

InfraStructures

CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 19 • Number 1 • December 2013/January 2014 • *English Edition*



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A Brief Word...

What do we have to look forward to in 2014?

According to the latest statistics, U.S. equipment exports decreased by an average of 21% in the first half of this year.

What will help them in their domestic situation to overcome this will be the increase in industrial construction currently taking shape. This will be led by the automotive sector after years of under investment in plant and equipment.

So what about us? The automotive sector in Canada is small and driven more by political considerations than actual market conditions. Did you know you can't import an automobile into Canada that is less than 15 years old (excluding from the U.S.)?

Further, it is likely automotive assembly will decline significantly in the coming decade, including the probable closure of some iconic facilities.

If industrial construction can push an elephant uphill, could it do the same for the Canadian Mouse?

The reality is, industrial construction means natural resource sector investment in this country and this depends on resource speculation. Australia balances on this same knife edge, it is what has kept us both from suffering excessively in recent economic history. It isn't a cure, merely a remedy.

With oil prices likely not to rise significantly, a typical indication of the overall resource market, will there be the industrial investment needed to boost the Canadian economy? If so, as we have seen, it will also further change the demographic within the nation.

The old curse, "may you live in interesting times" comes to mind. Yet, you can have faith as InfraStructures can be your talisman of good fortune.

Canada's leading and only bilingual industry publication will continue to bring the insight and developments that can effect how and what technology can fulfil your needs and secure your future.

Best Wishes for a Happy and Prosperous 2014.

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NEW SCHWING DEALER IN QUEBEC

Geroquip, Inc., with offices in Quebec City and Laval, Quebec, has been appointed the new Schwing boom pump dealer for the province of Quebec. They have represented the SP line of Schwing pumps for 15 years. "With their excellent reputation for customer service and extensive knowledge of all things concrete, Geroquip is a great asset for us and our French Canadian customers," according

to Tom O'Malley, Schwing vice-president of sales and marketing. Geroquip has developed a reputation as a dedicated servicing dealer for concrete pumps with specialized technicians and a trained sales force. They have a qualified parts staff and comprehensive Schwing parts inventory in order to supply existing customers and provide fast service.

Source: Schwing America Inc.



NEW BOBCAT DEALERS IN TORONTO AND BARRIE

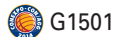
Bobcat Company has expanded its dealer network with the addition of Bobcat of Toronto and Bobcat of Barrie as authorized sales, service, parts and rental providers of Bobcat® equipment. The dealerships are located in Etobicoke, part of Toronto, and Barrie, Ontario.

With more than 60 years of combined business leadership management experience, partners Matt DeWitt, Kai Sorensen and Hugo Sorensen pooled their diverse professional backgrounds and extensive industry knowledge to form Bobcat of Toronto and Bobcat of Barrie.

"Our business model will make us better able to service equipment at the speed of customer anticipation rather than at the point of breakdown," said Hugo Sorensen, president of Bobcat of Toronto and Bobcat of Barrie. "We truly believe that our forward-thinking service orientation, combined with our single-brand focus, represents a significant shift in the compact equipment business in the Toronto and Barrie marketplaces."

The dealerships will distribute Bobcat skidsteer loaders, compact track loaders, compact excavators and utility vehicles, as well as an assortment of attachments, throughout the Greater Toronto and Greater Barrie areas.

Source: Bobcat Company



KOBELCO APPOINTS GREAT LAKES NEW HOLLAND AS DEALER IN ONTARIO

KOBELCO Construction Machinery USA continues its forward momentum in the relaunch of its excavator line by expanding their dealership representation to include Great Lakes New Holland. Great Lakes New Holland will represent KOBELCO's full line of excavators in west central and southwestern Ontario.

"KOBELCO has continuously set the benchmark for performance, fuel economy and reliability," states Wayne Feltz, president of Great Lakes New Holland. "Our customers recognize through their experiences with KOBELCO that they offer a premium product. We're proud to represent this distinguished line and look forward to continued growth with the seasoned KOBELCO team."

KOBELCO has long been recognized for its world class line of excavators in the 1.5 t to 80 t classes. By focusing on a single line

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of equipment and dedicating its research and development dollars to improving and enhancing this singular line, the company has become known as excavator perfectionists, ensuring they deliver excavators that can withstand the day-to-day rigors of demanding jobsites, while providing operators with all the production and comfort features required for a profitable day's work.

The staff of Great Lakes New Holland will be working closely with KOBELCO to continue to gain the required sales and product support training to deliver on KOBELCO's promise of customer satisfaction. Great Lakes New Holland will provide professional sales and service support on all KOBELCO excavators from their Mitchell and St. Thomas locations.

Source: KOBELCO Construction Machinery USA



\$4408

SAIPEM OFFICIALLY OPENS A NEW INDOOR FABRICATION YARD IN EDMONTON

On November 19, 2013, Saipem officially opened its new Edmonton Fabrication Yard in Alberta.

The indoor fabrication facility is unique in North America. It will allow Saipem to accelerate projects delivery by maintaining its workforce activity also during inclement weather, providing also the necessary safe working environment.

The yard is located in northeast of Edmonton and includes almost 20,000 m² of covered facilities capable to execute prefabrication of plants components and pipes and the assembly of modules for a number of different projects of the oil and gas market, including liquefied natural gas and power generation.

"The opening of this fabrication yard is another and very important step forward in improving our ability to control the costs, quality and schedule of the projects we execute. It also proves Saipem's sustainable and long term commitment to Alberta and to Canada," said Umberto Vergine, Saipem's CEO. "Saipem is committed to offer to our clients in Canada a reliable business model for the projects' execution and this yard will make it even stronger. Over the past 7 years we have grown to more than 1,600 employees. Our project execution center in Calgary provides engineering, procurement, project management and construction services for some of the largest and most complex projects in

Canada. Today we are one of the province's largest EPC contractors."

Saipem is organized into two Business Units: Engineering & Construction and Drilling, with a strong bias towards oil & gas-related activities in remote areas and deepwater. Saipem is a leader in the provision of engineering, procurement, project management and construction services with distinctive capabilities in the design and execution of large-scale offshore and onshore projects, and technological competences such as gas monetization and

heavy oil exploitation.

Source: Saipem

Groundbreaking at New Kobelco US Headquarters in Texas

When KOBELCO Construction Machinery USA relaunched its popular line of crawler excavators as an independent brand earlier this year, the company never imagined how quickly they would reestablish a footing in North America. The signing of more than 50 dealers in its first 6 months drove a significant demand for KOBELCO

First SDLG Wheel Loader in North America Goes to Saskatchewan!

Double K Excavating, based out of Tuxford, Saskatchewan, has purchased the first SDLG wheel loader sold in North America.

The company purchased the LG959 model to perform a wide array of duties for its 30-year old excavating business. Among the LG959's many tasks will be underground water and sewage work, road construction, lagoon building, material handling and more.

Cole Koch, superintendent and part-owner of the family-operated company, said he found SDLG's LG959 to be an ideal machine for Double K's needs.

"A wheel loader isn't something we use for 10 to 12 hours a day, every day.

We look at it as a support machine," he said. "Some days it will get 8 hours, some days only 2 or 3. So it doesn't make sense for us to purchase a more expensive, premium machine."

Koch was also impressed by many of the LG959's features, and after only a few days of working with the machine, felt the wheel loader lived up to its quality reputation. He is even considering purchasing another one next Spring.

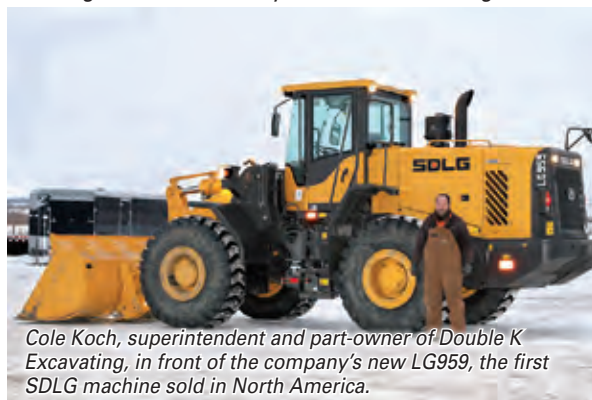
"It's been great working with the LG959 so far," he said. "The engine runs well, the machine has a lot of power and the hydraulics function smoothly. It's done great at starting in cold weather, too. The cab is pretty roomy compared with other brands – it has great visibility."

Double K purchased the LG959 from Regina-based Redhead Equipment, one of SDLG's seven North American dealers. The two companies have been doing business together for several decades.

Dean Wolfe, salesman with Redhead Equipment, said the attractive price of the LG959, as well as Double K's particular needs, convinced the company to purchase the new SDLG wheel loader over a more expensive used machine from another brand.

"Double K wasn't looking for a 2,000-hour-a-year wheel loader," he said. "For the limited number of hours the machine would run and for the amount of money the company wanted to spend, it made more sense to purchase a brand new SDLG machine with a 1,500-hour warranty than a used machine from another brand." Mr. Wolfe also said the LG959's ease of use was a factor in the purchase.

Source: Shandong Lingong Construction Machinery Co., Ltd. (SDLG)



Cole Koch, superintendent and part-owner of Double K Excavating, in front of the company's new LG959, the first SDLG machine sold in North America.

excavators, a demand that KOBELCO worldwide has diligently worked to support throughout 2013, and one that has helped the company regain market share within its first year of independent operation.


"We couldn't be more pleased with the early results of our brand relaunch" states Pete Morita, president and CEO of KOBELCO Construction Machinery USA. "In just a short time period we've hired some of the industry's most qualified personnel, opened our temporary headquarters and

parts warehouse and partnered with our dealers to provide quality, competitively priced products. All of these initiatives are just the beginning of what we have planned for the North American marketplace."

