

New combination plough from Mählers clears snow more effectively



**The market's
widest plough**
means bare road
in a single pass

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New high throw**
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Flexiway II
– at the top
of Micke's
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Our innovations mean better winter roads

As head of Mählers sales I'm incredibly proud of our product development and how it provides improved, more effective road maintenance.

Four or five years ago we launched Flexiway, an entirely new diagonal plough concept where the plough body is split for optimum road contact. It has adjustable slush blades and the ability to set plough pressure according to prevailing conditions. Flexiway has now entered its second generation with four-section slush blades and other improvements that have already made it a favourite among those who prioritize bare road.

Then we introduced our DPH3700 high-throw diagonal plough with spring-loaded blade holders. It's now in use on many a mountain road as well as 'ordinary' roads where increased throw height and maximum safety are priorities. The DPH is now also available in a width of 3400 mm and this model is already in operation on narrower roads and many agricultural tractors.

One of last year's more notable innovations is the Caway side plough system installed on a hook lift frame that provides record plough width with the ability to combine salt equipment. This has struck a chord throughout Norway and Sweden.

We are now proud to announce our latest addition to the **NEW PRODUCTS** section.

It is the DPD3700 combination plough built to throw snow both to the left and right. This makes ploughing even more efficient when snow needs to be deposited on both sides of the road. We are already working on a narrower 3400 version of the DPD, but because it was not ready at the time of writing, so look out for this in a future issue.



Well, that was a short summary of our R&D work and how it benefits both our customers, who become more efficient, and road users who enjoy better safety thanks to effective ploughing.

With wintry but warm regards
Roar Wehn
Head of Sales at Mählers



Take part in our easy competition for the chance to win a snug Mählers jacket for the winter.

The rules are simple; just answer these three questions:

- 1. What is the name of Mählers' new combination plough that enables ploughing on both the left & right side of the road?**
- 2. Mählers' new DPH high-throw plough was first launched with a 3700 mm blade width. What additional width can now be ordered?**
- 3. What type of carrier system is Caway mounted on (e.g. quick hitch, inloader, hook lift, etc.)?**

Send your answers to roar.wehn@mahlers.se along with your name, jacket size and the address you want the jacket sent to in case you're a winner. We will draw one winner for Norway and one for Sweden. The winners will be informed personally and announced on Mählers' Facebook pages in Sweden and Norway.

Good luck!

Winners from the last issue: Snorre Rauhala and Anders Johansson.



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New combination plough from Mählers clears snow more effectively

Mählers is keeping up a high product development pace and its latest addition is the DPD (Diagonal Plough, Double), which is a safe, efficient combination plough designed to throw snow equally well to the right as to the left.

Safety has always been one of Mählers' R&D watchwords, and in common with other diagonal ploughs, the DPD has spring-loaded blade holders. This means a greatly reduced risk of damage to the plough and changes in alignment in collisions with protruding obstacles or if the plough digs into the road surface.

"Many of our customers have extensive experience of ploughs with fixed blades and know the risks involved if the plough bites into the road surface, which is why we fit our new ploughs with spring-loaded blade holders," says Roar Wehn, Head of Sales & Marketing at Mählers.

Roar tells us that the development of DPD was based on customer requirements. Once specifications were drawn up, work was transferred to engineering drawing, then to production and practical prototype testing. Since the beginning of the year, a number of pre-production ploughs have undergone final testing on the Swedish and Norwegian road networks.

Series delivery of the finished product is planned for the autumn of 2017, and Roar Wehn tells us that orders for the next season have already begun to flow in.



MÄHLERS'

DPD COMBINATION PLOUGH

- + Available in two widths, 3400 & 3700 mm.
- + Generous wing height in both directions and a shape that rolls snow easily.
- + Pivotal +/- 37 degrees and throws well in both directions.
- + Spring-loaded blade holders for maximum safety.
- + Positive 35 degree cutting angle of attack for effective ploughing regardless of conditions.
- + LED lights and reflectors for maximum visibility.
- + Can be supplied with optional slush blades for the cleanest results possible.

”

It throws the snow really well, both to the left and right.” Because it ejects the snow so effectively, there’s not much snow remaining for the side wing and the end result is very good.



Örjan tests
the new DPD plough:

“I’ll be happy to keep it!”

It's a well-known fact that as we get older tend to be less willing to try out new things. With age comes experience; we know what works best and we're comfortably settled in our ways. So in other words, Örjan Olsson, 51 years old and with 30 years as a snow plough driver, is an extremely critical test driver of Mählers new DPD plough.

"No doubt about it, I'll be happy to keep it! It's stable, sits on the road well and throws the snow extremely well."



