



# Contractors Mechanical Plant Engineers

## NATIONAL NEWSLETTER



### CMPE NEWS

#### **Extracts from the National Council Meeting held on 9th October in Stoke-on-Trent: -**

The CMPE telephone number is to be discontinued asap due to it not being cost effective.

It was agreed that we reduce the National Council meetings to two per annum - one in May, and one in October each year. The National AGM each year is not affected by this change.

PR & Marketing Officer, Gerry Bingham, is to stand down at the May 2022 meeting. Therefore a new PR & Marketing Officer will be required.

David Nicholson of Preston & Fylde Branch was duly elected into the the office of Honorary National Treasurer.

After a very convincing and informative report given by Denise Holcroft, VMR Training Services were unanimously accepted to look after our CoC applications with Denise Holcroft being adopted as the National Registrar.

All branches and National were asked to lobby their MP's about the Red Diesel rule being introduced on 1st April 2022.



## **INDUSTRY NEWS**

### **Red Diesel Rule Changes.**

The previous issue of the National Newsletter, was fully devoted to a detailed article on the rule changes for the continued use of Red Diesel.

Since then, Wessex Branch, Staffs & Midlands Branch, and Preston & Fylde Branch, have all sent letters/emails etc., to their MP's in objection to these proposed changes.

John Robinson, our National Secretary, has also sent letters/emails to his Local MP and to Sir Lindsay Hoyle, the Speaker of the House of Commons in objection to these proposed changes.

It is right and proper that the voice of CMPE is heard on behalf of our industry and we would urge other branches to follow suit.



### **JCB promises hydrogen diggers by end of 2022.**

JCB has revealed that it is investing £100m on a project to produce hydrogen combustion engines.



First JCB machines powered by hydrogen are expected to go on sale by the end of 2022.

JCB has a team of 100 working on the development and is recruiting a further 50 engineers.

A prototype hydrogen powered JCB backhoe loader and a Loadall telescopic handler were unveiled at a central London event

attended by prime minister Boris Johnson. They have internal combustion engines powered by hydrogen fuel rather than hydrogen fuel cell batteries that other machinery manufacturers are pioneering.

JCB chairman Lord Bamford said: “Our sort of machinery will need to be powered by something other than fossil fuels. We make machines which are powered by diesel so we have to find a solution and we are doing something about it now. We are investing in hydrogen as we don’t see electric being the all-round solution, particularly not for our industry because it can only be used to power smaller machines. It does mean we will carry on making engines, but they will be super-efficient, affordable, high-tech hydrogen motors with zero CO2 emissions, which can be brought to market quickly using our existing supply base. These will be our industry’s first hydrogen engines, developed in Great Britain by British engineers. Hydrogen motors have the potential to help the UK reach CO2 emissions targets more quickly.”

Jo Bamford, one of Lord Bamford’s sons, owns a company that produces hydrogen, Ryze. He also owns Wrightbus, which makes hydrogen-powered buses for London. Buta Atwal, chief executive of Ryze Hydrogen (and previously managing director of JCB Heavy Products), said that we could expect to see hydrogen-powered construction machinery becoming mainstream on UK construction sites within two to five years,

JCB’s hydrogen technology was on show at an exhibition accompanying the COP26 climate change summit in Glasgow.



## **Doosan ‘transparent bucket’ wins two Matexpo awards.**

The industry’s first wheel loader ‘transparent bucket’ system from Doosan Infracore Europe has won two of the major awards at the international Matexpo exhibition, which took place at the Kortrijk Xpo convention centre in Kortrijk, Belgium, from 8–12 September 2021.

The system won in both the ‘Innovation’ and the ‘Safety’ categories, scooping two of the three awards organised by Matexpo and decided by an independent jury comprised of specialists from the sector, led by jury chairman Danny Van Parys.

The Doosan transparent bucket is a fully integrated system that allows a wheel loader operator to see the machine’s bucket blind spots through the in-cab monitor. The patented system records images at the front of the wheel loader with two cameras mounted on the top and bottom of the machine and displays the combined images in real time on the monitor in the cab using a curved-projection method.



Owing to blind spots caused by the buckets on wheel loaders, the area in front of the machines has been considered an area of major concern in terms of safety. With the new Doosan transparent bucket function, however, the driver can easily check the blind spots in front of the bucket via the cab monitor, to increase safety and prevent accidents.

According to Doosan, another advantage of the system is that it can significantly improve work efficiency by providing a forward-view perspective for the driver during loading/unloading or when carrying materials such as aggregates, sand, and soil.

Doosan Infracore are the first in the world to develop and apply a front-projection function with the transparent bucket for construction machines and have applied for patents in Korea, North America, Europe, and China.





