Enhanced implement and steering response, along with improved steering performance, offer greater controllability.

Increased productivity

The 973 is powered by a Cat C9.3B engine, with fuel consumption reduced by up to 10% thanks to the Auto Mode, which adapts engine speed to the load.

Eco Mode reduces speed further for lighter duty applications, while Power Mode maintains high engine speed for constant power availability.

An optional Performance Series bucket can boost productivity by up to 20%, and the optional Fusion™ Quick Coupler allows for fast attachment changes. Various buckets, forks, and other tools can be shared among track loaders, wheel loaders, and other Fusion-compatible machines.

Buckets are factory-fitted with Advansys™ tips, designed for maximum productivity and minimal lifecycle costs. The hammerless retention system ensures

safe, quick removal and installation without special tools.

Purpose-built Low Ground Pressure (LGP), Waste Handling/Demolition, and Ship Hold arrangements come factory-equipped with specialised undercarriage, guarding, and other features for the toughest tasks. The 973 Steel Mill package includes a specialised cab, insulated steel fuel tank, high-temperature undercarriage,

and insulation throughout the machine, making it ideal for handling slag.

Technology all around

Cat Payload technology provides precise bucket load information with on-the-go weighing, preventing over or under-loading. Accurate loading reduces cycle times, saving time, labour, and fuel costs.

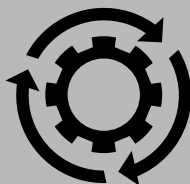
Cat Equipment Management telematics



The new Cat® 973 Track Loader offers 10% better fuel efficiency and increased productivity.



The 973 is the largest track loader, featuring an intuitive 10-inch touchscreen display and suspension seat.



Optional Performance Series bucket boosts productivity by up to 20% and includes Advansys™ tips.



Cat Payload technology provides precise bucket load information with on-the-go weighing, reducing cycle times.

QUICK TAKE



technology simplifies job site management by gathering data from equipment, materials, and people, presenting it in customisable formats.

Some other technology that forms part of the machine includes:

- Product Link™: Collects data automatically and accurately from

equipment assets of any type and brand, viewable online through web and mobile applications.

- VisionLink®: Allows access to information anytime, anywhere. A Cat dealer can help configure a customized subscription, available with cellular or satellite reporting, or both.
- Cat App: Helps manage assets from a smartphone.
- Remote Troubleshoot: Saves time and money by allowing Cat dealers to perform diagnostic testing remotely.
- Remote Flash: Updates on-board software without a technician present, reducing update time by up to 50%.
- Application Profile and Operator ID: Save time by storing preferred machine settings.
- Machine Security – Passcode: Adds an optional level of security by requiring an operator ID before the machine starts.

Caterpillar believes a track loader is the one machine that can do it all – clear, load, dig, carry, fill and more – even in tough or slick ground conditions. That is why the new Cat 973 Track Loader expertly rounds out the global offering of Cat's track loader line-up. 🌐

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OLD EQUIPMENT CAN BE UPDATED WITH THE LATEST TECHNOLOGY

Make the old new again and save money. *Peter Kilmurray, Vice President of Sales, Haver & Boecker Niagara* knows that the costs of doing business keep rising, and the thought of purchasing new vibrating screen equipment may seem out of the question – and that is when equipment refurbishment becomes a valuable option.

By John Kettlewell, COO of the mining division at Unitrans.



Update old screening equipment with all the bells and whistles of new technology, at nearly half the cost of purchasing a new machine.

Peter Kilmurray, Vice President of Sales, Haver & Boecker Niagara

However, aggregate and mining producers have another option. “Today, many companies find that the best way to stretch their dollar while upgrading operations comes by refurbishing equipment,” says Kilmurray.

With just four simple steps, it is possible to update old screening equipment with all the bells and whistles of new technology, at nearly half the cost of purchasing a new machine.

Here’s how it works:

Inspection: First, determine whether to rebuild or replace your screen’s components. A screening specialist will visit your facility and inspect all critical components - giving a recommendation of parts that can be rebuilt or replaced.

Upgrade: Following the inspection, work with your manufacturer to install re-engineered parts. Incorporating newer components improves screening performance without the expense of buying new.

Testing: Let certified technicians test your refurbished vibrating screen using



Incorporating newer components improves screening performance without the expense of buying new.

vibration analysis technology. This ensures all components work like new and that the equipment runs at OEM standards.

Engineered Screening Studies: Welcome a technician to visit your facility to evaluate your entire screening process - from start to finish. A complete screening consultation results in a

smoother, more efficient - and typically, more profitable - operation.

Kilmurray believes that when time comes to upgrade your equipment, it is imperative to consider refurbishment rather than buying new. “By doing so, you’ll receive even better ROI,” he concludes. 🌟



The L90 Electric will last for approximately 4-5 hours of operation across most medium-duty applications and a full working day in lighter applications.

VOLVO CE ADDS THREE NEW ELECTRIC MACHINES

In a further move towards a more sustainable construction industry, Volvo Construction Equipment (Volvo CE) has announced three new electric machines, adding to its already wide offering of zero exhaust emission solutions. The L120 Electric wheel loader and the L90 Electric wheel loader are the latest powerful innovations to be introduced to the market and support customers' fossil-free ambitions.



"These new ranges, alongside our electric solutions, prove that Volvo CE is well-equipped to respond to the different needs of our customers in both regulated and less regulated markets, leveraging our strength to implement meaningful innovation across all our offerings."

Joakim Arndorw, Head of Sales Region International

Unveiled for the first time at Volvo Days 2024, they are a cleaner, smarter choice for customers looking to decarbonise their operations, lower operating costs, open new business opportunities and enjoy a more comfortable working environment.

Mid-size marvels

With these electric solutions, ranging in size from 15-20 tons, Volvo CE is expanding its offering into new segments. Further,



The first electric wheel loader in its class, the 15-ton L90 Electric is a multi-talented solution suitable for a wide range of jobs.

“
Across most
light and medium duty
tasks, the L120 Electric
can work a full day of
around 5-9 hours on a
single charge.”

they are empowering customers to work in low carbon zones and noise-sensitive areas, as well as indoors without the need for extra ventilation systems and outside of standard working hours – thanks to the lack of exhaust fumes and quieter operation.

Furthermore, the machines boast a 65% energy cost reduction on average, 30% less maintenance and zero engine-related consumables, making them a cost-effective solution for the modern worksite. They also deliver the same, if

	Volvo CE's electric machines offer a 65% energy cost reduction, 30% less maintenance, and zero engine consumables.
	The 20-ton L120 Electric wheel loader charges from 10-100% in one hour and 40 minutes.
	The 15-ton L90 Electric wheel loader lasts 4-5 hours on medium tasks, longer on lighter tasks.
	Electric solutions enable work in low carbon zones, noise-sensitive areas, and without extra ventilation systems.

QUICK TAKE



not better performance, than their diesel counterparts. With less noise, vibrations and heat, operators report more pleasant working conditions, reduced fatigue and the ability to more easily communicate.

Elodie Guyot, Head of electromobility sales for region Europe at VCE said: "Our commitment to building a better world relies on us driving sustainable change across different equipment types and size classes. We already have dependable electric solutions out in the field across our compact portfolio and a growing part of our mid-size range. We are excited to continue delivering on this commitment now with three medium-sized zero-emission innovations, across new lines and sizes, all of which benefit from our industry-leading, high-performing electric technology."