KOBELCO Construction Machinery's fast paced growth has resulted in expedited plans to build a permanent U.S. based headquarters. The company originally anticipated to build within 5 years, but started making it a priority this summer, scouting

and selecting a location before the close of their first business year. In early December, the company broke ground on their new facility in Katy, Texas, having signed a 9 year lease agreement with plans to occupy the building by September 2014. This new, expansive 9,400 m² facility will not only serve as KOBELCO's North American headquarters, but also as the company's training center and parts distribution location for all of the United States, Canada and Latin America. The investment being made in this building by KOBELCO signifies the company's long term commitment to the North American marketplace.

Further supporting the company's long term commitment to the North American market is its significant investment in ConExpo/ConAgg 2014. A 3,200 m² outdoor exhibit in silver lot, will mark the company's homecoming to the show as an independent brand after a 10 year hiatus. The exhibit will not only feature KOBELCO's popular line of crawler excavators, but also a new line of demolition machines. In addition to equipment, the booth has been designed to create a memorable experience for attendees, one the company hopes their dealers, customers and prospective customers will remember for many years to come.

Source: KOBELCO Construction Machinery USA  S4408

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POWER GREAT LAKES NAMED "4000 SERIES GAS CENTRE OF EXCELLENCE"

Power Great Lakes (PGL), a long-time distributor of Perkins diesel engines, has been appointed a Perkins® "4000 Series Gas Centre of Excellence", providing PGL the rights to sell, customize, install, and support Perkins 4000 Series high-horsepower gas engines throughout North America.

Perkins has now appointed 6 distributors worldwide to serve as 4000 Series Gas Centres of Excellence. These companies consolidate wide-ranging application demands and product support in their regions so that Perkins realizes growth opportunities in the high-horsepower gas engine market.

Perkins 4000 Series engines range from 23 l to 61 l of displacement and are fuel-flexible, capable of running on natural gas and a wide range of alternative fuels.

"We're delighted to have won this opportunity to expand our proven gas



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technologies from the 300 kW to 1 MW range and we look forward to continuing to build on our relationship with Perkins," said Gary Winemaster, CEO and president of PSI.

Mr. Winemaster said that the new agreement broadens a nearly 30-year partnership with Perkins. Power Great Lakes currently serves as a North American Perkins Master Distributor, representing a 12-state territory. PGL is a wholly-owned subsidiary of Power Solutions, Inc., of Wood Dale, Illinois.

Karl Vandermyde, America's director industrial sales and marketing for Perkins, said PGL was chosen as its exclusive North American 4000 Series Gas Centre of Excellence based on PGL's significant natural gas engine experience and its ability to customise power systems. "The ability to customize is key to growth in the gas engine business," he said, because

the segment is primarily comprised of customers with very specific end-user requirements.

PGL will serve as Perkins authorised channel to market the 4000 Series gas engines in North America, including the U.S., Canada, and Mexico. Perkins 4000 Series gas engines can serve a wide range of end-use applications, including oil and gas, mining, and off-pipeline operations, as well as municipal power generation.

Source: Perkins

METSO ACQUIRES SPANISH GRINDING MEDIA SUPPLIER SABO

Metso has completed the acquisition of the Spanish grinding media supplier Santa Ana de Bolueta SA (Sabo). The acquisition will complement Metso's current comminution wear parts offering for mining customers. The value of the acquisition will not be disclosed.

"Metso is the global market leader in performance based services for the global mining industry, and our aim is to continuously strengthen our services offering and footprint. Sabo is a reputable and well-known grinding media provider with an excellent know-how, and the acquisition fits perfectly into our strategy – through this acquisition we will become a full comminution services partner for our customers," said João Ney Colagrossi, president, Services business line, Mining and Construction, Metso.

"By adding grinding media expertise to our portfolio, we gain a better overall control of mill performance. We can offer comprehensive value adding services packages that materially improve the productivity of our customers' processes and their overall performance. We will utilize Sabo's know-how when we develop our global services strategy further during the coming years," he added.

Grinding media is used inside grinding mills to improve the efficiency of the grinding process. Sabo's offering covers grinding media for SAG, ball mill and Vertimill™ grinding applications as well as bars for rod mills. These are available in different diameters and materials to guarantee the best performance for the mineral to be processed.

Source: Metso



Interactive, Online Lift Safety Training for Service and Repair Professionals

The Automotive Lift Institute (ALI) has developed an interactive, online vehicle lift safety course based on its popular *Lifting It Right* DVD hosted by racing legends Richard and Kyle Petty. ALI is partnering with dealer services provider KPA, which has trained more than 1 million automotive industry professionals, to produce and deliver the online program.

Lifting It Right: 2014 Online Edition covers the wide variety of lift types used in professional vehicle service and repair shops, the lifting and lowering process and the importance of planned lift maintenance performed by a qualified professional. A narrator guides the viewer through each section, highlighting safety measures with easy-to-understand instructions and relevant scenarios. The viewer learns which lifts work best for certain jobs, as well as best practices for spotting a vehicle, selecting proper adapters and working under the vehicle. Real-world scenarios with corresponding questions are presented throughout to gauge comprehension. At the conclusion of the program, a certificate of completion is generated and stored online. This certificate can also be printed for display or placed in employee training records. Upon completion, each participant will also receive a copy of ALI's Automotive Lift Safety Tips card and the *Lifting It Right* safety manual via mail.

The course's online records management component will significantly simplify the lift operator training process for dealerships, independent repair shop owners, government agencies, vocational schools and other facilities equipped with vehicle lifts.

Source: The Automotive Lift Institute (ALI)



Photo: Nicolas Côté-Simard

AKER SOLUTIONS SELLS GERMAN MINING AND CONSTRUCTION ASSETS

Aker Solutions agreed to sell its German Aker Wirth tunnel-boring and shaft-boring technology to China Railway Tunneling Equipment Co. Ltd (CRTE), as part of a plan to divest assets that do not fit with its main offshore-services strategy.

CRTE will acquire technological intellectual property rights. It will also gain the right to use the Wirth brand name on tunnel-boring and shaft-boring products that are based on the acquired technology.

The transaction does not involve the transfer of any Aker Solutions employees and the manufacturing facility in Erkelenz, Germany, will remain part of the company's drilling technologies business.

The parties agreed not to disclose the value of the transaction, which was set to be completed in December 2013. The transaction will have limited financial impact for Aker Solutions.

Source: Aker Solutions



CLEAN FUEL WILL SAVE MONEY AND IMPROVE EFFICIENT TRANSPORT WITHIN THE EU

The Transport committee in the European Parliament recently backed a proposal for a new directive which foresees the deployment of alternative fuel stations across Europe, so that the European Union moves from highly fossil-energy dependent transport to clean power. European companies are investing in clean transport and EU citizens are very keen to use it, but until now one of the main problems has been the lack of recharging and refuelling stations and the incompatibility of systems in different EU countries. This directive sets out minimum requirements for alternative fuels infrastructure and common technical specifications, including recharging points for electric vehicles and refuelling points for natural gas and hydrogen.

The Progressive Alliance of Socialists and Democrats (S&D Group) spokesperson on the issue MEP Ismail Ertug said: "This is an important step towards breaking the oil dependence of the European transport sector. We, Socialists and Democrats have pushed for a target of a 60% reduction in greenhouse gas (GHG) emissions from transport by 2050.

"The lack of coordination has undermined the use of clean power in Europe, but once this directive is implemented, there will be more transparency, as well as close cooperation between regional, and local authorities and stakeholders in the adoption of the national policy frameworks which will set national targets for the development of alternative fuels in the different transports modes."

"It is also foreseen that the build-up of alternative fuels infrastructure should take into account the needs of SMEs and we want the energy supply to electric vehicles to be green electricity."

"We have insisted in setting mandatory targets in determining the minimum number of publicly accessible electric recharging points per member state by 2020 but have adjusted the number demanded to a more realistic level."

"The security of supply within EU territory along with a more transparent price policy and the introduction of intelligent metering systems will encourage investors and consumers."

"Europe will soon have the most modern and clean transport networks in

the world, and save millions of euros in oil imports."

Source: S&D Group

RECIPROCAL CRANE OPERATOR CERTIFICATION GETS GO-AHEAD IN BC

Crane Institute Certification (CIC), announces that the BC Association for Crane Safety (BCACS) received official WorkSafe BC approval to move ahead with the Pilot Phase of a reciprocal certification program with U.S. crane operator and rigger certification providers.


"Over the year, CIC worked closely with BCACS to establish a crane operator certi-

fication that meets both British Columbia and OSHA requirements, thereby opening up cross-border employment opportunities for crane operators," said Debbie Dickin-son, executive director of CIC.

According to Fraser Cocks, executive director of BCACS, British Columbia employers voluntarily participate in the pilot and may offer employment opportunities to qualified U.S. crane operators of mobile cranes, lattice boom friction cranes, and/or lattice boom hydraulic cranes.

The Pilot will complete March 31, 2014.

Source: Crane Institute Certification

 G2975

Liebherr Dismantling Crane Removes Luffing Jib Crane from Hotel Roof

The Liebherr Derrick 200 DR 5/10 Litronic carried out a job at an extreme altitude on the roof of the newly built Courtyard Marriot Hotel in Montreal, Quebec.

The derrick crane operated in a very constricted space on the hotel roof to remove the Liebherr 355 HC-L 12/24 Litronic luffing jib crane safely and reliably.

The 355 HC-L climbed with the IC tower system in the building to a final hook height of over 130 m. The crane demonstrated its capacity and high hook speed during the erection of the hotel's 42 storeys.

