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A Word From the Publisher

As you read this, we have just come back from the World of Concrete exhibition. We are also preparing for the Rental Show, World of Asphalt and Bauma + Mining, as well as other upcoming trade shows and events.

That explains the content of this issue of InfraStructures where you will find articles on these topics and many others that are as important to most users of heavy machinery and specialized equipment.

Tell us what you think of InfraStructures, and contact us by e-mail by fax to let us know of any change or addition that should be made to our mailing list. If you think that InfraStructures could be useful to your colleagues, we will gladly add their names to our list.

We hope that you will enjoy reading this issue of InfraStructures and will be back next month with more news and reports from all over the world...



Editor/Publisher



On the cover:

a Mack Granite owned by Pro-Mix Transport, a company based in Saint-Hubert, south of Montreal. Equipped with 13 m³ London semi-trailer mixers, these trucks can be rented by producers to haul concrete.

BID2WIN OFFERS PEACE OF MIND WITH NEW ESTIMATE SECURITY FEATURE

BID2WIN Software, Inc. recognized an increasing need for organizations to monitor their estimates in a changing and fast paced environment. Estimate Security, a new option in BID2WIN Service Pack 4, was developed to meet that need. The infrastructure industry operates more efficiently with dedicated access to the security and control functions of estimating software. Changes to projects

can easily be tracked and then accounted for, when authorization can be regulated.

This new option in the successful, industry-leading software can enable advanced security options and control access, authorization and permissions to all cost estimates. Dave Todaro, vice president BID2WIN Software, Inc. knows, "Companies no longer need to worry about unauthorized data changes or deletions. Estimate Security provides not only the company but managers, administrators

and estimators with peace of mind."

Estimate Security allows certain limitations on estimates, specifically, controlling creation, visibility, modification, and deletion of estimates. This is critical to organizations to ensure that sensitive data is controlled, and information is not mistakenly changed or deleted.

Estimate Security provides the necessary controls by allowing the configuration of security settings at two separate levels. Security settings may be configured for all users, groups of users, or individual users. This allows managers and system administrators much needed flexibility to determine who may configure and manage these limitations. The originator of Service Pack 4: Estimate Security, BID2WIN Software Inc. provides enterprise-class construction management software for heavy construction and civil engineering firms.

Source:: BID2WIN Software, Inc.

CITY OF ALPENA, MICHIGAN, JOINS BENTLEY'S MUNICIPAL LICENSE SUBSCRIPTION PROGRAM

Bentley Systems, Incorporated recently announced that the City of Alpena, Michigan, has joined Bentley's Municipal License Subscription (MLS) program. This community of 11 000 on Lake Huron's Thunder Bay will use its new MLS to help it implement road, water, sewer, and other infrastructure projects, as well as to build a 21st century GIS.

Bentley's MLS offers municipalities all the software they need to design and manage all their infrastructure for a fixed annual fee based on population. The breakthrough program enables them to improve productivity and reduce administrative costs by outfitting their entire mapping and engineering organizations with fully integrated software for GIS and engineering workflows. This leads to improved services and more efficient government.

"Our engineering department has long used MicroStation, GEOPAK, MicroStation GeoGraphics, Bentley Water, Bentley Wastewater, and WaterCAD to design and manage the city's infrastructure with EarthTech, our sewer and water management contractor. However, in smaller cities such as ours, each extra piece of software has to be extensively justified and its efficiency tracked. This has limited our ability to build out the Bentley software functionality we would like to have in our technology toolbox," said Steve Shultz, assistant city engineer for Alpena.



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Vermeer also offers a full line of equipment for all your landscaping jobs

"With our new MLS, we can access all the software we need for a very attractive price with no procurement hassles. Already, we have benefited from access to new software packages such as Bentley Fiber, which we expect to deploy shortly to support the building of a fiber optic network," he added.

"We are also planning to deploy Bentley Geospatial Management so that we can interact with our subcontractors more effectively and share data with the County in the future. Although not all the software used by those we interact with is Bentley software, Geospatial Management is able to handle all file types, including ESRI SHP files. As a result, we are expecting a huge increase in productivity as files and projects are exchanged or shared across different organizations", he concluded.