It was back in 1987 when Örjan Olsson began driving snow ploughs in a used Volvo N10 in Liden, a few miles north of Sundsvall.

"I used Mählers equipment back then too, a DP12. It was good for its time, but of course we used fixed blades back then and we couldn't pivot the plough. It was a bit jerky and awkward and you needed to be a bit of a daredevil, but it worked," laughs Örjan.

Today, 30 years on, Örjan drives a five-year-old Scania R560 for Hultmans Transport. Ploughing and gritting in winter, road maintenance for Peab in the summer. Just after Christmas, he took delivery of Mählers new DPD plough (Diagonal Plough Double,

which can throw snow both left and right). Or more precisely, a pre-production DPD plough for final testing by customers in winter, before series production begins in the autumn.

Throws snow well

After several days of heavy snowfall, Örjan says' that the plough is ready for production right now.

"I plough Highway 320 between the Jämtland county line and Timrå. That's around 40 miles. I also plough a number of back roads in Timrå."

"The spring-loaded blade holders trip both upwards and backwards. It feels good,

and the plough sits on the road well.

The plough design is still the best," according to Örjan.

It throws the snow really well, both to the left and right." Because it ejects the snow so effectively, there's not much snow remaining for the side wing and the end result is very good.

The plough's ability to be reset in seconds to throw the snow to the left is something Örjan has not had much benefit of yet.

"On my stretch of road I plough to the right all the time. But all the same, I've made good use of it when I tidy up road junctions, for example.

WORLDWIDE NEWS!

Scania launched a completely new truck generation in the autumn of 2016. As a manufacturer of snowploughs and plough hitches, we proudly present an entirely newly developed front plough hitch without buffer stays for the new Scania generation.

Scania in Tromsø, Norway delivered the truck in the picture to haulier Roy Reiholdsen and Scania in Bardufoss took care of the bodybuilding work. The advantages of the new plough hitch design include increased ground clearance and not having to remove the stays in the summer when the truck is not used for ploughing.



The market's widest plough means bare road in a single pass



The contractor Mesta is responsible for the major part of Norway's road network and it covers everything from veritable mountain roads to narrow roads that loop around the fjords and mountains. Mesta's undertaking also includes road maintenance on major E-roads. In the run-up to the 2016-2017 winter, the company decided to purchase nine units of Mählers' latest innovation, the Caway.

It is a system that involves a 5.5 meter side plough mounted on a hook lift frame, which can also be fitted with a salt spreader.

The entire system is installed in minutes and the conversion time from regular construction truck to snow plough is done in record time. Used in combination with a front plough, a total clearance width of 7.5 m is achieved, which almost covers the full

width of a two-lane road.

Seven of the Caway systems are in operation in the area around Romerike where the requirement is for bare road. Two additional Caway systems are running on the E6 in the Östfold area, and Mesta expects to save on the number of plough passes thanks to the record wide clearance width while the same truck can also salt the road behind.

The Caway side plough is made up of three separate sections for improved road surface contact; it has spring loaded blade holders for maximum safety and it's possible to fit extra slush blades and adjust the pressure on the road surface for the best results under prevailing conditions. Because of the width of the side plough and the need for a salt bin on the truck bed,

the truck must be of tridem type.

Norwegian plough operator Kjell Sveiven is one of the hauliers who uses Caway and he praises the system for being so steady and effective. When he's clearing his stretch, he drives first with the Caway truck followed by an 'ordinary' snow plough to throw the windrow away from the road while a third truck takes care of the slip roads.

An effective setup that increases efficiency considerably.

In Järfälla, Sweden, state-owned road maintenance company Svevia is testing a prototype from last year that was used in the Gävle-area where it also enjoyed positive responses.

So we can expect to see Caway clearing snow along the major roads in the future.

ADVANTAGE CAWAY

Effective and efficient – The side plough is 5.5 metres wide and with a front plough a total clearance width of no less than 8.5 meters is achieved! This means more ploughed road per hour than with any other plough.

Bare road – the Caway side plough is in three sections to hug the contours of uneven road surfaces. The three-section design also includes slush blades behind the cutting edges that clear away the last remaining slush from the road, thus fulfilling the requirement for bare road.

Economic & eco-friendly – when used in combination with Mählers control system

it is possible to set the cutting pressure on the Caway side plough, which means that there is no more resistance and wear than necessary for prevailing road conditions.

Installation time – the Caway system involves mounting the side plough on a hook lift frame upon which it is also possible to fit other equipment (salt bin, flatbed etc.). This means detaching the side plough takes as little time as detaching a flatbed.