After completing the hoisting work, the rigging team dismantled the 355 HC-L within four days from the roof of the Courtyard Marriot Hotel using the derrick crane. In contrast to conducting dismantling work from the ground, this job did not require any major roadblocks which would have adversely affected the other construction work. The heavy components of the luffing jib crane were lowered safely and at an adequate distance from the building since the 200 DR has a variable radius of up to 25 m.

After dismantling the luffing jib crane, the derrick crane was used for a further two months on the hotel roof to help with the roofing work. After this, the 200 DR 5/10 Litronic derrick crane was also dismantled. Its low package weights and compact dimensions meant that the crane components could be lowered to the ground using a load elevator.

The derrick crane can be used to dismantle tower cranes in the 300 mt and more load capacity category. Depending on the customer's needs, the crane can be configured for load moments of 100 mt or 200 mt. The supports on the 200 DR 5/10 Litronic can be swivelled and adjusted to the static situation of the substructure on the surface to ensure excellent distribution of the support forces. Depending on the requirement, this special crane can be used with or without supports, its so-called stiff legs.

When using the crane on buildings which are several hundred metres high, safety is particularly important. The safety PLC controller of the Liebherr derrick 200 DR 5/10 monitors all the movements with the time-tested functions of Liebherr luffing jib cranes. Sensors monitor the hoist height, load moment, jib angle and slewing gear and keep them to safe levels. The remote control enables the crane driver to operate the machine from the best possible location. After the luffing jib crane had been completely dismantled and lowered, the derrick crane can be split into individual components which can be lowered using the elevator shaft. The components have maximum dimensions of 2.2 m x 1.1 m x 1.1 m and do not weight more than 1,000 kg.

Source: Liebherr-International Deutschland GmbH



Focus on Compact Equipment

BOBCAT LAUNCHES TIER 4 500 FRAME-SIZE LOADERS WITH NON-DPF EMISSIONS SOLUTION


Bobcat Company has released its first Tier 4 loaders – including a non-diesel particulate filter (DPF) engine solution. The 7 medium-sized machines make up the most popular size class in the Bobcat® loader family and provide operators with all of the same performance benefits of the previous interim Tier 4 models.



The Tier 4 Bobcat non-DPF solution was achieved by designing an ultra-low particulate combustion (ULPC) engine. The ULPC is accomplished through a specially designed engine combustion chamber that significantly reduces the amounts of particulate matter created during combustion. Therefore, Tier 4 emissions compliance can be achieved without using a DPF.

In addition to eliminating the need for a DPF, the new engines used in 500 frame-size loaders will have 4 to 12% increase in torque. This increase in torque is produced over a wide range of engine rpm, allowing operators of all skill levels to better utilize the machines' maximum performance.

The S510, S550 and T550 feature a radius lift path, providing operators the reach and visibility they require for dumping over a wall, backfilling or loading flatbed trucks. The S530, S570, S590 and T590 models feature a vertical lift path, providing operators the ability to lift heavier loads higher, making it easier to clear high-sided truck boxes and hoppers, as well as placing pallets.

Source: Bobcat Company  G1501

NEW CASE SR210 SKIDSTEER REPLACES BEST-SELLING CASE SR200

CASE Construction Equipment introduces the SR210 radial-lift skid steer, a new Tier 4 Final model that features EZ EH

controls and best-in-class torque, breakout force and standard auxiliary hydraulic flow. The new machine increases its rated operating capacity to 952 kg when compared to its predecessor, the SR200. The cooled exhaust gas recirculation (CEGR) engine design with particulate matter catalyst helps reduce maintenance and increases engine power by 10%. The SR210 also features one of the largest cabs and lowest entry thresholds in the industry, improving operator comfort.



The SR210 features a new EZ EH (electro-hydraulic) setup menu that allows operators to switch effortlessly between the CASE "H" operating pattern and ISO pattern controls. It also features 9 preset speed and control settings that can be adjusted on the fly. This allows operators to match controls to their preference for comfort and greater productivity. New handles with additional "feel points" improve confidence and give the operator greater ability to feather the controls.

The machine also features push-button Ride Control™, hydraulic one-way self-leveling, two-speed ground drive, and an advanced instrument cluster with programmable security and automatic shutdown as options.

Source: CASE CE  N11722

NEW E-SERIES CAT® HAMMERS

Ten new Cat® E-Series hammers, designed for use with mini excavators, skidsteer loaders and backhoe loaders, are available in both "silenced" and side-plate versions. Four sizes are offered in two mounting configurations for installation on both Caterpillar and competitive carriers.

Silenced hammers, identified with "s" in the model designation, use a fully enclosed housing to suppress noise, a valuable feature in sensitive work environments

and in small-machine applications in which the hammer is in close proximity to the operator. Non-silenced, side plate models are available for all four sizes.



Flat-top models allow versatility for installation on Caterpillar and equipment made by other manufacturers. Pin-on models are available for the H55E and H65E in applications that require a dedicated, hammer-equipped Cat machine.

These new E-Series hammers include 47% fewer parts than did their D-Series predecessors. This allows for quicker and easier servicing. When it comes to daily maintenance, a single grease point is conveniently located and easily accessed. Tool changes are accomplished with common hand tools.

Source: Caterpillar  N10915, G1015

NEW EDGE® LOW PROFILE SNOW PUSHES

CEAttachments, Inc. announces new EDGE Low Profile Snow Push attachments for skid steer and track loaders.

The EDGE Low Profile Snow Pushes have been re-engineered for more efficient and reliable performance in moving snow, flood wastewater, manure or other materials.

These new Low Profile Snow Pushes are designed with lower endplates, decreasing the overall height of the pusher to only 65 cm and providing greater visibility for operators. The strength of these new endplates have also been significantly increased by angling the cross brace to the lower corner.

The new design also features a formed upper section, without obstructing visibility, that provides additional strength while acting as a snow deflector. This upper section also features grated step plates to assist with getting in and out of the cab.

The depth of the mount to the mold-

board has also been dramatically reduced, improving the performance and maneuverability of the pusher.



The new EDGE Low Profile Snow Pushes are available in 183 cm, 213 cm, 244 cm and 305 cm sizes and continue to feature standard replaceable rubber cutting edges and adjustable skid shoes.

Optional pull-back kits are also available to give an operator the ability to draw materials back from confined areas such as loading docks or buildings.

Source: CEAttachments, Inc.

GEHL INTRODUCES TIER 4-CERTIFIED VERTICAL-LIFT SKID LOADERS IN NORTH AMERICA

Gehl introduces the all-new V270 GEN:2 and V330 GEN:2 vertical-lift skid loaders, meeting emissions regulations with Tier 4-certified Yanmar 72 hp diesel engines.



Answering the demands of equipment users, the new generation of vertical-lift skid loaders offers the "T-bar" control option - the Gehl brand proprietary control pattern.

Source: Gehl



HYUNDAI RELEASES NEW INTERIM TIER 4 R25Z-9A ZERO SWING EXCAVATOR

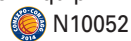
Hyundai Construction Equipment Americas, Inc. is pleased to announce the all new 9A Series zero swing excavator. The new R25Z-9A provides operators with enhanced features and benefits compared to its prior model including a certified Tier 4 interim (T4i) engine upgrade, improved hydraulics, increased operator comfort and added durability. The excavator is ideal for tight, confined job sites in residential and urban settings with applications ranging from landscape/hardscaping and light construction to light demolition, road and utility work. The R25Z-9A is part of Hyundai's new line of 9A series excavators, all of which meet T4i standards.



The 2,600 kg R25Z-9A is powered by a reliable 23 hp T4i Mitsubishi S3L2 engine. The machine boasts a dig depth of 242 cm, bucket digging force of 4,740 lbf (21.1 kN) and bucket capacity of 0.07 m³. A dozer blade comes standard for light grading, backfilling and for stability while excavating.

The R25Z-9A offers a tail swing radius of 77.5 cm giving end-users easy, efficient operation on sites where space is limited. The compact size and low weight allows the R25Z-9A to be towable by a pickup.

Source: Hyundai Construction Equipment Americas Inc.



MONTABERT CRUSHER BUCKETS PROVIDE MATERIAL PROCESSING ALTERNATIVE

Montabert crusher buckets provide aggregates producers, as well as construction and demolition contractors, with an all-in-one collecting, crushing and loading

solution. Designed for use with a variety of compact and heavy carriers weighing more than 3,175 kg – including skidsteer loaders, backhoe loaders and excavators — Montabert crusher buckets quickly process stone, concrete and asphalt debris, among other hard, inert materials. The resulting material can then be reused on-site or loaded for removal.

Unlike dedicated crushing and handling equipment, Montabert crusher buckets are easily transported from one



jobsite to another and are fit for work in confined spaces – such as populous urban centers – as well as in mountainous or hilly regions. In addition to reducing dust and noise levels associated with separate crushing and handling equipment, Montabert crusher buckets help minimize transportation and waste disposal costs, providing operations with a competitive edge.

Montabert offers 7 wide-aperture crusher bucket models, ranging in size from 1,350 to 10,000 kg. With a loaded capacity of 0.38 m³, the smallest Montabert model (L-CRB 301) crushes up to 14.9 m³/h of material at an adjustable output size of between 1 cm and 5 cm. In comparison, the largest model (CRB 2301) boasts a loaded capacity of 2.3 m³, processing up to 120.8 m³/h at an adjustable output size of between 5 cm and 10 cm.

Similar to standard heavy-duty earth-

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moving buckets, Montabert crusher buckets provide operators with a simple design and straightforward method of operation. Made of high-strength steel and having wear-resistant jaws, Montabert crusher buckets require minimal routine maintenance.