Bentley's MLS program provides municipalities with unlimited access to a comprehensive portfolio of integrated GIS and engineering software for all of their infrastructure. Because the program's fee is fixed, Bentley's MLS guarantees predictable software costs and budgeting. In addition, it removes the administrative burden of complex software licenses, shortens procurement cycles, speeds project starts, and ultimately leads to more efficient government.

Steve Shultz added: "With our MLS, not only are we able to cap our annual software costs, but we also can start new projects and complete them more quickly and cost effectively. For example, we plan to deploy SewerCAD to help document our sewer network. Once this is digitized, we will be able to do away with expensive and difficult-to-manage paper trails. All those developing and managing the sewer network will be able to access the network data and edit it in real time. We expect this to reduce costs and save a lot of time."

Source: Bentley Systems, Incorporated

BUILDDIRECT AWARDED FOR EXPORTING EXCELLENCE

BuildDirect has been named as one of the winners of the prestigious British Columbia Export Awards. The company was recognized as one of the top 24 exporters in B.C. and the top exporter in the Professional and Services category.

The winners were announced at a gala luncheon ceremony, held at the Hyatt Regency Hotel. Co-hosted by Canadian Manufacturers & Exporters and the Ministry of Economic Development, the luncheon was attended by

a wide cross section of British Columbia's business community.

"These awards demonstrate that British Columbia continues to be a global leader in trade and export," said Colin Hansen, Minister of Economic Development. "B.C.'s exporters will play a large role in our government's Pacific Leadership Agenda by continuing to strengthen both our economy and our relationships with partners in Asia Pacific and all over the world."

Using their proprietary shipping and logistics software, BuildDirect provides high-quality building supplies to customers around the world. Their current product lines include flooring, roofing, countertops and decking. Headquartered in Vancouver, British Columbia, the company has quickly become the world's largest online wholesaler of building supplies.

"This award demonstrates our ongoing commitment to provide top-quality products

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and services worldwide," said Rob Banks, executive vice president and co-founder. "The new distribution channel we've developed is revolutionizing the building supplies industry. The growth we've achieved so far is really just the beginning."

Source: BuildDirect

AMECO ANNOUNCES OPENING OF NEW OFFICE IN FORT MCMURRAY

AMECO, a leading provider of integrated

equipment and tool solutions to government and industry, announced today that it has opened a new operations and sales office in Fort McMurray, Alberta, as part of its continuing expansion in Canada. The full-service facility provides tool and equipment sales and rentals, parts and service, and supplies for major capital construction projects.

The new office enables AMECO to better service crude oil producers, contractors and other customers in northern Alberta's oil

sands region, including Athabasca, Peace River and Cold Lake. According to the Athabasca Regional Issues Working Group, the oil sands represent one of the largest known sources of recoverable oil reserves in the world. Twenty-eight petroleum companies and developers are currently engaged in, or have proposed, more than 80 projects in these areas.

"Our Fort McMurray office puts AMECO expertise at the doorsteps of our existing and targeted customers in northern Alberta," said Tom Jones, vice president of North America & Caribbean Operations for AMECO. "By leveraging our global network of fleet managers, equipment suppliers and project execution specialists, customers can optimize and consolidate several important project support activities under a single provider."

AMECO has delivered fully integrated equipment and tool solutions for nearly 60 years. The company is focused on two primary businesses, Fleet OutsourcingSM and Site ServicesSM. The Fleet Outsourcing business assists clients in the government and industrial markets, including heavy industrial, power and manufacturing facilities, with complete management and maintenance of fleet, tool and asset management functions. The Site Services business provides a complete service package consisting of equipment, tool and construction indirects to capital construction projects.

Fluor Corporation, headquartered in Irving, Texas, the parent company of AMECO, provides services on a global basis in the fields of engineering, procurement, construction, operations and maintenance, and project management.

Source: Fluor Corporation

DBT SELLS CRUSHER TECHNOLOGY BUSINESS TO HAZEMAG

DBT GmbH sold its subsidiary DBT Mineral Processing GmbH to Hazemag & EPR GmbH in Dülmen, Germany, effective November 10, 2006.

In selling the "Crusher Technology" business DBT is taking another consistent step within the course of its strategic focusing on the core business of underground coal mining technology. Advisory service for this undertaking was provided to DBT by the Munich based Corporate Finance Consulting Firm Mummert & Company.

