

STE AIR · ALL-PNEUMATIC · ENGINEERED AS ITS OWN LINE, BESIDE THE ELECTRIC ONE

FORCE, SIMPLICITY, AND ITS OWN AIR.

STE Air is the all-pneumatic Steady Eddie: compressed air on every control, with the air carried on the unit. It is the fit for heavy levers and pedals that want to be pushed hard, for cold, dust and wet, and for crews that already live with air on site and want the simplest drive there is.



STE AIR ON A DOZER'S STEERING AND GEAR CONTROLS. BUILT FOR THE HEAVY END OF THE YARD

AI PLANS.

RULES GOVERN.

HUMANS AUTHORIZE.

SAFETY HAS VETO.

STEADY EDDIE · A DIVISION OF
SUSTAINABLE INFRASTRUCTURE GROUP LTD. (SIG)
ENQUIRIES@STEADYEDDIE.CA

A REMOVABLE OPERATOR FOR THE MACHINES YOU ALREADY OWN
EVERY STATEMENT IN THIS DOCUMENT IS PUBLISHED ON STEADYEDDIE.CA
FIGURES FOR A PARTICULAR MACHINE ARE GIVEN ON ENQUIRY

EVERY CONTROL, DRIVEN BY AIR.

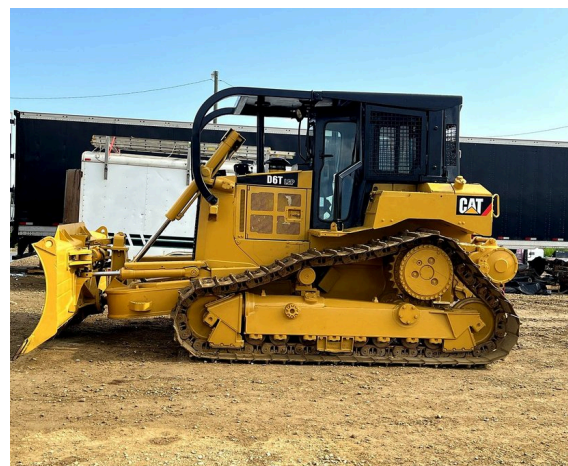
THE SYSTEM

Air is the simplest strong drive there is: few parts, nothing delicate, tolerant of cold and dirt, and familiar to any crew that already runs air tools. Each control gets an air drive sized for it, in the same pods, on the same platform and the same dock as the hybrid.

The unit carries its own supply, so nothing on the machine changes. What the pneumatic line gives up is the fine touch of an electric drive on a light joystick. What it keeps is push, hold and a unit that shrugs off the worst of the weather.

WHAT IT DRIVES

- Heavy control levers and steering tillers
- Pedals, brakes and decelerators
- Travel levers and gear selectors
- Blade, ripper and implement levers



THE GROUP'S CATERPILLAR D6T LGP. THE DOCK IS FITTED ONCE, MECHANICALLY

WHAT IT CHANGES ON YOUR MACHINE. NOTHING.

THE MACHINE STAYS STOCK

Not the electronics.

Never onto the machine's CAN bus, never into its ECU, never its firmware. Nothing is cut, no harness tapped, no controller flashed. The only wire is a fused power feed.

Not the controls themselves.

Eddie runs the machine through the same joysticks, levers, pedals, dials and switches your operators use. The machine gets the inputs it was built to get.

Not the day you sell it.

The unit lifts out and the dock comes off. The machine is standard. Its fault codes stay its own, and no diagnostic path runs through us.

Your machine does not have to be modern.

Eddie works the controls, not the wiring, so a machine with no CAN bus, no ECU and no firmware is handled the same way as new iron. If a person can work the controls, the pneumatic line can work them.

HOW A FIT GOES.

FIT ONCE · CALIBRATE DAILY

01

Fit.

You fit it, following our instructions, into points the manufacturer already provided. The control units pin on, and come off again.

02

Tell it the machine.

You select the machine type in the software. Eddie never puts more force on a control than that kind of machine should see.

03

Calibrate.

Eddie learns where neutral sits, where the limits are, how much travel there is before the machine answers.

04

Every day.

Worn, sloppy controls are the normal condition, and no two are alike. Eddie calibrates every day it works, not once at commissioning.