IN BRIEF

- Hydraulic side wing, 18 foot (5.5 m).
- Mounted on a hook lift frame.
- Built in three sections, includes slush blades



Mählers' new general manager is on the right track

Even though it's not been the snowiest winter so far, we're burning the midnight oil at Mählers factory in Rossön.

"Yep, we have a great deal to do and we also produce spare parts for the ploughs that are already running out in the market," says Ulf Matiasson, newly appointed general manager.

Ulf was born and raised in Örnsköldsvik and before Mählers, he worked as general manager at Nordic Flanges AB in Örnsköldsvik – a company with around 40 employees that manufactures stainless steel pipe fittings for the process industry.

"Even though they are utterly different products, I see the challenges here are much the same as they were in my last job," says Ulf.

"Making sure materials and production capacity are available in the right place at the right time for on-time delivery is exactly the same process whether we're talking pipe fittings or snow ploughs.

Former general manager Patrik Johansson worked extremely hard keeping it all together between departments so that no information was lost along the way. Ulf's goal is to continue with this policy and he sees the location of parts of the sales, design and purchasing departments at the

factory as being a major advantage.

"My experience in production management is largely about good communications between departments," Ulf tells us.

Ulf goes on to explain the importance of understanding that the sooner the production department gets to know about a new product or a major order, the better the opportunities for procuring materials and adapting production capacity.

"My goal is for Mählers to continue being the leading manufacturer with the best quality and service at every level. Our personnel are highly skilled and we have several exciting new products," says Ulf enthusiastically as we take a walk and a look at the modern factory.

Ulf does not see the change in locations from the coastal town of Örnsköldsvik to little landlocked Rossön as any kind of disadvantage, quite the contrary.

"One of my favourite pastimes is skiing and there is a fantastic ski stadium here in Rossön, so I know I'm on the right track here," says Ulf with a twinkle in his eye.

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MÄHLERS

NEW HIGH THROW PLOUGH

Just drop it



IN BRIEF SILJAN SCHAKT ENTREPRENAD AB

Siljan Schakt Entreprenad AB is one of the largest privately owned machine operators in the Dalarna region and operates throughout Sweden.

Siljan Schakt carries out the construction and upgrade of public, forestry and tractor roads. The company specializes in habitat conservation projects in watercourses. In addition, it works with the construction

and repair of power stations and also carries out surveys, demolitions, street water mains and drainage works, excavations, dam repairs, groundwork, blasting, crane work, recycling and equipment and container hire.

Siljan Schakt has around 50 employees and a fleet of around thirty machines.

and go...

” And it's worth remembering that Mählers has spring-loaded blade holders, which is a really important safety feature when ploughing forest roads where stones and other obstacles often stick up from the surface.



We are approaching a steep uphill stretch and the automatic transmission on Micke Forselius' Scania R560 calmly drops a couple of cogs and the V8 roars reassuringly. At the front of the Scania there is a new Mählers DPH 3700 high-throw plough busily breaking up snow compacted by snowmobiles on a forestry road while Micke waxes lyrical about how well the plough works.

"The DPH works far better than I expected; I would never have believed a truck plough could run so smoothly and still be this effective," says Micke.

He works for the company Siljan Schakt Entreprenad AB in Orsa, and during the winter he ploughs mostly forest roads for Orsa Besparingskog in the areas around Orsa, Hamra, Noppikoski and nearby.

"A round trip with the plough is between 120 and 130 miles, so there's plenty to do when it's snowing," Micke tells us.

Today's trip involves clearing a forestry road that hasn't been ploughed earlier, and even though we haven't exactly experienced blizzards this winter, it proves to be a proper challenge.

When we reach the road, the snow is around 18 inches to 2 feet deep and there are also snowmobile tracks along the road.

"Well, this is going to be tough. The guy who drives the grader at Orsa Besparingskog was pretty sceptical and swore he would buy a plough like this if it worked," says Micke, dropping the plough and turning into the forest road.

It's heavy going, but even though the Scania has to work hard, it has no real problem clearing the road that is completely covered with snow. The plough lifts the snow, rolls it high and throws it a little way past the side of the road despite our not reaching any high speeds.

"You can see for yourself, the DPH is really smooth and docile even though we're ploughing a compacted snowmobile track. "Just drop it and go," says Micke.

By smooth, Micke means the plough does not hop around in the slightest. When we head for home again, only needing to broaden the road we have just cleared, our speed is higher and we can clearly see how well the plough throws the snow.

And it's worth remembering that Mählers has spring-loaded blade holders, which is a really important safety feature when ploughing forest roads where stones and other obstacles often stick up from the surface," concludes Micke Forselius as we finish ploughing and turn on to more 'civilized' roads.