Source: Montabert



N12310

HEAVY-DUTY MACHINE, COMPACT PACKAGE

Featuring a Perkins 804C-33T diesel engine, the new 71 hp Terex® PT-75 compact track loader is the newest member of the Terex line of Tier 4 interim (T4i) compliant compact construction equipment. Boasting a narrow machine width (178 cm), the PT-75 track loader can easily maneuver and operate in confined or congested work sites, making it an ideal loader for landscape. The low ground pressure prevents damage to the ground and provides extended track life.



The new PT-75 loader is designed with front-mounted, quick-connect hydraulic fittings and an electronic connector for control of attachments, enabling it to use industry-standard attachments. This Terex loader is equipped with a comfortable operator station and pilot-operated joystick controls to reduce operation fatigue and increase production.

Source: Terex Corporation



G1047

JRB SIDE DUMP BUCKET SIMPLIFIES MATERIAL PLACEMENT

The JRB Side Dump Bucket by Paladin Attachments is manufactured to provide wheel loader operators with more flexibility than a standard bucket can offer in construction and utility applications. This unique bucket can dump material from many angles, making it ideal for confined, hard-to-maneuver areas and jobs that require even material placement over long distances. One side of the JRB Side Dump Bucket is shaped like a standard bucket to

hold material, while the other side has a 45° side-shoot dumping angle that allows for full side dumping and angle backfilling. It carries up to 3 m³ and is available in left- and right-hand dump functions.



The JRB Side Dump Bucket features the exclusive JRB sequence valve that locks and unlocks the bucket cradle and side dump function, providing added safety and control during transportation and placement. The standard inside center-mounted lift hook provides operator flexibility for other construction and utility applications that may require a chain or harness to move an object. The JRB Side Dump Bucket is available as a pin-on bucket or is compatible with JRB's Quick Coupler System.

Source: Paladin Attachments



N12203

ROTARY BROOM PROVIDES IDEAL SOLUTION FOR SIDEWALK APPLICATIONS

SnowEx introduces a versatile new walk-behind rotary broom with a plow attachment for snow removal and other cleanup applications. Powered by a 160 cm³ Honda GXV Series engine, the SS-4000 is designed to provide unmatched productivity for sidewalk applications.

The SS-4000 features a floating pivotal

broom head with five angle settings to adjust the trajectory of snow and other materials. The 40.6 cm-diameter broom is centrally driven, allowing the unit to work against curbs, walls and other obstacles from either the left- or right-hand side. Brush rotation speed is infinitely adjustable, and down pressure can be increased or decreased by raising or lowering the pneumatic support wheel.



For heavier snow conditions, the operator can install a front-mounted blade attachment, which comes standard with the SS-4000. The 101.6 cm blade uses a unique pin system for easy installation and removal.

Operation is simple, thanks to user-friendly controls and seven-position height adjustment of the handlebars. The unit offers 3 forward gears and one reverse gear, and a locking differential helps the machine drive in a straight path. A freewheel feature is also included to allow easy 360° turning.

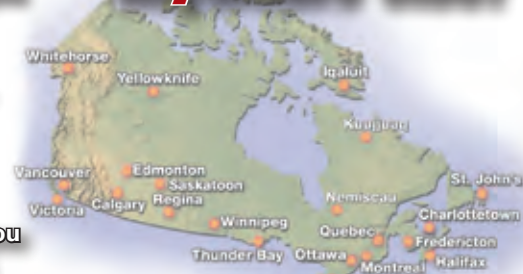
The frame of the SS-4000 folds for easy storage, and the wheels are easily removable. Other standard features include winter-tread tires and a corrosion-resistant paint finish. Optional equipment includes a debris collector box for catching material during cleanup applications.

Source: TrynEx International

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Laying of natural stones at the University of Oslo

Transport and handling of palletized building material and vacuum installation all in one convinced the Norwegians!

The University of Oslo is the largest and oldest university in Norway. Over 30,000 students are walking daily over the stone paths of the campus. In summer 2013, the stone slabs were replaced by the Norwegian landscape construction company Steen & Lund, headquartered in Drammen.

On an area of around 1,700 m² slate natural stones, each weighing 150 to 200 kg, were installed. To facilitate the work the installation carrier TRANSMOBIL TM built by the German company Probst was used. With this powerful vacuum laying unit, heavy construction elements such as kerb stones and slabs can be transported, picked-up from the pallet and laid exactly in a single working step.

The high lifting capacity of the laying transporter of up to 200 kg when fully extended and upgradeable up to 250 kg at

reduced outreach allows ergonomic and economic work even with heavy loads and opens up new areas of application. The



installation speed of the TRANSMOBIL TM is up to five times higher than done by manual installation.

The building materials are carried directly by the installation carrier. Thus, the laying with vacuum power is easy and fast and can be performed easily by one person. The vacuum lifting unit even handles building materials with a rough

surface effortless and allows for installation without any risk of damage.

The TRANSMOBIL TM-150-D XL is



powered by a sound insulated Hatz Silent Pack diesel engine - so the lectures at the University of Oslo could continue to run during construction without being disturbed.

Source: Probst Greiftechnik Verlegesysteme GmbH



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Ergonic® 2.0 – Intelligent Control System for Sustainability, Safety and User-Friendliness

Putzmeister has focused its research and development work on a future-oriented concept for controlling truck-mounted concrete pumps. The German construction machinery manufacturer has integrated functions and technical details in hardware and software, which were developed from an ecological, economical and ergonomic perspective. For the first time, Putzmeister has started to consistently implement the Ergonic 2.0 in type 38-5 truck-mounted concrete pumps.

Putzmeister paid special attention to sustainability during the development of the Ergonic® 2.0. The so-called Ergonic® blue concept contains a package of measures designed to conserve resources, reduce

emissions harmful to the environment and save materials. Significant changes that can be largely attributed to the new European standard EN 12001:2012 have also been made to improve safety. Putzmeister implemented a sophisticated sensor system and fully electronic ESC control (Ergonic® Setup Control) to guarantee permanent monitoring of the interaction between support, boom movements and



pump function. Last but not least, the new system makes life easier for the machine operators. The developers from Putzmeister coordinated and tested numerous hardware and software functions together with machine operators and integrated an optimized menu navigation system. The main functions are operated in the same way, which means that the operator does not need to adapt to a new system.

CONCEPT FOR GREATER SUSTAINABILITY – ERGONIC® BLUE

Putzmeister has developed and implemented a series of measures under the name Ergonic® blue. The modern light-



Bosch Hits the Market with Best-in-Class Rotary Hammers

Bosch Power Tools introduces its new 1 9/16" rotary hammers. At 8,2 kN of impact energy, according to European Power Tool Association measurement guidelines, the RH540M SDS-max® rotary hammer and RH540S spline rotary hammer are the hardest hitting, fastest drilling hammers in their class.

With best-in-class impact energy, tool users can enjoy maximum productivity in all-day drilling and chiseling applications. In fact, the RH540 rotary hammers deliver 38% more impact energy than previous Bosch models and up to 20% more impact energy than key competitors*.

Internal tests revealed that the RH540 tools are up to 50% faster than previous

Bosch models and up to 10% faster than competitors.


The tools also offer users plenty of control. A variable speed dial for both drilling and chiseling applications allows users to adjust tool settings based on the application and material they are tackling, and a selector knob makes it easy to switch between hammer drilling, chiseling only and the Vario-Lock function. The Vario-Lock mechanism allows chisels to be rotated into 12 different positions to optimize working angles.

As with all Bosch SDS-max tools, the RH540M allows users to make tool-free bit changes with automatic bit locking,



and offers enhanced dust protection and maximum energy transfer rate.

Source: The Bosch Group

 031658, 031752

* According to internal tests and new European Power Tool Association measurement guidelines

weight design of the 38-5 clearly demonstrates the quality of the new concept. The Aichtal company predominantly uses standard materials and a large number of multifunctional components for manufacture. As a consequence, large quantities of materials can be saved and the weight also reduced, possibly by several tonnes, depending on the machine model. At the same time, Putzmeister has fitted components that have a longer useful life, which significantly reduces material consumption throughout the entire life cycle of the machine.

A new hydraulic oil management system integrated in the control not only allows the operator to reduce the required quantity of hydraulic fluid by as much as 50 % but also use environmentally-friendly biopetroleum.

CONCEPT FOR BETTER SAFETY – ERGONIC® SETUP CONTROL (ESC)

When EN 12001:2012 came into force on February 28, 2013, the operators of truck-mounted concrete pumps in the European Economic Area had to take on board a series of changes.

The Directive stipulated that the interaction between the support, boom movements and pump function must be monitored permanently. The ESC (Ergonic® Setup Control) is a fully electronic integrated secured safety system developed by Putzmeister that allows simple, flexible operation according to existing guidelines and standards. In addition to the possibility of full support, Putzmeister offers a safe system for One Side Support on selected machines. The most important innovations:

- Special features such as the K-position, Y-position and cleaning position that extend the range of machine functions;
- The correct horizontal position of the support legs is checked upon activation of the boom function;
- The control system guarantees that the arm assembly can only be moved in the permitted working area.

THE ERGONIC 2.0 RADIO REMOTE CONTROL

Ergonomics were the main focus during the development phase. A reduced weight and ingenious design mean that the new remote control is easier to handle and all displays on the larger, high-resolution color screen are easy to read. The buttons

of the status display have symbols and LED backlighting. With new functions and improved menu navigation, the display has been consistently adapted to meet the needs of machine operators.

The new remote control is extremely durable and completely sealed. The electronics were encapsulated to withstand all kinds of adverse weather conditions. A longlife battery reliably powers the remote control, while minimizing self-discharge.

As an alternative, the remote control can be operated using a cable.