High power and long runtime

The first to launch and benefit from a 6-ton lifting capacity, the 20-ton L120 Electric wheel loader is a valuable partner across multiple applications.

These range from construction sites, ports and logistic centres through to waste management and recycling, urban infrastructure maintenance and agriculture and forestry.

Across most light and medium duty tasks, the L120 Electric can work a full day of around 5-9 hours on a single charge, depending on the application and environment.

When it does need to power up, it can charge from 10-100% in one hour 40 minutes with a 180 kW DC fast charger or Volvo's PU500 mobile power unit, and in 7 hours with a 40 kW DC portable charger, suitable for overnight charging. The L120 Electric will be rolled out across select markets from Q4, 2024.

L90 Electric wheel loader

The first electric wheel loader in its class, the 15-ton L90 Electric is a multi-talented solution suitable for a wide range of jobs. These include industrial material handling, forestry, agriculture and landscaping, quarries and mining and waste and recycling.

Like the L120 Electric, it not only has dedicated electric motors for propulsion and hydraulics, enabling full available power to both systems, but enjoys a faster response and shorter cycle times than conventional models. For the L90 Electric, this is largely due to its Volvo-designed transmission, brand new and purpose-built for the electric platform, resulting in optimal energy efficiency.

Operators can easily access functions

and settings from the intuitive interface, which integrates the Volvo Co-Pilot and rearview camera when fitted.

The L90 Electric will last for approximately 4-5 hours of operation across most medium-duty applications and a full working day in lighter applications. Also similar to its larger brother, the electric drive motor on the L90 Electric recuperates energy by acting as a generator when decelerating, ensuring a longer runtime and brake life.

It can charge 0-100% in about 70 minutes using a 150 kW DC fast charger or PU500 mobile power unit,

while its AC onboard cable can power up in 6-7 hours for overnight charging.

Joakim Arndorw, Head of Sales Region International concludes, "These new ranges, alongside our electric solutions, prove that Volvo CE is

well-equipped to respond to the different needs of our customers in both regulated and less regulated markets, leveraging our strength to implement meaningful innovation across all our offerings as we move closer towards our ambition for net zero greenhouse gas emissions by 2040." 🌱

Our commitment to building a better world relies on us driving sustainable change across different equipment types and size classes.

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Latest Engine Technology

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Avoid machine damage by easily keeping track of maintenance needs and telemetric data.





BOBCAT'S SKID-STEER INNOVATION AND THE S450 ROARS INTO AFRICA

Africa is home to many powerful animals, but it's a Bobcat that is showing itself to be king of the skid-steer jungle. Last month Bobcat Demo Days celebrated the RogueX, and gave reason to be excited for the S450 M-Series skid-steer loaders available in Africa and the Middle East.

Bobcat Demo Days 2024 offers participants an opportunity to get up close and personal with several of the manufacturer's cutting-edge innovations, such as the RogueX2 concept loader, Operator

Presence technology, the Pedestrian Detection Camera, and next-generation Digital Access software.

"Bobcat Demo Days 2024 allow visitors to gain firsthand experience of our latest innovations, products, attachments and services while

providing a golden opportunity for our team members to engage with Bobcat's community from all over the EMEA region. These invitation-only events are among the most anticipated fixtures in our annual calendar, and we can't wait to give this year's guests some hands-on time with our full equipment lineup," says Jan Moravec, Vice President of Product, Bobcat EMEA.

Innovation first

The RogueX2 concept skid-steer loader is one of this year's major drawcards. This autonomous, all-electric model has been built as a proving ground for technologies developed as part of Bobcat's innovation roadmap, offering a glimpse of how future generations of loaders will facilitate an entirely new work experience for users.



"The new S450 is designed to further strengthen its unrivalled Number One position in its own class and in the MEA compact loader market overall, where the company has a market share of over 50%, reaching as high as 80% in some MEA countries."

Gaby Rhayem, Regional Director for Middle East and Africa at Bobcat



QUICK TAKE

Bobcat Demo Days 2024 showcases innovative products like the RogueX2 concept loader and advanced Digital Access software.

The RogueX2, an autonomous, all-electric skid-steer loader, produces zero emissions with its lithium-ion battery.

The updated S450 M-Series skid-steer loader features a new control option and a 2.4-litre engine.

Bobcat's S450 loader holds over 50% market share in the Middle East and Africa compact loader market.

"The RogueX2 produces zero emissions thanks to its lithium-ion battery, electric drive system and electric-actuated lift and tilt kinematics with no hydraulics. A follow-up to the RogueX, which we introduced at CONEXPO-CON/AGG 2023, the RogueX2 is a skid-steer version that features wheels instead of tracks to optimise its electric battery runtime, and its axial flux motors deliver incredible tractive effort," explains Vijay Nerva, Innovation Lead, Bobcat EMEA.

The RogueX is however not alone, in terms of generating excitement. At the end of last year Bobcat launched an enhanced version of the S450 M-Series skid-steer loader for the Middle East and Africa (MEA). In the territory offering a new control option for the first time in this model. The updated S450 model also comes with the proven 2.4 litre mechanical engine already in use in the larger Bobcat S510 and S530 models in MEA instead of the original 2.2 litre engine.

Class leader

The new S450 builds on Bobcat's well-proven track record for reliable equipment and maximum uptime.

The skid-steer gives customers in



construction, rental, and general industry in Africa. The dependability is one of the reasons Bobcat continues to sell over one thousand S450 machines every year in the Middle East and Africa markets.

Gaby Rhayem, Regional Director for Middle East and Africa at Bobcat explains, "The new S450 is designed to further strengthen its unrivalled Number One position in its own class and in the MEA compact loader market overall, where the company has a market share of over 50%, reaching as high as 80% in some MEA countries."

"As well as being the most popular skid-steer loader in the region, the S450 is far and away the most reliable and as a result has the highest resale value on the market. A used S450 with four years/4 000 h on the clock will typically sell for 60% of the original price, representing an unbeatable return on investment for our customers," Rhayem continues.

A joy to operate

The updated S450 model offers a Joystick Controls option in the standard cab version. This makes the S450 the first skid-steer loader of its type on the market to offer a

choice of controls:

- Hand and Foot Controls (standard cab/standard seat)
- Joystick Controls - NEW option (standard cab/standard seat)

The manual (hand and foot) controls remain as standard for the base model, and are available for any type of cab, without adjusting the levers and foot pedals.

The Joystick Controls are now available for the standard cab only, without adjusting the joysticks and not connected to the standard seat.

The Joystick Controls generally allow new or younger generation operators to learn to operate the control patterns more quickly, and they find them easier to handle than traditional manual controls.

Joystick Controls also help

experienced operators work longer thanks to the lower effort needed to use them.

More ways to operate

In addition to ease of use, operators have more flexibility thanks to additional functions.

The new S450 also features the option of 2-speed operation, and the availability of the higher speed improves productivity by reducing the time and fuel consumption to do the same task.

As an added benefit the S450 is remote control ready, which allows a Radio Remote Control or Wi-Fi Max Control device to be installed to remotely operate the machine from a safe distance. The user should however check for approval for use in their country.

Another novel option for MEA in the new S450 is the availability of the Bucket Position option in the standard cab version. This option keeps the bucket and other attachments such as pallet forks levelled in the same position. The system functions only during the upward lift cycle.

Bobcat also offers the option of air conditioning in the cab in the new S450, a welcome addition in the hot climates of the Middle East and Africa.