THE FIRST FIT TAKES DAYS AND HAPPENS ONCE. AFTER THAT THE UNIT GOES IN AND OUT OF THE DOCK.

THE FOUR QUESTIONS BUYERS ASK FIRST.

STRAIGHT ANSWERS

What does it do to my machine?

Nothing. Nothing is cut, no harness is tapped, no controller is flashed and no OEM software is touched. The only wire is a fused power feed.

How long is my machine down?

The first fit takes days and happens once. After that the unit goes in and out of the dock.

Who diagnoses it at six in the morning?

Your machine's systems are untouched. Its fault codes stay its own, and no diagnostic path for the machine runs through us.

What happens when I sell the machine?

The unit lifts out and the dock comes off. The machine is standard.

ON WARRANTY, CONFORMITY AND LIABILITY: THAT NOTHING IS CUT, TAPPED OR FLASHED IS AN ENGINEERING PROPERTY WE CAN SHOW YOU ON THE MACHINE. IT IS NOT A LEGAL OPINION; THE REST IS A QUESTION FOR YOUR COUNSEL.

WHY THIS LINE, AND NOT THE HYBRID.

CHOOSE THE PNEUMATIC LINE ON PURPOSE

The hybrid is the model we recommend unless the cab or the site says otherwise. These are the three things a site says that point to STE Air.

HEAVY LEVERS AND PEDALS

Push and hold on the controls that fight back.

Dozers, haulers, compactors and graders have controls built for force. An air drive pushes them the way a boot and a forearm do.

COLD, DUST AND WET

Simple, tolerant hardware for hard ground.

Winter, dust, rain and mud are the normal condition on the ground we work. Air drives have the fewest parts to mind and the least to go wrong in it.

CREWS THAT RUN AIR

The drive a site already understands.

Where the crew runs air tools every day, the pneumatic line needs no new trade on site. Supply, lines and drying are habits they already have.

Not sure it is the pneumatic line you need?

Most fleets are not, and that is why the hybrid exists. Tell us the machine, the ground and the crew and we will say which model fits, and why. What the pneumatic line gives up is the fine touch of an electric drive on a light joystick, so a cab of fine controls belongs to the hybrid or to the electric line.

THE THREE MODELS, SIDE BY SIDE.

ONE DOCK, ONE SEAT, ONE SET OF RULES

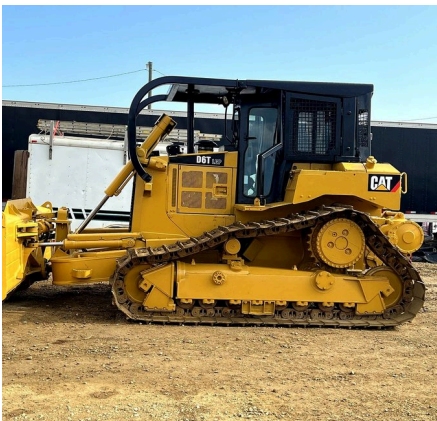
MODEL	WHAT MOVES THE CONTROLS	BUILT FOR	WHAT YOUR MACHINE SUPPLIES	WHERE IT STANDS
STE Air	Compressed air throughout, carried on the unit	Heavy controls, hard weather, crews that run air	A fused power feed	Its own line, offered where a cab or a site calls for air throughout
STE Integrate	Electric where it turns, air where it pushes	Mixed fleets, mixed cabs, the everyday choice	A fused power feed	The system we build today, on twelve machines of our own
STE Precision	Electric drives throughout	Fine controls, quiet work, sites with no air	A fused power feed	The first line, offered where a cab or a site calls for electric throughout

SAME DOCK. SAME SEAT. SAME RED RELEASE ON EVERY ACTUATOR. SAME RULES. THE MODEL IS THE LAST DECISION, AND THE EASIEST ONE, BECAUSE WHICHEVER YOU CHOOSE, YOUR MACHINE STAYS YOUR MACHINE.

THE HEAVY END OF THE YARD.

WHERE THE PNEUMATIC LINE IS AT HOME

The machines with big controls and bad weather. Name yours and we will tell you what fitting it involves.