With Ergonic® 2.0, specific machine settings are transferred via a chip card. The radio remote control can be used for other Putzmeister truck-mounted concrete pumps simply by exchanging the chip.

Source: Putzmeister Group
Putzmeister America, Inc.

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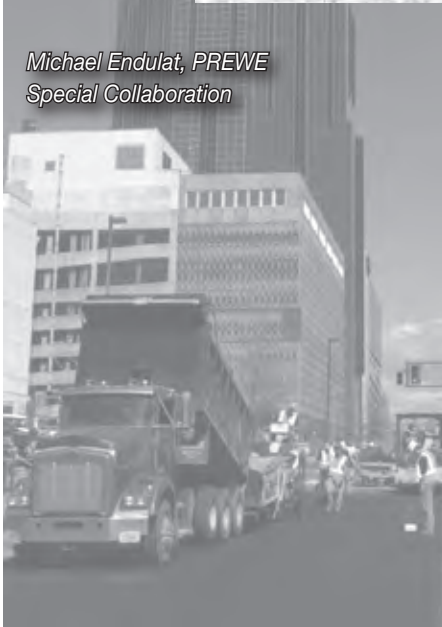
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Immaculate Colored Asphalt Thanks to the SUPER 1303-3i

*Michael Endulat, PREWE
Special Collaboration*



Ludwigsburg Palace in the German state of Baden-Württemberg is a jewel of baroque architecture. Also known as the "Swabian Versailles", it once served as the residence of the kings of Württemberg. Today, the sumptuously appointed rooms are used for state receptions and cultural events. The expansive palace grounds are open to the public and the "Blühende Barock" – or Blossoming Baroque – permanent garden show is a popular attraction for locals and visitors, especially in summer.

A number of pavement rehabilitation measures were recently implemented in the south gardens of the park. These included the redesign of the entrance area and rehabilitation of the gravelled footpaths with colored asphalt, as they often became muddy in bad weather.

MANEUVRABLE COMPACT CLASS PAVER

This project was ideal for the new "dash 3" paver SUPER 1303-3i. The highly maneuverable wheeled Compact Class paver was designed specifically for construction jobs like these. Equipped with the new AB 340 TV Extending Screed, it performs admirably not only in parks, but also on small urban roads, service roads,

combined foot and cycle paths and small to medium-sized areas.

SCREEDS ON A WHOLE NEW LEVEL

The team of contractors Gottlob Brodbeck GmbH & Co. KG headed by site manager Michael Schifer was eager to see the new paver and screed in action. Following the development of the "dash 3" paver generation, the AB 340, AB 500 and AB 600 Extending Screeds were also raised to the next technological level. Foreman Jernail Sing defines the requirements: "The most important factor for us in this project was that the screed worked perfectly and ensured maximum evenness. This is crucial as colored asphalt is a very unforgiving material." Any concerns he may have had vanished as the AB 340 TV fulfilled all



expectations. The required evenness of +/- 3 mm over a longitudinal distance of 3 m was complied with flawlessly and a crown with a 2% slope was also finished in perfect quality.

ABSOLUTELY UNIFORM HEATING

One key factor for the outstanding result was the new electric screed heating system. The team was impressed by the



significantly reduced warm-up time and the particularly uniform heating of screed plates and tamper bar. Both of these factors were decisive in producing an absolutely uniform pavement surface. "Even when we had to briefly raise the screed to reposition the paver, the temperature remained constant," reports Henrique



*Michael Schifer, Site Manager
Gottlob Brodbeck GmbH & Co. KG*

Santos, paver operator. "And that was despite a blustering icy cold wind."

NEW SCREED CONSOLE

But the new "dash 3" paver had even

more to offer. After all, it boasts numerous innovative features, such as the newly designed ErgoPlus 3 operating consoles, that make working with it even easier and more accurate, contributing significantly to the pavement quality. Among other features



of the screed console, Peter Nowak, screed operator, was particularly impressed by the innovative "SmartWheel" for controlling the pave width: "Extending and retracting the screed with the adjusting wheel is very convenient and works without even having to look at it." He was also enthusiastic about the new, brilliant color display, which boasts outstanding readability even in glaring sunshine.

"AUTOSET BASIC" SAVES SETTINGS

One feature was unbeatable when repositioning the paver in the historical grounds of Ludwigsburg Palace: the new "AutoSet Basic" comfort function. Simply pressing the Execute button once stores the settings of various paving functions and readies the paver for a move on the job site. After repositioning, pressing the button again reactivates the previous settings. This guarantees the utmost precision.

SMALL TRANSPORT WIDTH

The small transport width of the paver was just 1.85 m – another major advantage when maneuvering between bollards and ticket kiosks. In fact, the Brodbeck team reduced the width even further by temporarily removing the mounts for the automatic grade and slope control system. "It only took a minute," says Mr. Schifer. Thanks to the newly developed "Pivot Steer" steering brake, which reduces the torque of the rear inside wheel, the wheeled paver can almost turn on the spot. This greatly enhanced the maneuverability of the machine.

Mr. Schifer's conclusion after completion of the work was unequivocal: "The



SUPER 1303-3i is extremely maneuverable and simultaneously achieves high laydown rates. It paved the new colored asphalt in superb quality and it blends in perfectly

with the baroque ensemble of Ludwigsburg Palace."

Source: Joseph Vögele AG
Wirtgen America Inc.



Storstac Sponsors the "Business in a Box" Charrette

Storstac, Inc., a leading supplier of custom repurposed shipping container solutions across Canada, is proud to co-sponsor with RioCan the City of Toronto Scadding Court Community Centre's "Business in a Box" design charrette. The charrette was hosted by the community center to share their experiences with their modular marketplace and to gather ideas to expand this model to other areas of the city. The existing modular marketplace at the City of Toronto's community center at Dundas and Bathurst was designed and manufactured by Storstac between 2011 and early 2013.

"For a retired ISO shipping container this is the end of one journey..." says Storstac president, Vincent Ruggiero, "...and the beginning of a new journey." The modular marketplace has been credited with livening up the community and providing affordable opportunities to entrepreneurs.

Source: Storstac, Inc.



Work Starts on the Long Lake Kinosis Project

*Bill Law, Volvo CE
Special Collaboration*

contract from giant energy developer, Nexen Canada – a wholly-owned subsidiary of CNOOC – China's largest producer of offshore crude oil and natural gas. Nexen employs 3,200 people worldwide, developing energy resources globally and has been producing crude oil from bitumen since 2009.

The \$6.1 billion Long Lake Kinosis project is located at one of Nexen's integrated Steam Assisted Gravity Drainage (SAGD) bitumen recovery sites and upgrading operations. Long Lake has a production capacity of an estimated 72,000 bbl/d and work is underway to increase its bitumen production.

THE VOLVO PIPELAYERS SOFTLY LAY THE PIPES IN PLACE

The particulars of this project includes

line), and one standard oil pipe – all running about 10 km in length. This thermal technology is primarily used for lay barges, subsea pipelines and land-to-sea pipelines.

The method requires the production of insulated pipe to be custom fabricated and assembled onsite, or at ITP's facility, so the pipe line can be pieced together. In this instance, Surerus built a new 2,787 m² building in Gibbons, Alberta, just to manage the assembly of the pipes. Because the pipe-in-pipe lines are twice as heavy and cannot be bent or roped in the traditional way, the trench must be dug much deeper in certain places. For this deeper trenching, Surerus purchased a Volvo Construction Equipment EC700C excavator that handles trenching, mass excavation, quarry loading, rock-face stripping, mining, earthmoving and material loading.

Surerus Pipeline Inc. is working at the Long Lake Kinosis project installing three 10km pipelines, two of which use thermal traced technology, using Volvo construction equipment.

Just south of Fort McMurray, 60 km west of the Saskatchewan border, the province of Alberta is recognized as the oil capital of Canada. Alberta contains nearly all of Canada's oil-sands (crude bitumen) and much of its conventional oil reserves, accounting for 98% of the country's entire production. Today, most of Canada's petroleum production – approximately 1,778,600 bbl/d (283,000 m³ a day) – is exported, making Canada the largest single source of oil imports into the US.

Surerus Pipeline Inc. is strategically located in the heartland of Canada's oil and gas exploration industry. The company recently won the Long Lake Kinosis project



the installation of three pipelines, two of which use thermal traced Pipe-In-Pipe (PIP) technology designed and provided by French company, InTerPipe (ITP). The three pipes consist of one outbound hot fluids 40 cm pipe inside a 50 cm pipe used to transport fluids from Kinosis to Long Lake, one 30 cm pipe inside a 40 cm pipe that transports boiler feed water from Long Lake to Kinosis (known as the recovery

LAYING DOWN THE LAW

In 2012, Surerus bought its first Volvo PL3005D pipelayer and a few months later added seven more units to its fleet, including two PL3005D models, three PL4608 and two PL4611 models.

Weight would normally be an issue but Volvo CE's PL4608 and PL4611 rotating pipelayers have respective tipping capacities of 80 t and 110 t, featuring on-board

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load management systems. Where the trenches are deep, the hydraulic elevating cab on the PL4608, and fixed raised cab on the PL4611, both increase visibility for operators.

"The extra height from the fixed raised cab on the Volvo PL4611 and long reach feature is ideal in this type of stacking or unloading application," says Brian Surerus, owner of Surerus Pipeline Inc., established in 1969. "The Volvo pipelayers are safe, efficient, purpose-built machines that are superior to traditional side boom dozers units for many applications. The 80 t tipping capacity and on-board load management system of the PL4608 handles the weight with ease while the hydraulic elevating cab significantly increases operator visibility."