What is clear following the recent Demo Days, Africa is not left behind when it comes to construction technology, and robust and hardy equipment remains available. 🌟

“A used S450 with four years/4 000 h on the clock will typically sell for 60% of the original price, representing an unbeatable return on investment for our customers.”

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A redesigned cab provides significantly more space, whilst a new HVAC system with fully adjustable vents creates a comfortable operating environment.



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At Much Asphalt the company's JCB 436ZX wheel loader has boosted confidence to keep delivering their quality product.

JCB WHEEL LOADER KEEPS PRODUCTION GOING AT MUCH ASPHALT, GQEBERHA

The 'just in time' concept is often used in industry as a cost-saving method to cut down on keeping a large inventory, but in the asphalt industry, it is the norm that demands that all components from raw materials to mechanical tools create a synergy without which there would be no product to sell.

Asphalt is made when mixing raw aggregates supplied by quarries with bitumen, a by-product of the fuel refining industry. At the Much Asphalt plant in Gqeberha (formerly Port Elizabeth), the company's Maintenance Supervisor of some 34 years, Louis Blume, tells us more: "We're a major supplier of asphalt to SANRAL (the South African National Roads Agency SOC Limited), a host of district and local municipalities, private contractors, and even smaller customers like plumbers who all work with asphalt in one way or another. We have ten different mixes that we make up and these each contain different

sizes of dry aggregates that we receive from various quarries in our area. The different aggregates are stockpiled in separate concrete compartments."

Moving raw product

The other raw product, bitumen, is obtained from fuel refineries where it is pumped into road tankers at 120°C and then kept hot during transit to arrive at Much Asphalt's plant in Gqeberha at a temperature of around 150°C to maintain and improve its viscosity.

"We receive our orders for the following day's delivery during the afternoon and then plan our production," Blume adds.

"We use a wheel loader to load

the bins with the various aggregates from where the exact amounts are weighed to be mixed with the hot bitumen."

Loading made easy

The machine is a JCB 436ZX wheel loader with a standard 2,6 m³ bucket. Much Asphalt delivered it in May 2022 after their previous loader was moved to another branch.

"Having the new JCB 436ZX wheel loader has boosted our confidence to keep delivering the quality product that we're known for, as given the tight timeframes we work to we simply cannot afford to have equipment go down in our production cycles," Blume explains.

"Our JCB Wheel Loader would normally be active for around 10 hours in a regular day shift but when we're under pressure and work extended shifts, that number could increase to anything between 13 to 19 hours in a 24-hour cycle."

Louis adds that during a typical day shift, their JCB 436ZX wheel loader would load 1 000 tons of dry aggregates into the bins and has other duties, like stockpiling the aggregates delivered to ensure more effortless loading. Working on a concrete base, the JCB 436ZX wheel loader's bucket is fitted with a half-arrow cutting edge.

"We chose the JCB 436ZX wheel loader

Working on a concrete base, the JCB 436ZX wheel loader's bucket is fitted with a half-arrow cutting edge.



after lengthy consultations with Bell Equipment's Sales Representative in our area, Tom Swartz, who advised us on the similarity of the machine's features and capabilities compared to our previous model," Blume adds.

"These criteria included its power, breakout force and bucket size, and we're well pleased with our eventual choice."

The JCB 436ZX wheel loader boasts a Cummins 685,9 engine that produces 132 kW of gross power and 786 Nm of torque at 1 300 rpm. Its breakout force of 147 kN allows it to handle the dry but abrasive aggregate loads it feeds into the asphalt plant easily. The operator enjoys good visibility from the ROPS/FOPS certified cab, where air conditioning and a reverse camera help keep his attention on working efficiently and safely. An automatic reverse fan and turbo pre-cleaner care for the engine's health.

Long work life

Much Asphalt's new JCB 436ZX wheel loader had just passed the 1 000-hour mark when we saw it. The machine was bought with an extended warranty of 6 000 hours or 36 months on its wet drivetrain and a Bell Care Package to the same limits. It will see mechanics from Bell Equipment, the official South African distributor for JCB equipment, service the machine.

"Our city Gqeberha, is not known as the 'windy city' for nothing and due to the swirling and penetrating dust we experience when working with the aggregates on windy days, we've asked Bell Equipment to schedule intermittent services at 250 and 750 hours as well, which we're happy to pay for," Blume says.

"As we're intent on running this JCB 436ZX wheel loader to high hours, experience has taught us that preventative maintenance is key in achieving this."

Louis has high praise for Bell Equipment's personnel in the local Gqeberha branch. "We've had the pleasure of having Bell service our previous loader, and I quite frankly won't work with any other equipment supplier as the levels of service and care we get from these chaps is off the scale," says Blume.

"Gert Nelson, the Branch Manager, to Tom Swartz in sales and not forgetting the mechanics, Daniel van der Walt and Kenneth Meiring, who will always give us a call after doing a service or repair to find out whether everything was to our satisfaction.

"All these gentlemen are great ambassadors for the Bell and JCB brands," concludes Louis Blume, Maintenance Supervisor at Much Asphalt. 🌟



The JCB 436ZX loads vital aggregates for asphalt at Much Asphalt Gqeberha, serving clients from national agencies.



With a 2,6 cubic metre bucket, the JCB 436ZX efficiently loads 1 000 tons of dry aggregates daily.



Operating up to 19 hours in a 24-hour cycle, the JCB wheel loader maintains reliable performance.



The JCB 436ZX features a Cummins 685.9 engine, 132 kW power, 786 Nm torque, and a 147 kN breakout force.

QUICK TAKE



MAXIMISING ENVIRONMENTAL COMPLIANCE WITH ASTEC HIGH FREQUENCY SCREENS

To meet their Environmental, Social and Governance (ESG) targets, quarries and mines are increasingly embracing dry separation methods to reduce water usage on their sites. Operations that use Astec high frequency screens can reap the benefits of using little to no water in their screening processes, says Casper Booyse, regional sales manager at Astec Africa and Middle East (AME).

While sand and aggregates are key to the urbanisation trend globally, quarrying is also a water-intensive industry. Water is used in a range of processes, including mineral processing and dust suppression,

among others. With experts warning of a serious global water shortage, sustainable water management within the extractive industry has become critical.

"In response to the growing imperative for water conservation, and to assist the industry and our customers, Astec Industries is proud





to offer a wide range of high-frequency screens to produce specification sand product with the use of minimal to no water," Booyse says. "Dry classification is a process that has been used in the aggregates industry to manufacture specification sands for many years, but the technology has not been widely applied. However, it is now gaining traction globally as a preferred solution in the global aggregate and mining sector."

Astec's high frequency screens are engineered to provide higher production capacities and more efficient sizing when compared to conventional screens. High frequency screens feature aggressive vibration applied directly to the screen, providing a high capacity for the removal of fine material, as well as aggregate chip sizing and the production of dry manufactured sand. The frequency of the screen is mainly controlled by a vibrator. Its high-frequency characteristics differentiate it from a normal vibrating screen. High-frequency vibrating screens usually operate at an inclined angle and the hydraulic screen angle adjustment makes alterations quick and easy, reducing downtime.

Booyse explains that Astec high frequency screens utilise high-speed vibra-

tion of up to 4200 rpm (for optimal screen efficiency and production). "Directly induced to the screen media, this allows for increased stratification and material separation.

