

HEAVY METAL

THE LATEST NEWS FROM PETTIBONE HEAVY EQUIPMENT GROUP



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DEALER PROFILE
CARRY-LIFT LOG BALER
BACKCOUNTRY BEAST

**CUSTOMERS
CAN SEE BETTER
WITH CARY-LIFT**

The fact that the length of a pipe is typically greater than the width of the machine carrying it immediately makes it an awkward item to move, since operators are automatically put into a situation where the material they are handling falls outside the footprint of the vehicle they are driving. In order to maneuver safely, it becomes vital to have as much visibility as possible around the vehicle.

With a wheel loader, operators experience at least some degree of obstructed visibility under these circumstances, since the lift arms of the vehicle are located directly in front of them.

By stark contrast, Pettibone's Cary-Lift models have no structural components obstructing the forward view. They have a unique overhead lift arm design, where the arms are mounted behind the cab instead of on the front of the unit. When lifting, placing or transporting loads, this design gives the operator full forward visibility of more than 180 degrees with no obstruction, which can prove quite advantageous when precision load placement is a must.

For good measure, optional back-up cameras and even front-facing cameras are now available to provide an additional level of safety when machines are constantly shifting and changing direction. High output LED lighting is another fairly recent improvement that is now a standard feature. LED lights provide the double benefit of increasing light output while requiring less electricity than older style light systems. By better illuminating the jobsite, these lights naturally contribute to creating a safer work environment.

ARDCO "BEAST" DOES IT ALL IN ALBERTA

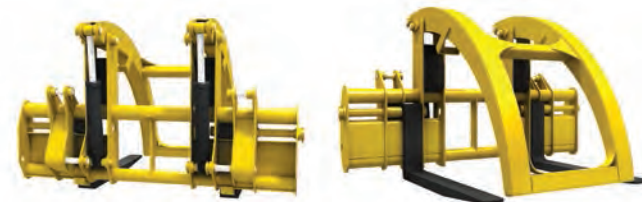
The April issue of Gas, Oil & Mining Contractor magazine included a feature story on a customer in Alberta who takes advantage of ARDCO's versatility to tackle a wide array of tasks.

Read an edited excerpt of the article on page 5, and check out the full story at: www.gomcmag.com/ezine/2015/04 (page 32).



NOW AVAILABLE
CARY-LIFT 154
LOG BALER

Making its official debut at the logging expos in Michigan and North Carolina, a log baler attachment is now available for the Pettibone Cary-Lift 154. Especially ideal for handling logs or finished material at mills, the new baler provides yet another added selling point for the Cary-Lift when competing against wheel loaders and other material handlers.



BARKO HOSTS AMERICAN LOGGERS COUNCIL SUMMER BOARD MEETING

The American Loggers Council (ALC) held its Summer Board of Directors Meeting in Duluth, Minnesota on July 24-25. Barko Hydraulics volunteered to host the event, and those who were in attendance were treated to a first-class experience.

The event kicked off with a welcome reception held at the Holiday Inn & Suites hotel. Pettibone HEG president Scot Jenkins, Barko sales director Bruce “Sparky” Enstrom, director of marketing John Major and several others from Barko were on hand to welcome the group.

ALC members met with key personnel at the Barko assembly plant in Superior, Wisconsin, toured the plant, and viewed demonstrations of the Barko CH6025 biomass chipper and the Barko 495ML loader.

Following lunch at the plant, ALC delegates headed to the woods to experience Barko forwarders and harvesters in action.

On the final day, ALC Board members met at the Duluth hotel to discuss business and issues of the Council as well as recent



activities in Washington, DC that included the reintroduction of the Future Careers in Logging Act, and the Resilient Federal Forest Act of 2015. Members of the ALC have been instrumental in getting both of these bills introduced into the U.S. House of Representatives.

Other items on the agenda included reports from the Legislative Committee, Transportation Committee, Biomass Committee, Master Logger Certification Committee, Membership Committee and the Communications Committee.



The ALC Board of Directors welcomed Barko representatives to the board meeting. Associated Contract Loggers and Truckers (ACLT) of Minnesota Director Scott Dane and ACLT President Mike Nieman were also in attendance. They reviewed the current five-year strategic plan that is now in its fourth year, as well as the need to begin looking ahead for the next five years.

Scot Jenkins announced that Barko was increasing its level of commitment to the ALC to further assist them in their efforts to promote the timber harvesting industry.

ALC president Myles Anderson thanked Barko for not only hosting the meeting, but also for their participation and comments in the Board meeting that followed the tours. “Having our sponsors on-board and participating in our meetings allows us to get a different perspective on the issues that we are facing, including the direction that the American Loggers Council should be headed in the future. All of our sponsors are valuable assets to the organization. Barko was an excellent host and provided a great venue for our meeting.”

BACKCOUNTRY BEAST

ARDCO “BEAST” DOES IT ALL IN ALBERTA *From pg. 3*

After working in the Canadian oil and gas fields for more than 40 years, Derwin Bellrose has turned into a jack-of-all-trades contractor. That versatility is reflected in the diverse services provided by his company, D & H Holdings — and in one of his key machines: an all-wheel-drive flatbed buggy made by ARDCO.

D & H Holdings is a general support services company based in Paddle Prairie, Alberta. The business does a little bit of everything: opening up and freezing in access routes to drilling pads in remote, rugged backcountry, fighting forest fires, hauling operators to distant gas-plant processing sites, pulling out vehicles stuck in swamps and excavating pipelines for repairs. The common denominator in all those jobs and more? The ARDCO K 4x4 — a big-wheeled buggy that serves as the company’s workhorse.