"After years of operating a traditional side boom dozer for pipelaying, the change from the previous machine to this one was a completely new experience," says veteran operator Rick Gould. "They are versatile – you can literally off load the pipe and swing it 180° to the trench and you can't do that with a side boom dozer. Operator visibility is outstanding, making it





safer for the operator and the ground crew. It has superior reach and the on-board load management system is fantastic. As for the cab, who wouldn't like the air conditioning, heating and stereo."

The Kinosis project is the first time this PIP technology has been used exclusively for a land-based pipeline and is one of a kind in North America. Oil is expected

to flow through the new pipeline in the autumn of 2014 and if work goes to plan, the technology is expected to become the most popular method for the extraction and transport of heavy oil and gas in the region.

Volvo Construction Equipment NA, Inc.

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Top Lift Celebrates Milestone with SENNEBOGEN

From the company's founding in 1991, the commitment to serve their customers has gone beyond supplying equipment needs to actually introducing new products and solutions to customers in various industries across Canada. Nowhere has this been more evident than in the material handling sector, where Top Lift was Canada's first authorized dealer of SENNEBOGEN equipment. "We're very used to bringing new products into Canada," recalls David Shea, managing director. "I liked the fact that at the time SENNEBOGEN was unknown here. We've since been able to do a lot of firsts with a lot of customers."

Now, they are celebrating their 10th anniversary as a SENNEBOGEN dealer serving the Greater Vancouver, British Columbia, Southern Ontario and Southern Quebec regions. Top Lift immediately took a leadership position both within the worldwide SENNEBOGEN network and the Canadian material handling industry by accepting the challenges, undertaking the responsibility and reducing the risk for customers that go hand-in-hand with bringing new products to a market. Having achieved ground-breaking success in the intermodal container handling business in the 1990s, Mr. Shea and co-owner Emidio Greco identified a similar opportunity in scrap handling. "Once we started looking at this particular industry, we could see that there was going to be a big shift from how people were operating, into the use of purpose-built machines," he recalls. "So many of the scrap yards were using excavators and rope cranes for handling material, and we saw a good opportunity for growth."

What sold him on SENNEBOGEN, and

in turn fuelled Top Lift to help sell Canada on SENNEBOGEN, was the German-based manufacturer's family-owned commitment to product innovation and support. "It always comes down to product support," says Mr. Shea. "Bad things happen all the time, and it's how the dealer and how the manufacturer reacts in those situations that makes all the difference. It's right then and there that it's decided whether or not you're going to get a second chance at selling to the customer the next time around. SENNEBOGEN has always come to the table. That's the kind of company you want to deal with for the long term."

The feeling is mutual. "It's a pleasure to have this milestone opportunity to recognize the great work that Top Lift has done in bringing our products to Canada," says Constantino Lannes, president of SENNEBOGEN LLC. "The integrity of David, Emidio and the entire Top Lift team is exemplified in how they earnestly approach every single challenge. Having much like ourselves earned so many industry-first accomplishments, they are proof-positive of what can be accomplished with great attitude, effort and commitment."

With brand new headquarters in Stoney Creek, adjacent to Hamilton, Top Lift Enterprises now has 5 facilities offering multiple leading product lines in 3 industries: heavy industrial, construction and intermodal. Last year alone, the company added 2 branches.

Diversification by branching out is the key to the company's success, says David Shea. "It is absolutely the best move we have ever made," he says, "and it will be the strength of the business moving forward." This willingness to consider options

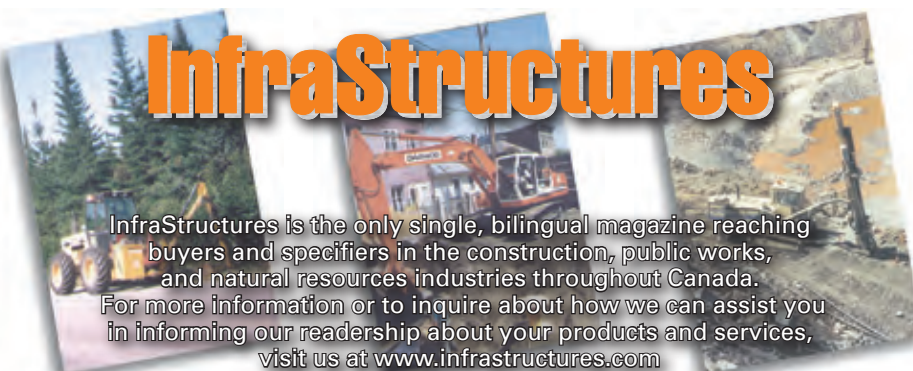


and not close off business opportunities is in lock-step with the material handling equipment customers Top Lift has itself introduced the SENNEBOGEN product line to. These end-users, too, have been likewise open-minded. "Selling a machine you have in stock is all fine and dandy, but those are typically very tight deals," explains David Shea. "But when you get with a customer who has great imagination, willing to innovate further and save money long term by investing in the product and how that product is going to work... those projects are very exciting. And we're doing pretty special things all the time."

A recent milestone for Top Lift Enterprises include the commissioning of a 182 t SENNEBOGEN 880 EQ equilibrium counter-balanced material handler at the massive Redpath Sugar plant on the shore of Lake Ontario, in Toronto. Along with the new material handler, the finitely-detailed turnkey project called for the installation of the complete trans-loading system, including a new 6 m² hopper and the conveyors required to deliver sugar to the existing conveyors in the storage shed.

Source: SENNEBOGEN LLC

 Silver 4264

A collage of three images related to infrastructure: a forest with a crane, a construction site with a crane, and a large industrial structure. The word "InfraStructures" is written in large, bold, orange letters across the top.

InfraStructures is the only single, bilingual magazine reaching buyers and specifiers in the construction, public works, and natural resources industries throughout Canada. For more information or to inquire about how we can assist you in informing our readership about your products and services, visit us at www.infrastructures.com

Natural Gas Trucks Cold Weather Performance Highlighted in New Report

Natural gas trucks perform well and can get the job done even in some of Canada's harshest cold weather conditions says a report released in Ottawa recently. The report, *Evaluation of the Winter Performance of Compressed Natural Gas Refuse Trucks*, documents the cold weather operation of a fleet of 18 compressed natural gas (CNG) refuse trucks owned by Berthierville, Quebec-based company EBI.

Funded by Transport Canada's ecoTechnology for Vehicles program, the report documents the real world experience of one of Canada's first heavy natural gas vehicle fleets. With new heavy vehicle emission standards now in place, demonstrating the suitability of advanced vehicle technologies for use in Canada is a priority of the Transport Canada program.

The fleet of 18 Peterbilt trucks with Cummins Westport 8.9 I engines have been operating over two years at winter temperatures as low as -16°C. The main report finding is that factory-built CNG trucks operate well with no issues in cold weather provided normal winter aids are used

and the vehicle design is suitable for cold weather. EBI has since gone on to purchase another 32 CNG trucks given their satisfactory performance, fuel savings, and emissions benefits.

The report also highlights early learnings from a fleet of 58 CNG refuse trucks operating in Winnipeg, Manitoba by Emterra Environmental.

According to EBI's president, Pierre Sylvestre, "Natural gas is a great option that offers fuel savings from day one. We're proud of our natural gas fleet. We're also investing in a network of public stations to bring CNG to the broader Quebec market."

"Heavy diesel vehicles are one of Canada's fastest growing sources of greenhouse gas emissions and natural gas trucks offer a sensible and affordable way to reduce emissions," says Alicia Milner, president of the Canadian Natural Gas Vehicle Alliance (CNGVA). "More private sector investments



like EBI's should be encouraged as they accelerate the transition to lower emission vehicle use in Canada."

The Canadian Natural Gas Vehicle Alliance is Canada's national trade association advocating for greater use of natural gas as a primary transportation fuel for the benefit of Canada's economy and environment. The CNGVA leads the natural gas vehicle industry's participation in the *Go With Natural Gas* initiative focused on encouraging greater use of factory-built natural gas vehicles.

Source: Canadian Natural Gas Vehicle Alliance

John Deere Introduces New Gen-Set Engines for Emergency Stationary Applications in U.S. and Canada

John Deere Power Systems (JDPS) is pleased to introduce two new 13.5 l generator drive diesel engines for emergency stationary gen-set applications in the 350 kWe to 500 kWe range. The PowerTech™ E 13.5L Tier 3 and PowerTech 13.5L Tier 2 engines offer reliable, cost-effective standby power for the 60 Hz market in the U.S. and Canada.

The PowerTech E 13.5L 6135HFG84 features higher-output PowerTech E ratings of 538 hp and 617 hp at 1,800 rpm, and meets key power nodes of 350 kWe and 400 kWe standby power. The new engine is available with a New Source Performance Standard (NSPS) emergency stationary label for the U.S. and Canadian markets, and is capable of achieving Tier 3 emissions levels as required by emergency stationary regulations.

The PowerTech 13.5L 6135HFG75 offers compact size, increased power density and


lower heat rejection when compared to engines requiring a larger displacement. The new engine offers a power rating of 755 hp at 1,800 rpm and meets a key power node of 500 kWe standby power. Available with a NSPS emergency stationary label for the U.S. and Canadian markets, this model is certified to meet Tier 2 emissions levels as required by emergency stationary regulations for gen-set ratings above 750 hp.

The PowerTech 13.5L generator drive engines are built on proven John Deere technologies. Both models feature a fixed-geometry turbocharger, electronic unit injector fuel system, 4-valve cylinder head, air-to-air aftercooling and full-authority electronic controls.

While the new PowerTech 13.5L engines are only available for the 60 Hz market in



the U.S. and Canada, John Deere offers a complete lineup of standby and prime gen-set engines that meet emissions regulations while delivering quick-starting, clean-running and fuel-efficient performance.