Screen efficiency is improved at high production rates as compared to conventional screens. Coarser material requires more amplitude and less frequency, while finer material requires less amplitude and more frequency." He notes that

Dry classification is a process that has been used in the aggregates industry to manufacture specification sands for many years, but the technology has not been widely applied.

variable high frequency screens are more versatile to tackle varied material conditions such as particle size distribution. "They have higher efficiency due to the incremental increase in frequency. These screens can also be used effectively to process manufactured sand for size segregation and for the removal of silt, which is typically 75 microns or below."

A further benefit offered by Astec's high frequency screens is a unique tensioning system. Booyse says that this provides the quickest screen media changes in the market. "The easy and safe replacement of each screen section translates into less downtime for screen changes and increased operation time," he stresses. 🌐





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HPE Africa adds Hyundai HX380L crawler excavators to lineup

HPE Africa's newly launched Hyundai HX380L Series crawler excavators are now available locally.

"These robust machines - already hard at work in tough African conditions - have impressive performance features that are welcomed in demanding industries, like mining, quarrying, construction and civil engineering," says Ross Collard, Managing Director, HPE Africa - exclusive distributors for Hyundai Construction Equipment in Southern Africa.

"Our new HX380L excavators, which offer net power ratings of 224 kW at 1 650 rpm, set a new benchmark for fuel economy. This efficiency not only translates to significant cost savings for operators, but also minimises environmental impact, aligning with Hyundai's commitment to sustainability in every aspect of its business.

The new HX Series offers highly efficient Variable Power Control, with three power modes - Power (P), Standard (S), and Economy (E) - giving operators the versatility to customise performance to suit the exact demands of specific applications.

The HX Series excavators - with a robust upper and lower frame structure, reinforced pins, bushings and polymer shims - incorporate advanced technologies to optimise productivity and improve operator comfort.

These features include an electronic



The Hyundai HX380L crawler excavator.

viscous fan clutch that lowers noise levels and reduces fuel consumption by precisely controlling RPM, depending on the hydraulic oil and coolant temperature. During cold applications the fan slows to allow hydraulic oil to warm up to optimal operating temperature.

The Intelligent Power Control (IPC) mode analyses operator control patterns and automatically adjusts engine RPM and hydraulic flow to ensure maximum fuel economy and productivity.

With the flip of a newly designed toggle switch, the left-hand pedal can be

set for straightforward and reverse travel, which is a convenient feature when working along roads, banks and trenches and when travelling longer distances. This new design replaces the traditional extra pedal, freeing up floor space for the operator.

The ECO gauge function enables operators to accurately monitor fuel consumption in real time or review historical data. The coloured gauge displays engine torque, fuel efficiency, the average and total fuel consumed, as well as hourly and daily fuel consumption. ⚙️

Focus on compact equipment at GaLaBau for Develon

Develon, formerly Doosan Construction Equipment, will make its first appearance at the 2024 edition of the GaLaBau International Trade Fair. Hosted in Nuremberg, Germany from 11 to 14 September, Develon will be represented at GaLaBau by dealers from its German dealer network, plus the new company-owned store located in Mannheim serving the larger Rhein-Neckar and Rhein-Main area.

Over the last two years, Develon has further developed the company's range of compact equipment by expanding its choice of mini excavators to now include 13 models from 1 to 10 tonnes, with more to be added later this year. A range of compact wheel loaders is also part of this dedicated compact focus with five models available for material handling, construction, agriculture and landscaping.



The DX100W-7 10.7 tonne wheeled excavator.

Develon will also display and demonstrate a range of compact equipment for the construction and maintenance needs of the gardening and landscaping sec-

tors, including the DX100W-7 10.7 tonne wheeled excavator offering a high-performance solution for customers looking for a wheeled excavator designed primarily

Brokk opens new distribution centre

Brokk, the world's leading manufacturer of remote-controlled demolition machines, recently opened a distribution centre in Hamilton, Canada. While Brokk has had a sales presence in Canada for more than 30 years, the new facility marks an expansion of its network.

The new Canadian distribution facility will house the full line of demolition machines with attachments as well as Aquajet Hydro-demolition robots and parts inventory for both brands. The new center will also offer Brokk and Aquajet demonstrations.

"Adding a distribution center gets us closer to our Canadian customers and generally streamlines the ordering and shipping process," said Lars Lindgren, President of Brokk, Inc.

The new location will be run by Jim Bennett, who joined the Brokk team in Canada as warehouse and logistics manager. Bennett's responsibilities include managing product and assisting customers and regional sales managers by providing parts support throughout Canada.

Bennett has more than 30 years of warehouse and logistics experience within the auto and construction sectors. He started working as a warehouse manager before working his way up to operations supervisor. His last two positions have been as a warehouse manager and warehouse supervisor before transitioning to his current role with Brokk.

"My whole career has been customer driven, and that's what's so exciting about this role," Bennett said.

for local authority, amenity, urban and maintenance applications.

For this type of work, the DX100W-7 offers the best compromise between compactness and agility, complemented by excellent productivity and high-end comfort. It is very important that this type of machine can operate in restricted areas, so the DX100W-7 can be equipped with the option of four-wheel steering and a crabbing mode, with two-wheel steering as standard.

Alongside the DX100W-7 at GaLaBau will be the DX20ZE-7 Mini-Excavator, the first mass-produced electric-powered excavator manufactured by Develon. This 2-tonne model combines low-noise and zero emissions with the features and performance enhancements that are found on the next-generation DX-7 family of mini-excavators.

Also included in the stand display will be one of the models from the selection of three 5-6 tonne mini-excavators from Develon, the DX50Z-7 5.4 tonne, DX55R-7 5.7 tonne or DX63-7 6 tonne Stage V compliant models. Like all Develon mini excavators, these are designed to offer maximum performance, optimum stability, increased versatility, enhanced operator comfort, controllability, durability, ease of maintenance and serviceability. 🌟



The new facility in Canada.

"My vision aligns with Brokk's. The new facility will help meet our goal of providing Canadian customers with machines and parts from both Brokk and Aquajet." 🌟

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Wacker Neuson Group opens its new logistics centre and strengthens its global supply of spare parts

At the start of June 2024, the Wacker Neuson Group put its new spare parts logistics centre in Mülheim-Kärlich into operation after one and a half years' construction. The ultra-modern site is strategically positioned between the Frankfurt am Main and Cologne/Bonn airports. It is therefore ideally located for connection to the international transport networks. Within the distribution warehouse and an area of 55 000 m², around 100 000 different spare parts are stored for construction equipment and compact machines. The warehouse in Mülheim-Kärlich is soon to be the hub of global spare parts distribution for the three core brands of the company: Wacker Neuson, Kramer, and Weidemann.

With a sustainable warehouse capacity, the new logistics centre guarantees the basis for further development of the spare parts and services business for the

Wacker Neuson Group, therefore supporting the long-term growth of the company. "Opening our spare parts logistics centre in Mülheim-Kärlich is a decisive step to being a long-term solution provider for our customers. Here we not only store the classic spare parts, but we also provide additional services to optimize and further develop customer support," explains Andrew Voigt, Business Manager Wacker of Neuson Aftermarket & Services GmbH. "Throughout the machine's service life, we are the partner at our customer's side generating a sustainable relationship - from the purchase of the machine and equipment, and beyond."

The warehouse operation is most efficient and subject to a high degree of automation and digitisation. In use, among other things, is an automated small-parts warehouse with over 30 robots and approximately 200 000 storage spaces, as



Mitigating risks are essential to turn a profit in construction

Any risk mitigation efforts begin back at the office, where the management team will develop a safety policy that serves to guide any prevention, regulation, and response practices going forward. This is according to Roelof van den Berg, CEO of the Gap Infrastructure Corporation.

