



Contractors Mechanical Plant Engineers

NATIONAL NEWSLETTER

CMPE NEWS

Welcome to another edition of our National Newsletter.

Annual Subscriptions

We are almost at the end of the our current financial year and it would be timely to remind all branches and members of the following:-

- “Annual Subscriptions” are due from the 1st April 2023.
- Any member whose subscription has not been paid by 31st May 2023 will *ipso facto* cease to be a member of the Association.
- Branch Honorary Treasurers are to remit to the Honorary National Treasurer half of the Annual Subscriptions paid to the branch by the 30th June 2023 and all new members subscriptions thereafter are to be remitted every three months.
- The Annual Subscriptions remitted to the Honorary National Treasurer must be accompanied with a list of the members names and addresses, telephone numbers, email address, and whether they are a full or retired member.

Your co-operation to the rules of the association would be appreciated.

National AGM Weekend

The **National AGM Weekend** will take place from **Friday 21st July 2023 to Sunday 23rd July 2023** and will be held at the **Alma Lodge Hotel & Restaurant, 149 Buxton Road, Stockport, SK2 6EL** - Tel: 0161 4834431 - www.almalodgehotel.com (further details to follow).

BRANCH NEWS

Preston & Fylde Branch

Last month, on the 29th February, Preston & Fylde branch met at the Stags Head, Goosnargh, for a “**Sunday Lunch With Friends**”. This was an event not tried before, but what a success it was.

29 members and guests attended to what turned out to be a very enjoyable afternoon. Everyone was chatting away and enjoying a four course lunch in this family friendly gastro-pub.

The meal cost was £28.00 per head but our members paid £20.00 per head and the branch subsidised the balance.

It has become very apparent this year that social events are the way forward.

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Preston & Fylde Branch are sponsoring two youths from Our Lady & St Gerards Church in Lostock Hall to attend the “**World Youth Day**” which is to be held this year in Portugal. It will consist of one week of religious activities and it is rumoured that the Pope will be attending.

Wessex Branch

Our National Chairman, Mick Farrington is now back on his feet after a gruelling few months following a major spinal operation (but no marathons on the horizon).

We wish him well as he returns to work and we all look forward to seeing him again at the AGM.

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INDUSTRY NEWS

Hydrogen backhoes allowed on the roads.

JCB has secured special dispensation for its hydrogen-powered backhoe loaders to be allowed on UK roads.

The Department for Transport has granted a special order that allows JCB to test its new hydrogen-powered machine on the public highway.



The government believes that “hydrogen combustion machines can play a vital role in reducing carbon emissions in settings where other types of clean power may not be the most practical or efficient”.

Transport minister Jesse Norman said: “From cars to construction sites, industry has a vital role in decarbonising our economy and creating green jobs and prosperity. JCB’s investment in greener equipment is a great example of how industry can make this happen, using alternative fuels to generate sustainable economic growth.”

JCB chairman Lord Bamford said: “Securing this vehicle special order from the Department for Transport is an important first step in getting JCB machines that are powered by hydrogen combustion engines to and from British building sites using the public highway. It’s an endorsement that JCB is on the right path in pursuit of its net zero ambitions.

“JCB’s hydrogen-powered backhoe loader is a world first in our industry, a digger with a purpose-engineered internal combustion engine that uses hydrogen gas as the energy source. It’s a real breakthrough – a zero CO2 fuel providing the power to drive the pistons in an internal combustion engine, a technology that’s been around for over 100 years, a technology that we are all familiar with.”



Cat 352 Straight Boom for low-level demolition.



The new Cat 352 Straight Boom excavator is designed specifically for low-level demolition work up to five-storeys high, bridges and industrial infrastructure.

The stick/boom configuration the Cat 352 Straight Boom delivers a vertical reach of up to 12.85 metres, which is 36% more stick pin height than the standard 352 Reach configuration.

Working with up to a 6,000 kg attachment weight, the new model has standard Cat technologies “for increased versatility, precision and efficiency in both demolition and excavating applications”, Caterpillar says.

There is now the option of a removable 11.35-tonne counterweight to reduce transportation cost. The mechanical variable gauge undercarriage has a 2990 mm transportation width when needed and extends 500 mm in working mode for maximum stability. Its new hydraulic fan has standard automatic reverse to keep the cores free from debris and thus reduce maintenance needs.



As it is designed for demolition, the 352 Straight Boom has reinforced booms, sticks and frame. Standard Falling Object Guards (FOGS) protect the roof from falling debris during demolition while reinforced P5A laminated front windows help maintain visibility of the job in hand.

Sloped to prevent excessive accumulation of mud and debris, the track frame design helps to reduce track damage, while sealed track pins and bushings reduce travel noise and help to increase undercarriage life. Full track guiding guard is also a standard feature.

