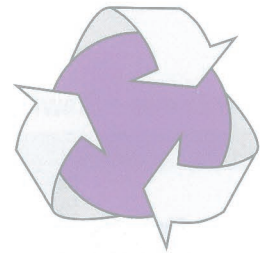




News



CANADA LABRIE REBRANDS

A change of name and the adoption of a newly designed logo are the start of a new initiative by leading Canadian waste equipment manufacturer, Labrie, towards a more global marketing strategy.

Originally formed in 1933, the privately owned Labrie Equipment company will now be known as Labrie Environmental Group. There are already a number of innovative products in the Group's range catalogue, such as low-loading-height side-loaders, that might help form the basis of wider expansion outside of its existing markets in North America, where it has a 50-strong distributor network.

For the time being, rear-end loaders will continue to be sold under the Leach brand name, while side loaders will continue to be badged as Labrie units using the old yellow logo. Front-end loaders will be marketed under Wittke branding, but all units are now assembled at the Group's Québec plant following the completion of additional production capacity.

With the ability to supply a complete range, the new logo design – featuring 'three curved, converging lines' on a blue base – could just as easily signify three spheres of growth for the Canada-based group (such as North America, Europe and the Far East/Pacific Rim) in addition to the virtues of 'innovation, quality and productivity' suggested in a recent press statement.

Or, as Jean Bourgeois, Executive Vice President and General Manager puts it, 'This expansion is in line with our aim to become a world-class manufacturer of waste-handling equipment built for a greener, more efficient, smarter and safer operation. It's a long-term commitment.'

JAPAN/SPAIN NISSAN GEARS UP

With both Isuzu and Mitsubishi-Fuso continuing to prove popular as a basis for compact refuse collection and recycling units in both busy urban and rural areas, the announcement of a new global light duty truck (LDT) platform from Nissan is a significant development.

Until now, Nissan has restricted its involvement in many international markets to vans, 4x4s and pick-up trucks – with the 3.5-tonne gross weight Cabstar range representing the highest load capacity on offer. Now that looks set to change. The new 'platform' (chassis family) already forms the basis of the latest generation 'Cabstar' which is now engineered to go up to 4.5 tonnes gross weight.

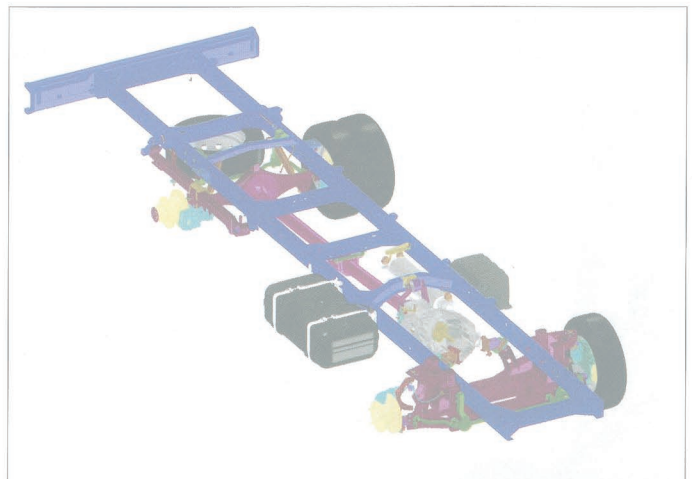
Nissan will however keep the 'cab-over-engine' configuration that marks out previous generations of Cabstar. A tilt cab design is retained to improve engine and powertrain access and the use of a straight ladder chassis frame

clearly allows for increased operational weights in future.

'The development of the new LDT platform was developed by Nissan's engineering division in Barcelona, Spain, in conjunction with Nissan Motor Light Truck engineering team in Japan. The new platform forms the basis of the newly introduced Cabstar,

but this will be followed by a new generation of light-weight trucks in the future,' confirms Andy Palmer, Corporate Vice President of Nissan's LCV Business unit.

'The new platform demonstrates Nissan is taking its place in the global commercial vehicle market very seriously,' he adds.



GERMANY GOING UNDERGROUND?

Bauer GmbH, a manufacturer based in Südlohn, Germany, has recently introduced a new generation of its successful GTE container system. The company predicts increased growth in the use of 'semi-underground' waste container systems as pressure to

separate waste streams at source (rather than relying on the more complex solution of separation later at a waste transfer facility) mounts on planners and designers.

Bauer specializes in designing and developing 'customized' installations in facilities such as downtown shopping malls, universities and leisure facilities where cleanliness, hygiene and the

lack of visual overflow of material are essential.

With experience based on the successful underground GTC system, Bauer is now focusing on the new GTE system. This is designed to accommodate large volumes of recyclable materials such as glass, paper or household waste in galvanized containers of 3–5 m³ capacity which are stored in concrete silos. Only 90 cm of each installation is visible above ground, thus reducing the visible impact in sensitive areas. Lockable containers to prevent vandalism or unauthorized use are available.

The containers can be emptied by conventional RCVs with binlifter equipment.

