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Hitachi Construction Machinery Rebrands as LANDCROS

Redefining the Future of Construction and Mining Sites

Hitachi Construction Machinery Co., Ltd. is proud to announce its transformation and rebranding to LANDCROS, effective April 2027.

The construction and mining industries are entering a new era. The world demands faster, smarter, and more sustainable ways to build infrastructure and housing at an unprecedented scale, with fewer skilled operators, lower costs, and tighter deadlines. In this context, Hitachi Construction Machinery has chosen to reinvent itself, standing side by side with its customers and distribution partners to lead this transformation together.

Solutions Beyond Machinery

'LANDCROS' expresses the company's determination to deliver innovative solutions to customers around the world in the construction and mining industries.

This brand shift reflects the company's commitment to embark on a new journey to further accelerate its evolution and forms part of its ongoing efforts to create and deliver value together with customers into the future.

Francesco Quaranta, HCM Europe President & CEO, said: "LANDCROS represents our commitment to go beyond machinery, empowering customers with intelligent, connected, and sustainable solutions. It is based on a partnership philosophy, working openly with technology leaders, integrating cutting-edge digital and AI capabilities into machines that symbolize reliability in the construction industry, whilst creating a reimagined customer experience from ground to cloud."

This evolution builds on our trusted dealer network,

the foundation of our success. Together, we will shape a new customer journey that unites AI, data, design, and human ingenuity, building a more sustainable world.

Vision made real

Our vision started to take form with the unveiling of LANDCROS ONE at Bauma 2025, a prototype that redefines what a machine can be: autonomous, remotely operated, and designed to engage the next generation through intuitive, gamified ergonomics, integrating reliable technology partners into a seamless user experience. The reaction from customers has been overwhelmingly positive, confirming that we are on the right path.

"We are changing the name. We are changing the game. But one thing will never change: who we are," emphasized Francesco Quaranta. "Our values, our people, our quality, our promise of reliability, and our commitment to our trusted dealers and customers will stay forever. With LANDCROS, we transition from building machines to designing seamless user experiences, supported by advanced technology, opening new possibilities at construction sites where every operator can achieve exceptional performance."

HCM President and Executive Officer, COO Masafumi Senzaki commented: "We aim to cultivate 'LANDCROS' into a brand that will make our customers feel that they made the right choice when selecting our machinery or services, our shareholders confident about their decision to invest in the company, and our employees feel that their work is meaningful."

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Poured, Printed, or Tilted Up: A Builder's Guide to Modern Concrete Home Construction

3D printing, precast, and tilt-up panels provide builders with new tools to address a changing climate. A closer look at how modern concrete systems stack up on cost, speed, and strength.

Concrete is finally emerging as a viable option for single-family homes. As natural disasters grow more frequent and severe – 115 different billion-dollar events from 2020 to 2024, up from just eight per year in previous decades – the weaknesses of wood-framed homes continue to be exposed. Tornadoes, hurricanes, and wildfires have leveled entire communities, prompting builders, insurers, and regulators to rethink residential construction.

While concrete construction has historically been held back by higher upfront costs and slower build times, new methods are alleviating these concerns. From 3D printing to precast panels to insulated forms, builders now have multiple options for creating disaster-resistant homes that





stay competitive on price and timeline with traditional wood-framed structures.

For builders looking to seize the moment and pioneer the transition to concrete homes, it is critical to understand the different building methods that are solidifying concrete as the future of home construction.

3D-printed concrete homes

Among the newer methods gaining attention, 3D-printed concrete homes stand out for their novelty and futuristic appeal. Using robotics to extrude a cement-based mixture layer by layer,

building up the structural walls of a home directly on site. Guided by a digital model, the printer lays down thick, toothpaste-like ribbons of concrete to form walls with precision.

This approach significantly reduces the need for manual labor. A single machine can replace a crew of framers or masons, while also minimizing material waste by dispensing only what's needed for each layer.

In theory, this means the structural shell of a small home could be completed in a matter of days. In practice, however, timelines have not



always lived up to the hype. The often cited “printed in 24 hours” metric usually refers only to wall printing and not the full build, which still requires conventional foundations, roofing, MEP systems, and finishes. As a result, total construction times are often more closely comparable to traditional homes.

Drawbacks include:

- Code challenges: Standardized building codes for 3D-printed homes have been an issue, leading to delays or uncertainty in permitting.
- Aesthetics: The ridged, layered texture of

printed walls, often likened to stacked pancakes, can be visually unappealing without additional finishing work.

- Lack of reinforcement: Unlike other forms of concrete, most 3D-printed systems don’t incorporate rebar, which may affect long-term structural resilience.
- Insulation requirements: Concrete by itself has poor thermal performance. Printed homes still require extra steps to add insulation, increasing time and costs.



While the technology continues to advance, 3D-printed homes offer interesting potential, but may not be a turnkey solution for widespread residential construction yet.