The Operator ID function offers push-button engine starting and programmable joystick functions that are remembered when the operator enters his or her unique ID. Standard Cat Stick Steer enables one-hand and push-button operation for travel and turning. Offering automatic power increase when needed, standard auto dig boost delivers better bucket penetration, shorter cycle times and greater payloads, Caterpillar says, while the auto heavy lift function provides more lifting power when needed for as long as needed.

Cat Lift Assist lets the operator know that the load is within the excavator's safe working range to avoid tipping. Rear view and right-hand sideview cameras are standard, and can be upgraded to provide 360-degree visibility.



JCB hails hydrogen engine breakthrough.

JCB has hailed as a breakthrough the conversion of a truck from diesel power to a hydrogen-fuelled combustion engine.



The Mercedes truck has had its diesel engine replaced by one that runs on liquid hydrogen

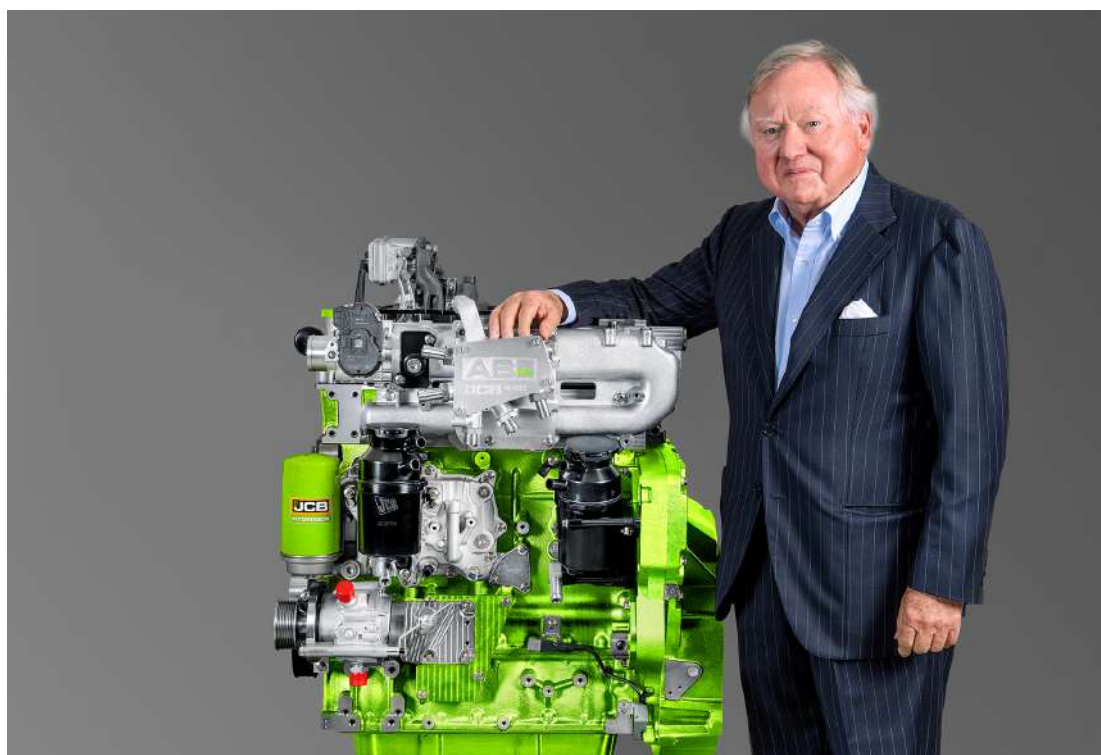
JCB has installed one of its new liquid hydrogen engines into a 7.5 tonne Mercedes truck as part of its £100m hydrogen project.

JCB says that the truck conversion “underlines that this form of power could represent a much quicker way to reach global carbon dioxide emissions targets” – assuming the economics and logistics can be made to work.

The hydrogen-fuelled internal combustion engine used in the truck is the same as those already powering JCB prototype construction and agricultural machinery.

Derbyshire-based JCB Power Systems has manufactured 50 hydrogen internal combustion engines to date in a project involving 150 engineers. They are powering prototype backhoe loaders and Loadall telescopic handlers.

Last year JCB produced a mobile hydrogen refuelling vehicle to show how hydrogen machines might be refuelled on site.



Lord Bamford and the JCB hydrogen engine

Chairman and owner Lord Bamford, who has had a go at driving the converted truck, said: “This is a giant leap forward for JCB and the rest of the world because we all have one goal: to reduce emissions. The hydrogen engine we have installed in the truck is the same as those already powering prototype JCB machines, so there is no reason we should not see hydrogen combustion engines in vehicles used on the roads in the future, including cars.”



CMPE BRANCHES





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