This policy must cover guidelines for training, safe practices for risky situations such as working on scaffolding or handling of heavy machinery, as well as managing exposure to hazardous materials, the preparation of the worksite, correct use of PPE, assigning safety management responsibilities, inspection criterion and timetables, protocols for sub-contractors to follow, and more.

A comprehensive training programme should then be implemented and repeated every few months. From there, training should provide clear guidelines on how to secure the site and workers' persons within that site in any given situation. Workers should also be shown exactly how to respond to unsafe situations and incidents if they ever do occur.

Training programmes should further touch on the standards and requirements laid out in the Occupational Health and Safety Act (OHSA), as well as how to conduct formal risk assessments, use PPE, follow emergency procedures, safely handle tools and equipment, and communicate

and report unsafe conditions.

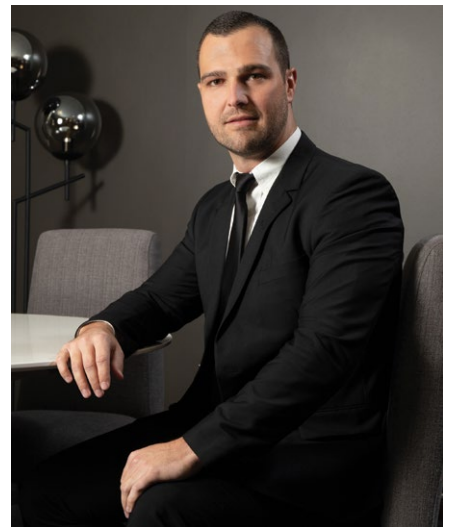
The construction industry is also in the early stages of what will be extensive, rapid technological changes as artificial intelligence and robotics become more advanced, easier to obtain, and less complex to understand and use.

Digitisation and digitalisation are quickly growing in popularity, making certain health and safety processes easier to implement and maintain. GIC already uses an advanced digital safety reporting system which makes it easy and quick to enter and update safety data and share it with anyone in the company. Training programmes have also been digitised and can be completed and reviewed by workers on an app at any time.

Additionally, by utilising digital monitoring technology such as CCTV cameras and sensors connected to PPE that warn of dangerous situations, we can detect when our workers face certain hazards and rectify the situation immediately.

The future use of robotics is also promising. Exoskeleton suits will provide additional lifting support to the arms, legs, and back, providing workers with more strength to move heavier objects and will help protect against injury.

Small autonomous vehicles may also replace the standard person-operated wheelbarrow. These vehicles can be



Roelof van den Berg, CEO of the Gap Infrastructure Corporation.

loaded with heavy materials and be set to follow a worker as well as adhere to specific instructions, making it easier and safer for workers to transport material across the worksite.

By implementing these measures and staying up to date with the latest developments in the industry, construction companies and their sub-contractors can also achieve a zero-LTI status for every project, improving project outcomes for the company and benefitting clients in the process. 🌟



The ultra-modern site is strategically positioned between the Frankfurt am Main and Cologne/Bonn airports and therefore ideally located for connection to the international transport networks.

well as a digital training platform and an innovative shop floor management system. "The customers benefit from a clearly improved service, more flexibility with order times, and an optimised transport network as a result of the central warehouse and the ultra-modern warehouse technology," explains Steffen Streubel, Head of Parts Operations of Wacker Neuson Aftermarket & Services GmbH.

With the construction and operation of the new distribution centre, the Wacker Neuson Group focuses on keeping its own carbon footprint as low as possible. The building was constructed in accordance with the highest sustainability standards of the German Sustainable Building

Council (DGNB) and the corresponding platinum certification was applied for. It is equipped with a photo-voltaic system with 3.2 megawatts peak performance and energy-efficient warehouse technology. In addition to this, e-charging stations are provided for employees and visitors.

The logistics experts of Kühne+Nagel will assume the operational business on-site. As a long-term partner of the Wacker Neuson Group, the successful collaboration is being continued and developed.

With the development of the global spare parts supply the Wacker Neuson Group is underlining its strategic goals and strengthening customer support for its construction and agriculture partners. 🌱



New Multimodal Inland Port Association launched

A significant milestone was reached in the South African logistics sector with the recent launch of the Multimodal Inland Port Association (MIPA).

This new association was launched during the Transport Forum, an online event on 23 May.

MIPA addresses a critical need in South Africa's logistics landscape, which is increasingly grappling with rising costs and

severe congestion. The association aims to act as the unified voice for inland ports across the nation, focusing on promoting, supporting, and advocating for the increased movement of cargo from road to rail.

"Transporting more cargo by rail has become an imperative, considering the growing cost of logistics in South Africa. It is no longer just a nice-to-have," says Warwick Lord, MIPA Chairman (pictured).

MIPA aims to reform the rail industry through private investment, foster trade activities that meet social objectives, and facilitate the crucial transfer of goods from road to rail. By optimising industrial and logistics activities through efficient multimodalism, logistics costs will be reduced, and efficiency will be improved.

Formed by leading entities in the transportation sector, including the Cato Ridge Inland Port, Tambo Springs Development Company, Portfutures, Autoforce, Mac Group, Cape Town Inland Port, the Cape Winelands Airport, the Musina Intermodal Terminal, RailRunner South Africa, and RailRunner Services, the association is committed to

collaborating on best practices, particularly in through private sector participation (PSP). It will work closely with government and state-owned enterprises.

"We aim to create one voice for inland ports, driving workable multimodal solutions that deliver efficiency, cost reduction, and much-needed resilience to the South African supply chain. By doing so, we can mitigate the impact of external shocks and ensure stability in the logistics sector," says Lord.

MIPA's strategy to drive more cargo from road to rail includes using innovative multi-nodal technology and improving collaboration with other freight hubs and stakeholders, to optimise each supply chain link from a cost and efficiency perspective.

Lord says MIPA is dedicated to facilitating free trade and promoting sustainable practices. The association will support its members in complying with sustainable development goals and the SADC Vision 2050.

According to Lord, MIPA will aim to expand its membership, encouraging more stakeholders to join and contribute to the conversation. 🌱



MIPA aims to support the inland logistics sector.

Safeguarding cargo transport amidst rising risks

Civil unrest, riots and crime are persistent threats businesses across South Africa pay extra attention to after the national elections.

These risks hold significant implications for transport operators, notably those in cargo/freight transport and logistics by road, with hard lessons learnt from the riots of July 2021 that saw over R50 billion in resulting damage and 340 lives lost.

One of the key lessons learned from the July riots as well as the COVID-19 experience is the massive interdependence of the supply chain, and that disruptions are becoming more severe and occurring with greater frequency.

The explosive growth of online shopping and e-commerce in South Africa also attracts heightened risk in an industry that saw e-commerce through domestic retailers reach USD3,5 billion in 2021, and which is expected to generate revenue of USD6 billion by 2025.

The vast majority of these products and services reach their consumers via road transport, and they're increasingly in the sights of sophisticated crime syndicates that target anything from electronics and cell phones, consumables and food, and designer gear to cigarettes and liquor.

