At Verona, 2020 is already here

Samoter is already looking forward to the edition of 2020. Expectations are clear: to confirm the trend reversal registered in 2017 and bring along more applications.
What is, perhaps, not yet completely clear to the stakeholders is the prospect of a change that is approaching.

The news that will arrive to Verona are the ones telling that the flexibility scheme allowed by the Stage V legislation is about to end. In fact, the time granted to place the machines equipped with Tier 4 Final engines on the market will be reduced, compared to the previous regulatory changes.

**Where will the market go?**

In the spring of 2020, Samoter will be the right event to understand what is going on under the kinematic chain of the great number of earth-moving applications.

The question is how the market will react to the comparison between the high number of cost-optimized machines and the costly Stage V evolutions, with the after-treatment package that makes the final cost raise considerably.

**DEUTZ AND STAGE V. THE BEAUTY OF INNOVATION**

Between 2020 and 2021 the first electrified solutions should make their appearance in production. It will also be an occasion to check the resistance of the endothermic engine, directly on site, the hybrid and electric diffusion and the progress of the gasification of the engines. In the second half of 2020 we will also see what position will be taken by the diesel engine. Of course, the best test field to see how different applications will truly operate is the construction site, where engines and components can express their core potential in a real-life situation with different work cycles.
It is also important to remember that the sector is going towards recovery. The market recorded 2.6 billion euro in terms of production in Italy, in 2017. Looking at Europe, the billions of turnover become 40. The official figures for 2018 will probably confirm the positive trend.
Samoter is ready for the challenge

A good challenge needs the right field, this is why Samoter will show itself with some important changes. The ‘Re Teodorico’ access, near the 11th and 12th pavilions, is under reconstruction. Pavilion 10 has undergone a complete redesign. The 2020 edition will be preceded by a pre-Samoter, probably in January of the same year.

The Samoter Innovation award will be divided into several prizes with different categories of products, at the moment not yet defined. This will replace the unique award we have known in the past, accompanied by some special mentions.

The 2017 edition, which saw Samoter, Transpotec Logitec and Asphaltica co-exist under the same roof, registered 84 thousand visitors from 86 countries, mainly from Europe, with 13.4% from Africa, the Middle East and Central Asia.

Samoter 2017 hosted also the Diesel of the year award, won by Liebherr (the award was assigned to Fpt in 2008 and in 2014, and to Jcb in 2011).

In 2017 the award was collected by the members of the management of Liebherr Components.

LIEBHERR, WINNER OF THE DIESEL OF THE YEAR 2017

Diethard Plohberger (on the left) and Ingo Wintruff (on the right).