## Concerns raised over thorough examination of attachments.

The industry accrediting body for thorough examination of lift trucks has flagged up concerns about the testing of attachments on a range mobile plant.



“There seems to be some confusion among not only owners and operators of equipment but also a large number of inspection companies when it comes to testing attachments,” explains Geoff Martin, chairman of Consolidated Fork Truck Services (CFTS).

“The first issue is what attachments require a thorough examination. The law is quite clear that if lifting attachments are not permanently fitted – and that can include anything from safety cages to bale and barrel clamps – then they must receive a separate thorough examination to ensure they are safe and in good working order.

“Which brings us onto the second issue and that is the problem of specificity. Many of those carrying out thorough examinations (often referred to as LOLERs) are using a generic checklist when inspecting attachments. That is not best practice and could leave you exposed to prosecution should things go wrong.”

He said that examinations of any attachment should use documentation that includes a full set of checks specific to the attachment/s, regardless of whether it is fitted permanently or temporarily.

Working with manufacturers and distributors of attachments, CFTS has created a 33-point checklist that ensures all electronic, hydraulic, and mechanical components are working correctly and safely.

“The third issue is one of timing,” Geoff Martin added. “Because of the nature of the work and the potential for injuries or component failure, removable attachments generally require more frequent inspections than the forklift, tractor, telehandler or plant to which they are fitted.

“However, my advice to anyone whose lifting equipment uses an attachment would be to eliminate any doubt by visiting the CFTS website and contacting the nearest CFTS-accredited company and check what applies to your individual equipment, site and operations. Their guidance will be expert, free of charge and without any obligations.”

Consolidated Fork Truck Services (CFTS) was created in 2004 by the British Industrial Truck Association (BITA) and the Fork Lift Truck Association (FLTA), in consultation with the Health & Safety Executive (HSE).



## **Komatsu unwraps PW98MR-11 wheeled midi excavator.**

The Komatsu PW98MR-11 tight-tail excavator, bridging the gap between compact and construction-sized machines, is designed to work in a variety of construction, utility and landscaping applications.



This Stage V compliant update is 5% more productive than the predecessor PW98MR-10 model, Komatsu says, with faster hoisting and swing operations speed.

It features lower fuel consumption – 10% less thirsty than the older model – improved operator comfort and optimised access to all service positions.

It is also has a 20mm lower head-height than before, making it more compact.

The PW98MR-11 meets EU Stage V emissions regulations, with no need for a selective catalytic reduction (SCR) aftertreatment (so no AdBlue refilling).

“This perfect match between size and performance efficiency was a focus for Komatsu designers,” says Alex Visentin, Komatsu Europe product manager for compact wheeled excavators. “The operator can concentrate on the work in front of the machine and worry less about rear swing impact in confined areas; this makes the machine exceptionally versatile, with the lowest running cost in its class, without the expenses of an SCR system.” He concludes: “On the European market today, no other manufacturer can guarantee such a unique combination”.

Proportional joysticks control attachments and the standard high flow auxiliary hydraulics. Optional Komatsu integrated attachment control also grants versatility when a high variety of attachments are used.

Travel direction, undercarriage attachments, and manual/automatic axle lock can be actuated by switches on the control joysticks or the dashboard. Without removing the hand from the right joystick, you can switch its function from boom operation to undercarriage control for control over the parallel dozer blade.

Although it is clearly not a crane, Komatsu is marketing this machine as “a first choice for heavy-duty lifting applications” as well as simple excavating tasks in narrow alleys, road construction sites and for sewer construction work. Its swing boom design allows digging parallel to buildings or barriers, and the protected two piece boom cylinder grants safer truck loading operation. When working on slippery and/or uneven surfaces the standard 100% differential lock on both axles provides direct traction.





## CMPE BRANCHES







## **Contractors Mechanical Plant Engineers**

### **Acting National Chairman**

Mick Farrington - [info@mjfarrington.co.uk](mailto:info@mjfarrington.co.uk)

Tel: 023 8206 4288

### **National Secretary**

John Robinson - [johnr@cmpe.co.uk](mailto:johnr@cmpe.co.uk)

Tel: 07974 357844

### **National Registrar**

Denise Holcroft - [denise@vmrtraining.co.uk](mailto:denise@vmrtraining.co.uk)

Tel: 01772 782455

### **Newsletter Editor**

David Nicholson - [cmpepreston@gmail.com](mailto:cmpepreston@gmail.com)

Tel: 07903 848200

CMPE Website: [www.cmpe.co.uk](http://www.cmpe.co.uk)