“I bought it last fall and it’s been a real good machine,” says Bellrose. “We keep fairly busy because we’re always doing something somewhere.”

One reason the ARDCO is so valuable: It can go just about anywhere. There aren’t any highways where the machine works

in northwestern Alberta. Instead, there’s a lot of rugged terrain, featuring obstacles such as creeks, thick brush, beaver dams, coulees, swamps and muskeg (boggy land that can swallow entire vehicles if operators aren’t careful).

D & H crews mainly use the ARDCO to help them cut roughly 20-foot-wide swaths — or cut lines — through heavy underbrush during winter, then grade and water the newly cut pathways so they freeze hard enough to hold much heavier vehicles headed for gas field drilling pads. The work typically starts in early November and lasts through April, Bellrose says.

The ARDCO’s mobility stems from its large Primex tires, which allow the vehicle to traverse soft, wet terrain that would hamper most other heavy vehicles. Made by Alliance Tire Co., the tires measure 66 inches tall and 43 inches wide.

“The ARDCO can go through 4 feet of water,” Bellrose says. “And if there’s, say, 2 or 3 feet of snow on a cut line, you can just drive on top of it.”

The buggy measures just more than 25 feet long and slightly more than 11 feet wide. The unit Bellrose ordered features an



Allison six-speed automatic transmission, a Cummins 190 hp turbo-diesel engine and John Deere differentials that can be locked with the push of a button to boost traction under the most difficult conditions. It also features a 20,000-pound-capacity winch on the front end, made by Ramsey Industries, and a 3,500-pound-capacity picker crane, made by F.lli Ferrari Corp. S.p.A.

Bellrose opted to buy the ARDCO unit for two other reasons: speed and reliability. The ARDCO can travel up to about 27 mph, which is almost three times as fast as other off-road vehicles he’s owned. “It makes us about 30 percent more productive, and the companies that hire us like that because we can get more work done. They get more bang for their buck.”

NEW PRODUCT UPDATES

A Quarterly Look At New Machine Introductions



Tier 4 Loaders

The tradition of high-capacity performance continues with the new generation of Barko loaders. The 595B, 495B and 295B models have arrived, each powered by a fuel-efficient 173-horsepower Cummins QSB6.7 Tier 4 diesel engine. Early users have reported incredibly cool running temperatures with the Tier 4 design, even in hotter regional climates. The loaders use a pilot-operated hydraulic control system in conjunction with IQAN to provide a more natural feel for the operator.



Extendo 944B

Setting the tone for several new telehandler launches to come, Pettibone introduces the Extendo 944B. The machine is equipped with a 117-horsepower Cummins QSF3.8 Tier 4 turbo-diesel engine, along with a digital IQAN display for instant engine diagnostics. The 944B provides a maximum load capacity of 9,000 pounds, with a maximum lift height of 44 feet, 4 inches and forward reach up to 30 feet, 3 inches.



Speed Swing 445F

Updating the innovative design of the industry’s original do-it-all rail crane, Pettibone introduces the Speed Swing 445F. A 163-horsepower Cummins QSB4.5 Tier 4 diesel engine offers fuel savings up to 10-percent over the 445E. Featuring a Dana T20000 3-speed transmission with twist grip electric shift control, the machine has a front load capacity of 10,000 pounds and side load capacity up to 8,000 pounds for laying rails, setting ties and other tasks.

SEE US AT THESE UPCOMING EVENTS

The September logging shows in Michigan and North Carolina were a tremendous success, with several of the new Barko machines – and the Cary-Lift wood baler – making their anticipated debuts. Additionally, the new Pettibone Speed Swing was revealed at Railway Interchange. We're heading overseas for one more show in 2015, but get ready for a busy start to the 2016 trade show season!

ARCO ■



November
9-12
Abu Dhabi, United
Arab Emirates

PETTIBONE ■



January
6-9
San Diego, CA

ALL HEG ■ ■ ■



January
19-22
Washington, DC

PETTIBONE ■



February
2-5
Las Vegas, NV

JEWELL

Rocky Mount

DEALER PROFILE

Jewell Machinery joined the Pettibone Heavy Equipment Group dealer network in late 2013. The move marked the company's first venture into selling new OEM equipment, having spent several years as a repair and fabrication shop for local customers. Jewell's sales territory encompasses a large portion of Virginia, while its service territory – which pre-dates its dealer responsibilities – stretches into multiple surrounding states.

"Barko and Pettibone came along at a perfect time," said company president Michael Jewell. "We already had a loyal customer base, and now we have new, industry-leading equipment to offer as well."

The most successful avenue for Jewell Machinery has been selling Barko loaders, particularly the 495ML, both for cross cutting and loading timber in the forest, and for mill applications. Jewell also sells Barko material handlers and biomass chippers.

Utilizing the extensive experience of its team of fabricators, Jewell Machinery produces its own 6-wheel-drive self-propelled carrier for Barko loaders, referred to as the LTC 6600. Offering customizable options for different customers, multiple versions of the carrier have been sold.

Just recently, Jewell collaborated with Barko to help develop a new Rough Terrain Carrier (RTC), which made its first public appearance at the Mid-Atlantic Logging and Biomass Expo in North Carolina. The RTC is a 4-wheel-drive, rigid frame, self-propelled carrier that offers an outstanding 18,000 foot-pounds of drawbar pull.

Jewell Machinery also carries the Pettibone Cary-Lift product line and has been instrumental in helping to demonstrate and test the new wood baler attachment now offered on the Cary-Lift 154.

"The vision is to increase the Cary-Lift's presence in forestry and at the mills," said Jewell. "There's definite potential for this machine to be very productive and successful in these applications."



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