This heightened risk landscape poses a formidable threat to transport operators'

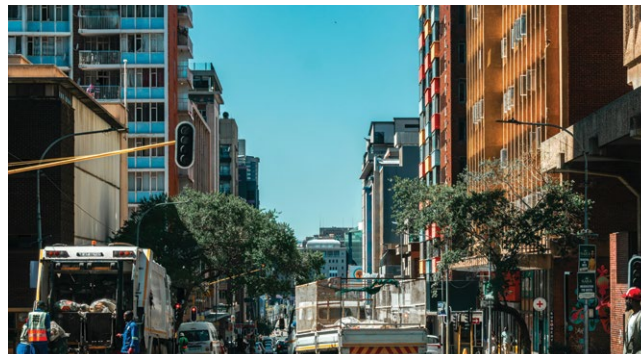
employees, operations, cargo and assets.

However, with solid risk management and engineering strategies, backed by marine insurance, the best-prepared businesses can manage and mitigate potential losses as far as possible.

"Understanding the many complexities and interlinked nature of risks in the cargo transport

sector is paramount, as they underscore the delicate balance of processes in delivering goods and services to millions of people and businesses across the country. The critical importance of our freight/cargo transport industry to our economy and livelihoods, and its safeguarding, cannot be emphasised enough," says Natalie Cooper, senior marine and aviation broker at Aon South Africa.

"From the threat of vehicular damage and cargo pilferage, theft and hijackings, safety of employees and drivers, to disruption of transportation schedules, toll costs, carbon taxes, fuel and maintenance costs, increased private security and monitoring costs – especially for high-risk cargo – to collapsing road infrastructure and delays at



Trucks in Johannesburg.

ports and harbours, the challenges are manifold," says Cooper.

"Given the tough operating environment and a hardening insurance market, the insurability of commercial fleets and cargo is no longer a simple 'given' as underwriters have become increasingly risk-selective and expect clients to have a comprehensive plan in place to minimise and mitigate risks," she adds.

"Businesses entrusted with the task of cargo transport must fortify their defences against uncertainty and volatility through a blend of risk engineering, insurance and business continuity planning, and is more important than ever in an industry sector that underpins trade and world economies," Cooper concludes. 🌱

Serco delivers new multi-mode trailers

Serco has completed and delivered ten multi-mode trailers to a leading South African beverage transporter, with more in the pipeline.

The multi-mode designed trailer is a new offering from Serco and refers to having the capability to load and off-load the vehicle from the side and the rear.

Serco CEO Clinton Holcroft says the completed trailers were delivered on time and within a few weeks of the order being received. "Our ability to meet the tight delivery

timelines while maintaining high quality is a testament to our commitment to customer satisfaction and operational excellence.

"The client had previously been using box body vehicles with rear loading and wanted to improve loading efficiencies by enabling loading from the sides and the rear which they achieved with a state-of-the-art, fast opening curtain-sider system with a rear mounted roll-over door."

A feature which differs from the usual curtain sider, says Holcroft, is the five-wheel

roller system that slides through a top and bottom track. The curtain folds up compactly and works without buckles for tensioning, thus doing away with having to deal with open or flapping curtains while travelling when the buckles are not tensioned correctly.

"The fast-opening curtain system improves loading and offloading times by more than 50%. This is especially beneficial for operations involving multiple drops, significantly enhancing overall efficiency."

With features such as a 3,5-ton capacity column lift powered by roof mounted solar-panels, a lightweight extruded aluminium floor, internal LED lighting, and additional side impact safety guards, the trailers are built to optimise performance and safety.

"As demand for efficient and reliable logistics solutions grows, we are proud to be at the forefront of innovation, providing our clients with the tools they need to succeed," Holcroft added.

Serco's focus on innovation and customer-centric design positions it as a leader in the truck and trailer manufacturing industry, ensuring the company continues to deliver superior solutions that drive business success. 🌱



Hino Pomona makes history as SA's first 100% black-owned dealership

Hino Pomona is not only the first 100% Black-owned Hino dealership in South Africa, but also the first that is 65% women-owned.

This important announcement follows Isipho Capital acquiring all the assets of the Hino Pomona dealership.

"We, at Isipho Capital, are truly honoured and excited that we are now members of the Hino family and look forward to positioning our dealership as one of the star performers in Hino South Africa's countrywide network of 67 dealerships," says Fortunate Mdanda, a Director of Isipho Capital – Hino.

The Hino Pomona dealership is well-equipped to grow the business in terms of both truck sales and maintenance. The facility has a parts and service centre catering to the high roof modern trucks and trailers. The workshop also has a brake roller tester and diagnostics equipment to ensure efficient vehicle diagnostics.

An important offering by this dealership is 24/7 servicing which is available by appointment and should be appealing to many fleet customers. In addition, Hino Pomona has a

mobile workshop which enables it to conduct service and minor repairs on trucks at the premises of its customers. Reliable parts supply is critical for fleet operators and here Hino Pomona has a substantial holding of genuine Hino replacement and service parts. The dealer also receives daily parts deliveries.

"The Dyna is now the Hino 200 and falls into the light commercial vehicle segment. All these models have been upgraded or replaced by all-new ranges within the past few years, with the latest renewal being the 700 Series which competes in the high volume extra-heavy category.

"All these models are assembled at our modern plant near Durban and backed up by an extraordinarily dedicated support system, which places major focus on the Customer Experience.

Hino has a proud record of coming out top in the quarterly DataTrack surveys of South African fleet operators and for the last quarters of 2023 Hino was not only No. 1 in

the combined total, but also the top brand in terms of sales, service, and parts," added Falck.

Hino South Africa benefits from Hino Japan's international Total Support strategy, which is built on strong relationships being formed between Hino Motors Japan, Hino South Africa, its head office staff, dealers, and customers.

"With this proven backup, both locally and globally, as well as ranges of modern trucks built for a country like ours, we are confident we will exceed our own expectations for Hino Pomona. We know the current market is tough and highly competitive but are confident the team we have put together will be up for the challenge," concluded Mdanda. 🌱



Volvo to launch hydrogen-powered trucks



FACTS

- Hydrogen-powered Volvo trucks will have an operational range comparable to many diesel trucks, depending on the type of transport.
- Due to the low CO₂ emissions from hydrogen combustion, these trucks are categorized as "Zero Emission Vehicles" under the agreed new EU CO₂ emission standards.
- Hydrogen combustion engines will also emit very small amounts of nitrogen oxides and particles.
- Hydrogen can also be used to power fuel cell electric trucks, where electricity is produced on board the truck. Fuel cell electric trucks do not emit any tailpipe emissions, only water vapour.

Volvo Trucks is developing trucks with combustion engines that run on hydrogen. On-road tests with trucks using hydrogen in combustion engines will begin in 2026, and the global commercial launch is planned towards the end of this decade. Trucks that run on green hydrogen provide a significant step to Volvo achieving its net zero goal and supporting customers to reach their decarbonisation targets.

Trucks that run on green hydrogen instead of fossil fuels provide one way to decarbonise transport. Hydrogen trucks will be especially suitable over longer distances and in regions where there is limited charging infrastructure, or time for, recharging of batteries.

Volvo will begin customer tests with trucks using hydrogen in combustion engines in 2026, and the trucks will be commercially available towards the end of this decade. Already, testing in labs and in vehicles is ongoing. The hydrogen-powered combustion engine trucks will complement Volvo's offering of other alternatives, such as battery electric trucks, fuel cell electric trucks and trucks that run on renewable fuels, like biogas and HVO (Hydrotreated Vegetable Oil).

"Trucks where the traditional internal combustion engine remains but runs on hydrogen will have the same performance and reliability as our diesel trucks, but with the added benefit of potentially low CO₂ emissions wheel-to-wheel. They will be a valuable complement to our battery electric trucks, which have been on the market for several years," says Jan Hjelmgren, Head

of Product Management and Quality, Volvo Trucks.