CATERPILLAR D6T LGP DOZER



VOLVO A40D ARTICULATED HAULER

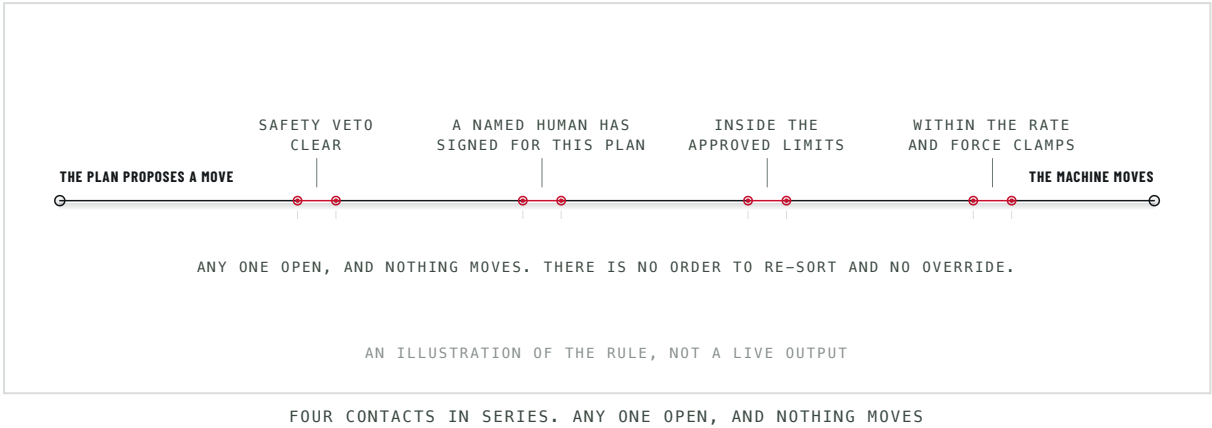


CATERPILLAR COMPACTOR

HOW A MOVE IS ADMITTED.

ONE MOVE NEEDS FOUR YESES

A move happens only when the safety system is clear, a named person has signed for this plan, the move is inside the limits that person approved, and the rate and force clamps are satisfied. All four, every time, or the machine does not move.



THREE WAYS TO TAKE CONTROL AWAY.

EACH ONE WORKS WITHOUT THE OTHER TWO

Pull the pilot lockout lever.

The machine's own, fitted by the manufacturer. Eddie raises and lowers it exactly as an operator does.

Pull the red manual release.

On any actuator: one hand, no tool, no air and no power. It separates that actuator from the control it drives.

Vent the air.

Every drive lets go at once. No single failure takes out more than one of the three.



A RED RELEASE ON EVERY ACTUATOR

A PERSON STARTS THE MACHINE EVERY SESSION AND CLEARS IT FOR OPERATION BEFORE EDDIE ENGAGES THE CONTROLS. STE AIR'S SAFETY FUNCTIONS ARE DESIGNED AGAINST THE ARCHITECTURE OF ISO 13849 AND BUILT TOWARD ISO 17757, FOR AUTONOMOUS EARTH-MOVING MACHINERY. WE CLAIM NO CERTIFICATION AND NO PERFORMANCE LEVEL; THE RELEASES ARE YOURS TO TRY AT OUR OWN TEST FACILITY IN ALBERTA.

WHAT TO SEND US

- Make, model and year, and the cab trim if you know it
- Photographs of the operator station: the seat, both consoles, the floor, the pedals and each control close up
- What the machine does all day, and where: the task, the site, the shift
- Whether that machine is holding up the job, or waiting on something else
- Whether the public ever comes within reach of it

You get back which family your machine belongs to, the first step, and what we still need to learn. From a person, within one working day. No deposit, no payment, no price.

THE PROGRAMS THAT CAN HELP PAY

Governments fund what a buyer does when they put automation on a machine they already own. They lend against it, they let you write it off faster, they pay for the training, and in a few places they share the cost. Our buyer's guide, [Setting up the Alberta programs for a Steady Eddie purchase](#), maps every door an Alberta buyer can knock on and the order to knock, with each program's own terms quoted from its page and the day we read it. Ask us which door is yours before a quotation is signed.

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NAME YOUR MACHINE AND WE WILL TELL YOU WHERE IT STANDS.

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DIMENSIONS, WEIGHTS AND ANY OTHER FIGURE FOR A PARTICULAR MACHINE ARE GIVEN ON ENQUIRY