Source: Deere & Company  S83718

Scania Inaugurates its Climatic Wind Tunnel

Scania has invested SEK 400 million (\$65 millions) to build Europe's most advanced climate test facility. With its climatic wind tunnel, located at the research and development center in Södertälje, Sweden,



Photo: Peggy Bergman © Scania 2013

Scania can subject test vehicles to the most demanding weather conditions on home ground, thereby speeding up development and improving performance.

Scania will now be less dependent on field testing and, using the wind tunnel's controlled environment, can shorten lead time from development to product

launch. "This unique facility will help us improve fuel efficiency and reduce emissions even further," says Harald Ludanek, executive vice president for Research and Development. "Because we can reduce the impact of snow, rain and dirt, drivers will benefit from a better cab environment and enhanced safety."

In the facility, temperatures between -35°C and +50°C can be simulated, as well as humidity of between 5 and 95%. The air channel system is equipped with a number of small snow cannons to produce various types of snow. The snow can be replaced with rain of whatever intensity desired, and even the drop size can be altered. By adding an ultraviolet (UV) visible chemical to the rainwater, and subsequently illuminating the test vehicles



From l. to r.: Martin Lundstedt, Scania's President and CEO, and Annie Lööf, Sweden's Minister for Enterprise, Energy and Communications. Photo: Dan Boman © Scania 2013

with UV light, it is possible to determine exactly where rainwater and dirt have stuck and how they flow off the vehicle.

The test vehicle is parked on rollers – one for each set of wheels. These allow technicians to simulate speeds of up to 100 km/h, the optimal pace for testing trucks and buses.

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Photo: Peggy Bergman © Scania 2013

Among tests that can be carried out are how components withstand heat and chill, how rainwater flows off vehicles, driver visibility in heavy rain and snow, windscreen icing, wind noise and how dirt adheres to cab sides, rear view mirrors and door handles.

Source: Scania

Cummins Opens Branch in Wabush, NL

Cummins Eastern Canada LP is pleased to announce that service sales, parts and repairs for generators and Cummins engines are now available to its automotive, mining and industrial customers in the Fermont and Wabush areas.

"After analyzing our product volume as well as anticipation of future Cummins product lines and population, it became clear that in order to ensure our local and in-transit customers experience our standards, values and service excellence to the upmost degree, a solid local infrastructure and resources within this Nordic region was required," explains Mike Christodoulou, president of the company.

Cummins Eastern Canada is the exclusive distributor of engine, generators and related Cummins branded products; business activities include selling of new products and parts, service repair for diesel and natural gas engines and the sale and rental of power generators ranging from 20 kW to 2 MW.

Serving a diverse clientele base including a proud network of over 400 authorized dealers across the entire Eastern Canadian territory, Cummins Eastern Canada serves both on and off-highway applications; agriculture, bus & truck markets, construction, manufacturers, marine, military, mining, rail, emergency and recreational vehicles, in addition to selling and renting power generators.

Source: Cummins Eastern Canada LP



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Lightweight Rear Loader Offers Customized Option for Refuse Customers

Refuse customers seeking a lightweight and cost-effective vehicle that is also tough and reliable can now look to the MACK® Granite® Medium Heavy Duty (MHD) rear loader, introduced at the 2013 Canadian Waste and Recycling Expo, held in Montreal, Quebec, on November 20-21.

The Mack Granite MHD rear loader offers a reduced weight option for refuse companies and municipalities desiring a truck built for lighter-duty cycles, such as short inner-city routes or for service in smaller towns. Because the Granite MHD

has lighter weight components than other refuse models, it offers an economic alternative to help fleets increase their return on investment.

"The MHD rear loader is a complement to the existing Mack refuse product line that includes the MACK Granite and the MACK TerraPro™ Cabover and Low Entry vehicles," said Curtis Dorwart, Mack refuse marketing product manager. "This tough, lightweight truck



is a customized option for our refuse customers who need a vehicle that is ideal for shorter routes and lower gross payload. We feel that it's important to provide a complete offer of lighter- and heavier-duty refuse vehicles so we can tailor the truck to the application."

The clean back-of-cab design of the Granite MHD accommodates a range of body options and makes the vehicle particularly well-suited to rear loader applications. Available in 4x2 or 6x4 configurations, the truck is equipped with a Cummins ISL9 345 hp engine with a maximum torque rating of 1,150 lb-ft, offering the power and durability that Mack is known for in a lighter package. In fact, the MHD rear loader is available as a Class 7 solution when configured as a 4x2.

The MHD rear loader's cab also offers improved driver comfort because it is mounted on airbags and shocks. With a short bumper-to-tire distance, the MHD rear loader has a superior front-end swing clearance and an excellent wheel cut that allows it to maneuver in and out of tight collection sites.

"Mack has been in the refuse business for more than 100 years, supplying industry-leading solutions to best meet customers' needs," said John Walsh, Mack vice president of marketing. "As the clear market leader in refuse today, Mack vehicles are designed and spec'd for the particular requirements of our customers. The Mack Granite MHD rear loader is just another great example of the purposeful design of our trucks and of our commitment to supplying a full range of products to meet the needs of the refuse industry."

Source: Mack Trucks, Inc.

Western Star and Klein Products Develop High-Capacity Water Tank Truck

Western Star Trucks, Inc. recently announced the availability of a 24,600 l water tank truck for the 4900XD. Developed in collaboration with Klein Products, Inc., the truck features a Klein K650 water tank to provide a more efficient road dust control operation for construction, quarry, and mining applications.

Ontario, California-based Klein Products is a worldwide manufacturer of water distributing equipment, patented pump systems and related components. Western Star sought Klein to develop the specialized 4900XD water tank truck based on its ability to outfit the vehicle with a high-volume water distribution system.

Available to order in a day cab configuration, the Western Star® 4900XD is equipped with Klein's largest available water tank for Class 8 vehicles, reducing the need for frequent refill trips when spraying mine roads, waste rock dumps and other exposed surfaces.

"We're proud to team up with another premium brand to provide our mining and construction customers a highly efficient truck to tackle the harshest dust conditions," said John Tomlinson, heavy vocational sales manager, Western Star. "Together with Klein, we're committed to offering an affordable solution to reduce health and equipment hazards, and ultimately help our customers be more successful on the job site."

The 4900XD features an extremely low center of gravity and is available with a rollover protection system (ROPS). The truck is also specified with outboard cab mounts and up to 9,000 kg front and 31,750 kg rear suspension to maximize stability on uneven terrain and provide a more comfortable ride.


Additionally, the distinctive trapezoid design of the Klein K650 tank greatly improves rear visibility for drivers.



Specified with a sturdy, custom-drilled 3.8 million RBM steel frame chassis, galvanized steel cab and aluminum fenders, the 4900XD water tank truck provides critical protection and long-term durability, even in the most adverse job conditions.

The 4900XD can be equipped with a fuel efficient Detroit™ DD15®, DD16® or DDC 60 Tier 3 engine, each easily accessible through the truck's three-piece butterfly hood.

Source: Western Star Trucks Sales, Inc.



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The Autocar Xpert can be equipped with an OEM dual steering system. With all controls placed either in the middle, or duplicated and mirrored on both sides.

The high performance dual steering gear system is designed for an extra tight turning radius, and the electrical system is designed for dual steer from the ground up, with no third party splicing into a wire harness.



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New Allison TC10 Tractor Transmission Available for Order at Navistar

Allison Transmission Holdings Inc. recently announced that the new TC10™ tractor transmission is now offered on Navistar's International® ProStar® and TranStar® models with MaxxForce™ 13 engines with SCR. This is the first offering of the fully automatic TC10. Navistar began accepting orders on October 15, 2013 and expects initial deliveries to occur in the first quarter of 2014.

"The Allison TC10 is an innovative and efficient option that demonstrates our commitment to our International Truck customers," said Nadine Haupt, director of alternative fuels and heavy duty on highway product marketing, Navistar. "Fleets that rely on the TranStar and ProStar models will find that spec'ing them with an Allison TC10 will further their fuel savings and operational goals."


Test fleet users achieved an average 5% fuel economy improvement with the Allison TC10 tractor transmission over their current manual and automated manual transmissions.

The TC10 is specifically designed for both city and highway tractor duty cycles and provides a blended architecture with full power shifts, a torque converter and a twin countershaft gear box. It is fully automatic and offers smooth, seamless shifting through 10 ranges. This optimizes acceleration and fuel economy, making the transmission especially ideal for distribution applications where a tractor-trailer splits its work cycle between city and highway conditions.

"We have a long history of successful initiatives with Navistar and this launch of the TC10 into the tractor market furthers that model," said Jim Wanaselja, vice president of North America marketing, sales and service for Allison Transmission. "The TC10's cutting edge transmission technology, paired with Navistar's offerings, will allow fleets the ability to save fuel while enjoying the performance, durability and reduced maintenance that the industry has come to expect from Allison Automatics."

Rated up to 600 hp and 1,700 lb ft of torque at launch, the TC10 is designed with 10 forward speeds and 2 reverse. It comes equipped with Allison's newest genera-

tion of electronic controls which provide superior fuel economy features, diagnostics to eliminate unnecessary oil and filter changes, and enhanced shift selector functionality. A five-year or 750,000 mile warranty is also included.

Source: Allison Transmission  S85430



Street Cleaning and Winter Road Services at IFAT

When it comes to winter road services and street cleaning, what is important are performance, safety and cleanliness, and of course cost-efficiency. The suppliers of equipment, systems and services in this field are doing their bit via their solutions to ensure these goals are achieved. A comprehensive review of this market will be presented at the environmental technology show IFAT from May 5 to 9, 2014, in Munich, Germany.