Volvo trucks with combustion engines powered by green hydrogen have the potential to deliver net zero CO₂ when using renewable HVO as ignition fuel and are categorised as "Zero Emission Vehicles" (ZEV) under the agreed new EU CO₂ emission standards.

"It's clear that several kinds of technology are needed to decarbonise heavy transport. As a global truck manufacturer, we need to support our customers by offering a variety of decarbonisation solutions, and customers can choose their alternative based on transport assignment, available infrastructure and green energy prices," says Jan Hjelmgren.

Volvo trucks with hydrogen-powered combustion engines will feature High Pressure Direct Injection (HPDI), a technology where a small amount of ignition fuel is injected with high pressure to enable compression ignition before hydrogen is added. The advantages of this technology include higher energy efficiency with lower fuel consumption, and increased engine power.

Volvo Group has signed an agreement with Westport Fuel Systems to establish a joint venture utilising HPDI technology. The joint venture is anticipated to become operational in the second quarter of 2024, following formal closing.

In South Africa there are a number of green hydrogen projects that are in various stages of maturity.

"Some notable examples are the 'Hydrogen Valley' feasibility study conducted by the DSI with partner companies, as well as

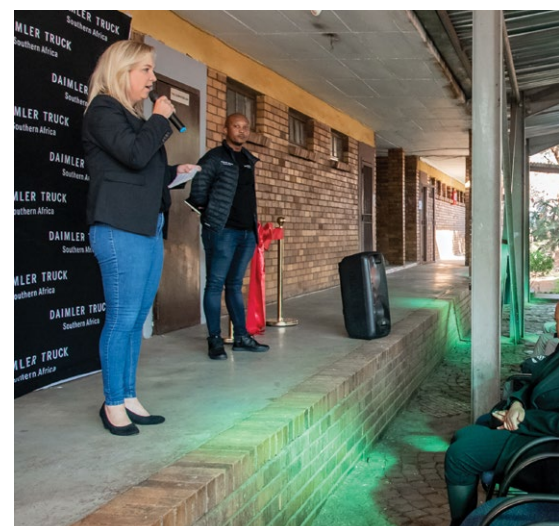
the 'Boegoebaai Hydrogen Cluster' in the Northwest Province," says Eric Parry, Senior Manager of Sustainable Solutions at Volvo Trucks South Africa. "Projects like these will enable the introduction and testing of hydrogen fuelled commercial vehicles in South Africa."

Volvo Trucks believes that there is no single solution that can solve climate change. Local interest in sustainable transport solutions continues to grow, and the first movers in South Africa are companies that value their environmental impact and already have programs to reduce emissions. 🌱

Daimler Truck Southern Africa donates computer lab to Phelindaba Maths, Science, and ICT School of Specialisation

On 14 June 2024, Daimler Truck Southern Africa officially opened The Computer Lab at Phelindaba MSI SOS in Atteridgeville. The computer lab is now equipped with computers, screens as well as a projector and screen for the teacher. The need for a donation towards the computer lab was established in 2023 when DTSA visited the school to hand over Mathematical and English handbooks and study guides to learners and teachers.

This year employees of DTSA also got involved with the initiative through the company's Employee Volunteer Programme by helping with the repainting of the classroom and setting up of computer equipment. DTSA remains a committed partner to Phelindaba MSI SOS and will continue to



Maretha Gerber (President Group CEO) addressing learners.

DAF Driver Training ensures safe and efficient operations

To help its DAF Trucks customers improve their profitability, Babcock's Transport Solutions business offers a comprehensive training programme that supports the correct driving methods which are central to safe, efficient and productive transport operations.

Denford Mamvura, Commercial Driver Instructor, Transport Solutions at Babcock, says based on the industry's understanding that a good driver is key to the company's bottom line, there is an increased demand in OEM driver training.

While Babcock offers a wide range of driver training programmes, Mamvura says the two major types of training are vehicle familiarisation and on-route training. Vehicle familiarisation entails a general introduction to the DAF product, features and benefits. During on-route training, a Babcock instructor provides in-depth, more personalised training that speaks directly to the customer's application.

During this training, drivers also acquire basic knowledge and an understanding of the mechanical aspects of a vehicle. This enables them to do valuable pre, post and on-route checks of the vehicle. This knowledge enables the driver to do defect reporting and to know if the defect was resolved as required.

Commenting on the benefits of driver training, Mamvura says Babcock's training programme provides drivers with the knowledge and skills ensure safe and economic transport operations. "Today's organisations are focused on profitability and the DAF training programme supports the correct driving methods that reduce fuel consumption, maintenance and tyre costs, as well as increased availability of vehicles.



Denford Mamvura, Commercial Driver Instructor, Transport Solutions at Babcock,

These are all major contributors to increased profitability," he says.

A key focus across industries today is safety. DAF driver training also contributes to safety, for example, through effective usage of brakes and retarders. Accidents are less likely to occur when drivers are well trained. Training can help make drivers more aware of situations they may encounter while on the road, such as bad weather conditions and other drivers behaving irresponsibly. The DAF training programme can help them understand how to respond to those conditions appropriately.

"During the driver training programme, we also point out the dangers of potentially bad driving practices such as driving while taking certain medications, using mobile devices and other dangerous distractions," adds Mamvura.

As commercial vehicle technology keeps progressing, fleet owners can trust the DAF OEM driver training programmes to keep their drivers up to date with the rapid pace of innovation. In addition, trucks are now installed with sensors to detect obstacles and help the driver to make important decisions. These new tools are critical in today's driver training programmes.

"A case in point is the DAF Driver Performance Assistant (DPA), an interactive programme to train the driver to achieve the most effective driving style. The DPA acts as a personal coach to guide the driver into making the best use of the cost saving potential of the vehicle. Not only fuel consumption is determinant in the total cost of ownership. Brake wear is also an important factor. The direct influence of the driver in this is closely monitored by the DPA," concludes Mamvura. 🌟



actively seek opportunities to support the school and learners in future.

Phelindaba MSI SOS is a no-fee, public high school, specialising in Maths, Science, and ICT. They currently have 1526 learners enrolled and apart from government funding, they mostly rely on sponsorships and donations to uphold quality education for their learners.

"Last year we communicated our need for computers for our computer lab to DTSA and we are extremely thankful to the company for taking this request to heart. Little over a year later the brand-new computer lab was opened for our learners and we are confident that it will enhance the educational experience for our learners and teachers and equip them with much needed computer skills." Simon Tsotetsi, Principal of Phelindaba Maths, Science, and ICT School of Specialisation.

"Education is a fundamental human right and the pathway to a brighter future in South Africa. We live in a digital era, but the reality is that many schools in South Africa are still lacking basic educational material let alone computers. Last year we donated handbooks and study guides to learners of Phelindaba MSI SOS and this year we shifted our focus to the donation of a computer lab for the school as we believe that computers offer many benefits to learners and teachers, and ensure that essential computer literacy skills are acquired in preparation for tertiary education and the workplace one day," concluded Maretha, President and Group CEO, Daimler Truck Southern Africa.

As always, DTSA wishes Phelindaba MSI SOS and its learners all the best for the remainder of the 2024 school year and looks forward to positive feedback about the new computer lab. 🌟

UD TRUCKS SOUTHERN AFRICA HEIGHTENS ITS ULTIMATE WOMEN PROGRAMME IN GAUTENG

On 7 June 2024, UD Trucks Southern Africa (UDTSA) announced the expansion of its steadily growing “Ultimate Women Programme”, in partnership with Commercial Transport Academy (CTA).