Precast concrete panels

A more established process, precast concrete systems involve casting entire wall sections in a controlled factory environment before transporting them to the job site for installation. Each panel is poured into a reusable mold, often incorporating steel reinforcement, insulation, electrical conduit, and even architectural finishes like brick texture or stucco patterning—all in one step.

One of the biggest advantages of precast is construction speed. Once the panels arrive, the structure can go up quickly with minimal onsite labor. The precision of factory production also improves quality control and reduces material waste.

Precast concrete delivers exceptional durability. Reinforced with steel and designed to withstand fire, moisture, and high winds, these panels are built to last generations.

However, like any system, it comes with trade-offs:

- Transportation logistics: Large, heavy panels must be trucked in – adding significant cost, particularly for remote or distant projects.
- Heavy equipment needs: Cranes are typically required to lift and set the panels, adding cost and complexity. On tight or hard-to-access sites, this can be a nonstarter.
- Limited design flexibility: Precast shines with repeatable designs. Unique or one-off homes that require custom molds drive up costs. Late-stage design changes are also difficult once the panels are fabricated.

Precast panel systems deliver high quality, long lifespan, and rapid build times, especially when scale or repetition is part of the plan. For single-family homes, they make the most sense when in close proximity to a precast facility, or when speed and structural performance outweigh costs.

Insulated Concrete Forms (ICFs)

Another option, Insulated Concrete Forms, offer a modern alternative to traditional poured concrete walls, combining structure and insulation in

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a single step. Instead of using temporary wood forms that are removed after the pour, ICF systems use interlocking foam blocks or panels that stay in place permanently. These hollow forms are stacked like oversized Lego bricks to create the wall layout, then filled with concrete and steel reinforcement.

The result is a monolithic, steel-reinforced concrete wall with continuous insulation on both sides. The forms create a tight thermal envelope, delivering high energy efficiency along with exceptional strength and noise reduction.

Still, ICF adoption faces a few hurdles:

- Higher upfront costs: Historically, ICF homes cost as much as 8 percent more than stick-built equivalents, depending on location and design complexity.
- Not the fastest method: ICFs are still slower than some newer alternatives like tilt-up or precast.
- Learning curve: Crews unfamiliar with ICF systems may need extensive training, which can add time and labor costs, especially at the outset.

For those looking to balance resilience with comfort and efficiency, ICFs continue to be a compelling option.

An Evolving Solution: Tilt-Up, Site-Cast Sandwich Panels

While each of the concrete construction methods above brings some value to the table, they also come with compromises. Whether it's the cost and code ambiguity of 3D printing, the logistical complexity of precast, or the slower pace and added cost of ICFs.

One system now gaining attention for its ability to overcome many of those drawbacks is a tilt-up, site-cast sandwich panel design. Instead of casting large concrete panels off-site and hauling them in, the smaller panels are poured flat on the jobsite using reusable forms. Once cured, they are lifted into place using forklifts instead of cranes, making the process more accessible and cost-effective for homebuilders.

The panels themselves are engineered as structural sandwich panels, with a rigid insulation core surrounded by concrete. Prestressed steel is used as reinforcement during the pour, creating a finished wall system that's strong, energy-efficient,

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Because the panels are cast on-site, builders avoid the high transportation costs and logistical challenges of precast construction. Compared to ICFs, the tilt-up panel system, first engineered by Nonquit Homes, allows for greater control over panel size, finish quality, and integration of design features.

From a scheduling perspective, the benefits are also significant. With fewer trades required and many elements integrated into the wall panels themselves – insulation, reinforcement, exterior finish – build times can be sharply reduced. In most cases, a crew of just a few workers tilt and set panels into place.

Solid choices

The broader shift in residential construction is expected to come not just from concrete innovation, but by rising insurance premiums and more stringent building regulations on vulnerable wood-framed homes.

Regardless of the method, residential concrete construction is poised to expand rapidly in the coming years. For builders looking to stay ahead, understanding the trade-offs and strengths of each approach is the first step toward delivering smarter, safer, and more resilient homes.

For more information about concrete residential homes, contact Nonquit Homes via phone at (361) 972-6260, email info@nonquithomes.com or visit www.nonquithomes.com •



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Full-Depth Reclamation: Turning Tired Pavements Into Strong Bases



Full-depth reclamation (FDR) is an in-place recycling method that rebuilds a worn pavement from the bottom up. Instead of hauling away distressed asphalt and weak base, the existing materials are pulverized to a planned depth, blended, treated, and compacted to form a new, uniform foundation. It is most often used on roadways, parking facilities, and industrial yards where mill and overlay would only mask structural problems. When the surface shows widespread alligator cracking, rutting, and base failures, FDR turns those liabilities into a strong platform for a new surface course.