When roads have to be de-iced, then it is always a case of applying as much thawing agent as necessary in order to ensure the safety of road traffic under the prevailing weather conditions, but also to minimize the amount of thawing agent used in order to limit the environmental impact and to reduce the costs. "Therefore it is a common interest of manufacturers and users to operate spreading machines in such way that a homogeneous distribution of spreading material is achieved within the set pattern track," said Frank Diedrich from the manufacturers' association EUnited Municipal Equipment. So far in Europe there have been a number of different test methods for establishing the spreading pattern and performance. EUnited has now developed a common test procedure that can be applied across the continent. The special aspect of this test is that the equipment is tested in a hall. "This makes it possible to assess the spreading pattern independently of wind and weather and to compare the spreading pattern of different types of spreader," explains Mr. Diedrich. So far the tests have only been carried out using solid spreading media. Local authority winter road services, however, are very keen on combined solutions featuring liquid components: When dealing with a thick layer of ice, or heavy snow, prewetted salt – a very effective medium – is spread by the spreader vehicles while at other times they spray the more cost-effective brine. According to Frank Diedrich, by the next IFAT it should be possible to also compare the spreading quality of liquid thawing media.

According to the German Association of Local Utilities (Verband Kommunaler Unternehmen - VKU), spreading brine is particularly effective in guarding against sheet ice. With this medium, unlike with salt grains, the movement of the vehicles themselves and the wind cannot blow the spreading agent off track. Which means that less salt can be used to achieve an equally effective thawing result.

Another area in which the efficacy of winter road services is being enhanced is the use of built-in temperature-registering devices in spreading vehicles, now increasingly fitted as standard. They measure the temperature of the road surface with great precision and that information helps the operator decide on the precise quantity of spreading material necessary to deal with those conditions. In addition more and more local authorities are making use of professional weather-information systems. "The additional costs for detailed, precise measurements and reliable forecasts are generally recouped quickly. Because it provides a basis for deploying the limited resources in terms of personnel, machinery and materials in a more targeted way," explains an expert from the VKU.

At the next IFAT in 2014 around 15,000 m² of space is being dedicated to the section on "Street cleaning, maintenance and winter road services".

Source: Messe München International

Pioneering Suspension Wins Swedish Steel Prize 2013

This year's winner of the international Swedish Steel Prize is the American company, Mack Trucks Inc., part of Volvo Group. The prize was awarded for the company's innovative suspension system, which takes full advantage of the properties of high-strength steel.

"Mack Trucks has laid the foundation for a pioneering improvement of a long-established feature of heavy goods vehicles," says Melker Jernberg, Chair of the jury, and Head of the EMEA business area within SSAB.

Road transport using heavy goods vehicles is an essential aspect of developed societies the world over, and even small improvements can make a considerable impact. Reduced wear and tear, reduced environmental impact, and improved safety are of great importance considering the number of vehicles now on the roads.

Mack Trucks' new suspension solution offers improved handling and reduces tire wear by up to 25%. The new suspension also results in safer vehicles and increased



steel to make stronger, lighter, and more sustainable products, which is one aspect of what the prize is intended for," explains Mr. Jernberg, who stresses that competition was fierce among the many strong entries.

The Swedish Steel Prize is awarded in conjunction with a three-day event where participants from around the world gather to share the latest findings on high-strength

steel. The award ceremony took place during the closing dinner held at Stockholm's new event center - Stockholm Waterfront.

Nominees included Condeco Technologies AG from Switzerland, Pesa Bydgoszcz S.A. from Poland, and Tuff Trailers Pty Ltd from Australia, who were runners up in the

From l. to r.: Melker Jernberg, Chair of the jury, and Head of the EMEA business area, SSAB AB; Michael Brown, Director of Product Management, Mack Trucks Inc.; Greg Kiselis, Principal Engineer, Mack Trucks Inc.; Martin Lindqvist, CEO and president of SSAB AB; John Walsh, vice president Marketing, Mack Trucks Inc.

Swedish Steel Prize 2013.

The Swedish Steel Prize was established by SSAB in 1999 to inspire and disseminate knowledge about high-strength steel and how it can be used to develop lighter, stronger, and more sustainable products.

Source: SSAB

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driver comfort. Mack Trucks is one of America's largest automotive companies with over 23,000 trucks manufactured in 2012.

"Mack Trucks demonstrates how innovative and skilled development can help us take advantage of high-strength

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The Media Kit is available on InfraStructures' website at www.infrastructures.com



Appointments

VMAC, the world leader in mobile air compressor solutions, is proud to announce that long-time co-worker **Stuart Coker** has been promoted from Quality engineer to Quality and Engineering manager. In his new role, he will oversee VMAC's engineering function, product testing and quality assurance. The integration of these areas encourages communication and efficiency that will help VMAC reach its growth goals.



Mr. Coker has been with VMAC for 14 years, starting out as a product engineer. He has been integral in the development of VMAC's powerful line of compact air compressor systems throughout his tenure with the company.

Source: VMAC

Kolberg-Pioneer, Inc. (KPI-JCI and Astec Mobile Screens) is pleased to announce the promotion of **Jeff May** to company president. In his new position, he will focus on leading and managing the activities and functions of Kolberg-Pioneer, Inc., while helping to direct its strategies in providing growth and profitability for the company and its parent corporation, Astec Industries, Inc. of Chattanooga, Tennessee.



Kolberg-Pioneer, Inc. is a premier worldwide manufacturer of heavy equipment for the aggregate, construction and recycling industries. The company is a division of Astec Industries, Inc. Kolberg-Pioneer, Inc. markets, sells and supports its products with Johnson Crushers International, Inc., and Astec Mobile Screens. Together, the three manufacturing facilities make up KPI-JCI and Astec Mobile Screens.

Source: KPI-JCI & Astec Mobile Screens

Special Exhibit for Architects, Engineers and Designers at World of Concrete 2014

Hanley Wood Exhibitions announces a special World of Concrete 2014 outdoor exhibit designed to engage architects, engineers and designers in the use of quality concrete products and craftsmanship to solve design and construction challenges.

Exploring Architectural Praxis: A Concrete Timeline will be a special outdoor interactive exhibit showcasing floor designs from architecture and design firms. Exhibits will focus on the functionality and aesthetics in concrete and address limitations in design and common technical issues. The exhibit is intended to help bridge the gap between the architects, engineers, designers and contractors. The exhibit will serve as part of a tribute to the history of architecture and craftsmanship at World of Concrete.

The exhibit will be located in the Concrete Surfaces Decorative Pavilion at the Las Vegas Convention Center, January 21-24, at the World of Concrete 2014. Access to the exhibit will be available exclusively for pre-qualified attendees by invitation only.

Source: Hanley Wood, LLC

Don't Miss IMEX2014!

You will not want to miss the International Mining Conference & Exposition (IMEX2014). Taking place at the Las Vegas Convention Center, September 23-25, 2014, this unique conference will bring pragmatic solutions to help run safer, more efficient, and more profitable operations.

The conference program will focus on the most pressing operating issues and opportunities for surface and underground mining:

- Safety;
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- Mineral Processing;
- Outlook/Investment;
- Mining Exploration Innovations in Mining Equipment/Asset Management.

Be sure to visit the www.imex2014.com for regular updates on the show – and start making your plans for this important new event!

Source: Mining Media International



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Agenda

INTERMAT Middle East - Change of dates!

January 14 - 16, 2014
Abu Dhabi, United Arab Emirates



World of Concrete 2014

January 21 - 24, 2014; Seminars: January 20 - 24, 2014
Las Vegas, NV USA

10th Annual Shale Oil & Gas Symposium

January 28 - 29, 2014
Calgary, AB Canada

ARA -The Rental Show

February 9 - 12, 2014
Orlando, FL USA



bautech 2014

February 18 - 21, 2014
Berlin, Germany

CONEXPO-CON/AGG and IFPE expositions

March 4 - 8, 2014
Las Vegas, NV USA



NASCC: The Steel Conference

March 26 - 29, 2014
Toronto, ON Canada

SMOPyC 2014 International Show of Public Works, Construction And Mining Machinery

April 1 - 5, 2014
Zaragoza, Spain

Journée Expo-Bitume - Change of venue!

April 3, 2014
Shawinigan, QC Canada

Atlantic Heavy Equipment Show

April 3 - 4, 2014
Moncton, NB Canada

Truck World 2014

April 10 - 12, 2014
Toronto, ON Canada

Quebec Forestry & Construction Expo / Salon CAM Québec

April 25 - 26, 2014
Quebec City, QC Canada

IFAT

May 5 - 9, 2014
Munich, Germany

BtpExpo

May 8 - 10, 2014
Liège, Belgium

SaMoTer & Asphaltica in Verona

May 8 - 11, 2014
Verona, Italy

AORS Trade Show

June 4 - 5, 2014
Arnrior, ON Canada

road&traffic - International infrastructure and public transport exhibition / Transcaspian 2014-Transport and Logistics exhibition

June 12 - 14, 2014
Baku, Azerbaijan

International Rental Exhibition (IRE) / European Rental Association (ERA) convention / APEX 2014 (aerial platform exposition)

June 24 - 26, 2014
Amsterdam, the Netherlands

Hillhead 2014

June 24 - 26, 2014
Buxton, UK

APWA 2014 International Public Works Congress & Exposition

August 17 - 20, 2014
Toronto, ON Canada

International Mining Conference & Exposition (IMEX2014)

September 23 - 25, 2014
Las Vegas, NV USA

INTERROUTE & VILLE

October 7 - 9, 2014
Lyon, France



WaterSmart Innovations Conference and Exposition

October 8 - 10, 2014
Las Vegas, NV USA

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March 18 - 20, 2015
Singapore

INTERMAT 2015

April 20 - 25, 2015
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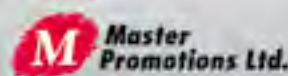
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