All that remains to be seen is if the grader driver places an order for a DPH 3700.

New plough for agricultural tractors: **The smaller DPH has all the big advantages**



Mählers DPH3700 high-throw diagonal plough was a great hit last winter. Now it's time for little brother DPH3400 to make its debut – the same robust design as the DPH3700, but 300 mm narrower.

"It works great. When the side wing was in for maintenance a while ago, we discovered it's not needed when we use the DPH plough."



JJS Transport in Sundsvall, Sweden, was founded by Janis Spurins six years ago and currently has two employees. During the summer months, i.e. from April to November, they work on agricultural contracts through Maskinringen, the equipment owner network.

"It's mainly slurry handling. I have two tractors, a Fendt 820 from 2008 and a brand-new Fendt 828. We also use an 18 cubic metre Samson slurry tank, front tanks and silage trailers," Janis tells us.

Two districts

During the winter months they plough, salt and grit two districts for Peab. One is a stretch of road around 42 miles long on Alnö, the other is a 48 mile road in Bergsåker and Kovland. The Fendt 820 operated on Alnö during the winter and was fitted with Mählers' new high-throw DPH plough with a width of 3.4 m with a gritting trailer and front bin that together hold 15 tonnes of sand. The plough is the follow-up to last winter's well-received

new product for trucks, the DPH plough with a width of 3.7 m and a unique design that throws the snow high and far.

No more windrows

Despite our rather odd winter – "In January we did not plough once, only gritted" – there was a lot of ploughing in February. And it was Peter Nilsson who drove the DPH plough on Alnö.

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"It felt a bit strange in the beginning with a plough that is so high, I soon got used to it. And it throws the snow really well! Especially when you get up around 20 mph, there's no windrow left for the side wing to clear."

"It felt a bit strange in the beginning with a plough that is so high, but that soon passed. And it throws the snow really well! Especially when you get up around 20 mph, there's no windrow left for the side wing to clear," says Peter.

According to Peter, the DPH plough comes into its own at somewhat higher speeds out on the highway, but it still gets full marks at lower speeds in built-up areas.

"And then it works like a normal Mählers plough, and that's no mean feat either," laughs Peter.

Flexiway II

- at the top of Micke's wish list



Driver Mikael 'Micke' Sundman at the highways department knew exactly the plough he wanted on his new Scania – a Flexiway II. But procurements have their rules, so the request for tender from head of highways Peter Särnholm called for a 'Flexiway II or equivalent'. "In the end we got the real thing, and we are very happy about that," says Peter Särnholm.

On this particular day, Karlskoga was blessed with one of this winter's rare snowfalls. Big, heavy, wet snowflakes that soon turn to slush that slows down traffic and in the worst case can stop it completely.

Peter Särnholm has mobilized everything he has in terms of manpower and machinery, deploying three trucks – two with Rossö ploughs, one with a side wing, as well as the new Scania R450 Tridem with the Flexiway II – two graders, four wheel loaders, a tractor and contractors.

"We're responsible for 100 miles of road in Karlskoga, of which 12 miles must be gritted and salted, as well as 50 miles of cycle tracks and footpaths," says Peter between phone calls on this hectic day.

Changeable weather a problem

In another break between calls, Peter tells us that it's not major snowfalls that actually cost time and money, but the constant switching between freezing and thaw causes much more trouble and occurs more frequently.

"Like the other week... Geez, things got slippery in an instant! There was a thin film of

ice on everything. That day we used up 300 tonnes of sand in fifteen hours.

Last summer, when Mikael Sundman's old truck from 2003 with a manual gearbox was replaced by a new truck with automatic transmission and paddle shift, he was pretty insistent on how it should be equipped. It had to have a curved dashboard and four cameras for maximum safety.

Flexible in town

"And I also wanted a Flexiway II. I'd read about it in a trucking magazine and it was just what I needed. The side extension makes it flexible in city traffic and roundabouts and all, and of course you avoid the side wing then." The side wing was a necessary evil for Mikael. It was essential for a good result, but it demanded constant attention in the rearview mirror.

"I was turning my head all day long and by evening I was tired out and had a stiff neck.

Not as tired

The side extension is not the only refinement Mikael likes. With Flexiway II, he can also set



the plough pressure on the road surface.

"There's an enormous difference to a plough in float mode. Flexiway clears the road perfectly, even from hard-packed snow. Changing the truck and the equipment has given Mikael Sundman a big boost.

"Indeed, the difference is like night and day. I get my work done quicker and better too. What's more, I have a better work environment, and even when the days are longer I'm not as tired as I often was before."

Recipient:



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**Want to know more or do you need support?
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