It helps to be clear about what FDR is not. Mill and overlay removes a thin layer of asphalt, then replaces it with new mix, leaving the underlying base largely unchanged. Cold in-place recycling processes the asphalt surface only, typically a shallow depth, and is not intended to correct a weak base. Traditional base stabilization treats an existing granular base that has not been mixed with reclaimed asphalt. FDR blends the asphalt and underlying base together to the design depth, so the entire composite layer is rebuilt as one engineered section. Typical treatment

depths range from 4 to 12 inches depending on traffic and existing conditions, with the final reclaimed layer acting as a stabilized base that receives a chip seal, hot mix asphalt, or concrete surface.

Owners choose FDR when a pavement has deteriorated beyond spot repairs and when budgets and schedules favor in-place solutions. The method can address moisture-damaged bases, areas with extensive patching, and sections where load transfer has been compromised by repeated failures. Before committing to FDR, teams should confirm that drainage issues can be corrected, that shallow utilities are identified and protected, and that curb reveals and grades can accommodate minor profile adjustments. Isolated failures or small patches in an otherwise sound corridor may still be better handled with conventional repairs.

At a high level, the process is straightforward. The existing asphalt and a portion of the base are pulverized to the target depth to create a consistent gradation. A binder is then introduced to provide strength and stiffness. Portland cement is widely



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used for broad soil and base types and develops early strength that supports construction traffic. Lime can be effective where plastic clays are present and where moisture sensitivity is a concern. Fly ash or other pozzolans may supplement cement or lime where available. In many projects, foamed asphalt or asphalt emulsion is selected to create a flexible, moisture resistant base, sometimes in combination with a small percentage of cement or lime to improve early stability. After binder addition, the material is moisture conditioned, thoroughly mixed, shaped to the planned cross section, compacted to the specified density, and allowed to cure before the new surface is placed.

Good results come from a disciplined workflow. The work begins with assessment and sampling, including pavement cores to map layer thicknesses and to collect materials for laboratory testing. The lab evaluates the gradation after pulverization, plasticity, moisture demand, and strength. Mix design targets are set using familiar measures such as unconfined compressive strength or indirect tensile strength, along with moisture susceptibility checks. Field preparation includes traffic control, adjustments to drainage where needed, and staging of water and binder deliveries. Pulverization is carried out in controlled passes to achieve uniformity. Binder spread is verified, mixing is observed for consistency, and the reclaimed layer is graded and compacted at the right moisture content. A proof roll helps identify soft spots that require correction before the surface course is placed.

Material selection hinges on the character of the existing pavement structure and the performance goals. Corridors with a high proportion of reclaimed asphalt may favor foamed or emulsion asphalt systems that use the asphalt residue to bind the mix. Sections with significant fines or plasticity may respond better to cementitious treatment. Climate and season influence the choice because temperature and moisture affect curing and early strength gain. Design traffic, whether light parking loads or heavy industrial traffic, drives the required strength and thickness. Where combination treatments are used, small cement contents help with early stiffness while asphalt emulsion or foam contributes flexibility and moisture resistance over the long term.

Quality control and acceptance focus on doing the basics well. Field crews monitor pulverization gradation to avoid oversized chunks, verify binder appli-

cation rates, and track moisture and density during compaction. Samples of compacted reclaimed material can be trimmed or cored for laboratory strength and durability checks. Many teams reference common ASTM or AASHTO procedures for density, strength, and mix design so that expectations are clear from the outset. Documentation of test locations, results, and any corrections made during construction helps keep the project on track and simplifies closeout.

Schedule and traffic management benefit from the production potential of coordinated operations. With proper planning, large areas can be reclaimed quickly while maintaining access through phased work zones. Opening criteria are established based on density and early strength so construction traffic can use the reclaimed layer without damaging it. Weather matters. Cool temperatures slow cementitious reactions, and very hot, dry conditions can pull moisture out too quickly, so water and curing management are important in both cases.

FDR carries environmental and safety advantages that appeal to owners and communities alike. Recycling in place reduces haul-off volumes, cuts imports of new aggregate, and lowers truck trips through neighborhoods. Crews should follow manufacturer guidance for handling cementitious binders and asphalt products, use appropriate personal protective equipment, and implement dust and runoff controls consistent with the project's stormwater plan.

From a cost and risk perspective, FDR often compares favorably with remove and replace reconstruction because it reuses what is already there. Unit rates are driven by treatment depth, binder type and dose, production rates, and mobilization. Common pitfalls include treating through chronic drainage problems, inconsistent moisture control, overlooking shallow utilities, or skipping laboratory mix design in favor of guesswork. Addressing those issues early protects the investment.

The core message is that full-depth reclamation turns tired pavements into reliable bases without the waste and disruption of conventional reconstruction. When owners, geotechnical engineers, and contractors coordinate on evaluation, mix design, and field controls, FDR delivers a durable foundation ready for a new surface and years of service.

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