Owing to the success and enduring impact of the programme in the last two years, the CTA's first-ever Bus Driver Development Programme has been established - a joint venture between the CTA, Southern African Bus Operators Association (SABOA), Clarendon Transport Underwriting Managers (CTU) and UDTSA. There are approximately 30 female trainees that will benefit directly from this life-changing initiative and in efforts to intensify the training process, UDTSA proudly sponsored a new Croner Bus PKE 280 65-Seater to CTA.

The UDTSA “Ultimate Women Programme” was successfully launched in 2022 with its primary objective to drive gender transformation initiatives in the transport industry - towards which UDTSA sponsored two new Kuzer light-medium duty trucks. After gaining extensive experience in the year-long programme, CTA was able to support all beneficiaries to secure employment as professional truck drivers, attesting to the continued commitment of UDTSA and CTA to cultivating meaningful change and transformation through empowerment of women in the transport industry.

The exclusive bus handover ceremony was hosted at UDTSA Head office in Rosslyn, Pretoria. Among the key stakeholders who graced the event were the local media stakeholders, representatives of the new trainee group,

Anesu Mawire, International Development Specialist, United States Agency for International Development (USAid), Jr Choeu, - JR Choeu Express, Eric Motshwane - SABOA Olivia Kumalo - Operations Manager, Hollard Trucking, Quinton Roos - Managing Director, Trucklogix, Nicci Scott - founder of Commercial Transport Academy, Filip Van den Heede - Managing Director, UD Trucks Southern Africa, and Janet Frost - Human Resources Director, UD Trucks Southern Africa.

Nicci Scott, Founder of Commercial Transport Academy weighs in on the newly developed programme: “We are pleased to have partnered with UDTSA in advancing the shared vision of increasing representation of female drivers in the transport industry and paving a way for an equitable society. The programme has grown in leaps and bounds since its inception and we cannot thank UDTSA enough for the unwavering support and the lasting impact this has had in the lives of these young women. With the renewed focus on training bus drivers, we pledge to continue to work closely with all the key stakeholders we have partnered with to ensure successful completion of the programme.”

During the Bus Driver Development Programme, the participants will undergo extensive training for a period of 12 months which will cover technical modules such as vehicle operation and control, defensive driving techniques, traffic laws and regulations as well as route navigation or planning. Furthermore, the programme will also have a strong theoretical component,

covering critical modules such as stress management, professionalism, and effective passenger communication.

“Our meaningful partnership with CTA has been nothing short of transformative in our constant endeavour to empowering women in our industry and leaving a lasting imprint on societies within which we operate. Having been able to further expand the programme to training bus drivers, highlights the success of this worthy cause and our dedication to making Better Life for people, the planet, and the logistics sector. We wish the new candidates a fruitful journey in the next coming months, and we are confident that they will go on to making a difference for a brighter future, concludes Filip van den Heede, Managing Director UD Trucks Southern Africa.

UDTSA's progressive steps in being a catalyst on the transformation agenda and investing in initiatives that contribute meaningfully to South Africa's socio-economic transformation were recognized by naamsa (The Automotive Business Council) in October 2023 for spearheading Women and Youth Empowerment, and Most Improved BBBEE OEM. The naamsa awards are hailed as the most coveted awards in the automotive industry for recognising best-performing brands across the entire automotive value chain across various segments and categories.

The journey continues and UDTSA looks forward to future collaborations and partnerships being the cornerstone of the successful future of the transport industry. 🌟



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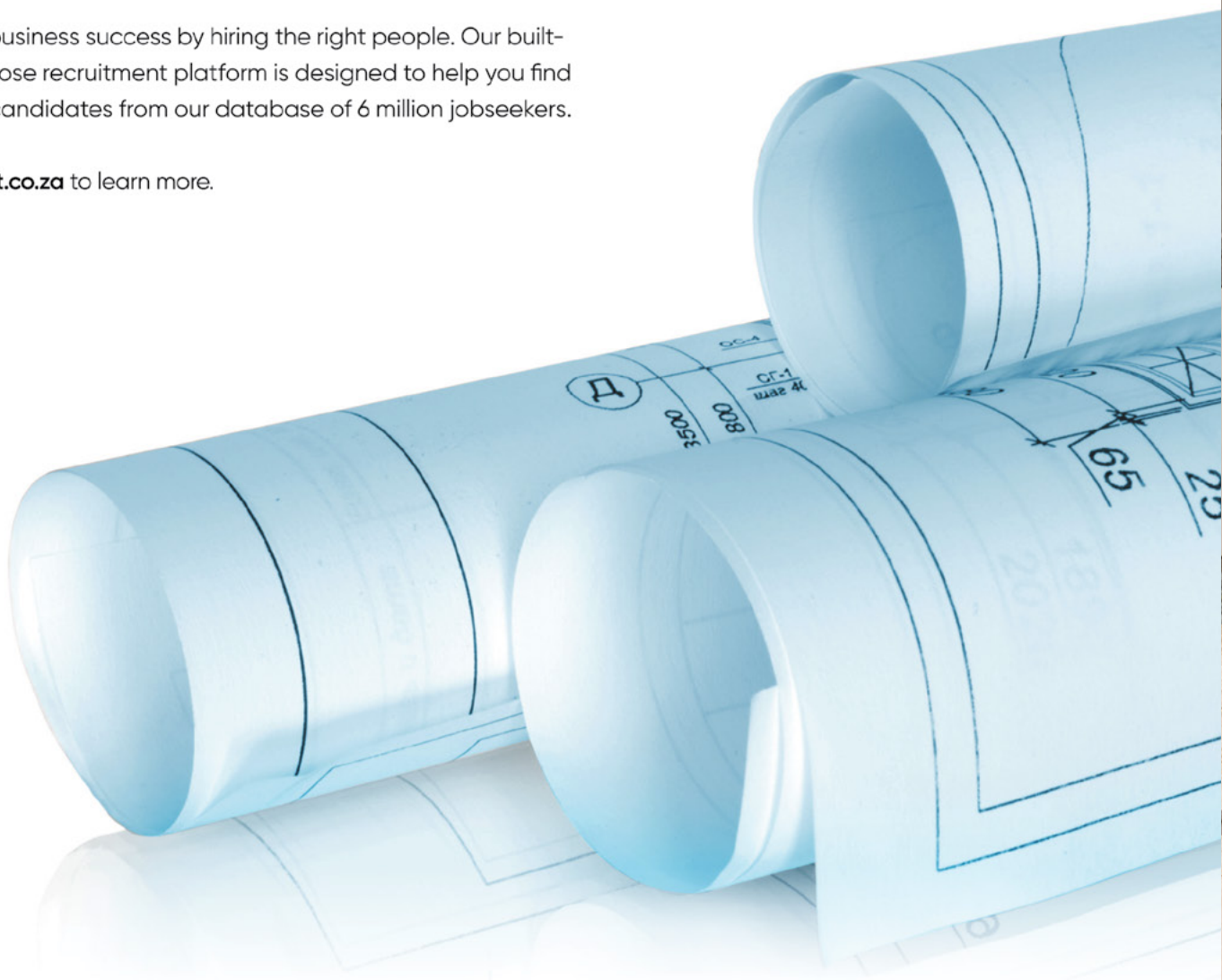
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