DBT Mineral Processing GmbH embodies the know-how and experience accumulated over decades in the field of crusher technol-





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The new owner Hazemag, a company belonging to the Schmidt, Kranz & Co. Group, is an international provider of technical solutions in the field of raw material processing, recycling and disposal as well as mining and drilling technology. The Dülmen-based company regards the acquisition of the

DBT Mineral Processing crushing technology as an ideal addition to its existing product portfolio and intends to continue developing the crusher business outside the coal mining area.

Source: DBT GmbH

DESSAU-SOPRIN ACQUIRES OTTAWA-BASED ELYTRA

Dessau-Soprin, one of the largest engineering firms in Canada, announced recently

it has completed the acquisition of Elytra Enterprises, a highly specialized consulting firm based in Ottawa that focuses on IT security consulting services and security solutions. The cost of this transaction was not disclosed.

"This acquisition fits very well into our growth strategy, which aims at building our capabilities in leading-edge fields and raising our profile even further across Canada and around the world. In addition, Elytra's exceptional expertise contributes to our growing range of offerings whereby clients can find every service needed for the successful completion of their projects," said Dessau-Soprin's president & CEO, Jean-Pierre Sauriol.

Sauriol also emphasized that high-tech security has become the focal point in managing corporate information. In fact, when planning the development of a network architecture, it has become more and more necessary to consider the constraints in terms of security, Mr. Sauriol added. With a presence already established in the Telecommunications Engineering & Project Management field, Dessau-Soprin will now be able to offer its clients a complete range of solutions under one roof.

Elytra's team includes some 20 engineers and technicians who are very specialized and knowledgeable about the telecom/IT security market. Based in Ottawa, they consult and deliver solutions to Elytra's clients such as governments and other strategic public organizations. Among the range of products that Elytra provides clients are: security architecture & engineering (cryptography), intrusion prevention, vulnerability analysis, critical infrastructure protection, access authentication, security management and wireless security.

Source: Dessau-Soprin Inc.

DEUTZ LAUNCHES JOINT VENTURE IN CHINA

DEUTZ AG and FAW Jiefang Automotive Co., Ltd. (FAW), a wholly-owned subsidiary of China First Automobile Works Group Corp. (FAW Group), recently signed a contract to set up a joint venture to manufacture and sell diesel engines. DEUTZ and FAW will each own a 50% stake in the joint venture, which will operate under the name of DEUTZ (Dalian) Engine Co., Ltd. DEUTZ will assume industrial leadership of the company and will invest the equivalent of 60 million € in the new company. The joint venture will be

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based in Dalian. The contract is still subject to the usual approvals for transactions of this nature.

The establishment of DEUTZ Dalian will considerably expand the co-operation that has already existed for over 10 years between DEUTZ and FAW Group. FAW will contribute to the joint venture particularly its new cutting-edge plant that manufactures licensed DEUTZ engines. Production commenced earlier this year. Its initial annual capacity as from 2007 will be 50 000 engines, and this could eventually be increased to 100 000 engines. It will manufacture engines with a capacity of between 4 and 7 l that meet the current emission standards. The engines will be used in commercial vehicles and in industrial applications such as construction equipment and agricultural machinery. They will mainly be sold to international DEUTZ clients in Asia and to the FAW Group. The joint venture will also have sufficient capacity to manufacture a further 100 000 or so local engines for the FAW Group and the local Chinese market.

This investment is a tangible expression of the growth and internationalization strategy being pursued by DEUTZ. The co-operation with FAW will also strengthen DEUTZ' position in the global commercial-vehicle segment. After Cologne, the new site at Dalian will be DEUTZ' largest production facility, and the synergies from the production sites will improve the DEUTZ Group's cost base.

Source: DEUTZ AG

MUROX SECURES CONTRACTS TOTALLING \$11,5 MILLION

Murox, the business unit of Canam Group Inc. that offers design-build solutions for high-performance building envelopes, announced that it has signed contracts worth a total of \$11,5 million in recent weeks. Two of these contracts, valued at more than \$5 million, involve the construction of a casino in Alberta and two warehouses in Quebec. Deliveries for these projects started last month and will be completed in the winter of 2007.

The first contract, awarded by Clark-Vanbots Joint Venture, is for the fabrication and installation of wall panels and structural steel components to be used in the construction of the Eaglestone Casino, a 7 240 m² to be erected on the Tsuu T'ina First Nations reservation in Calgary, Alberta.


The facade of the building will consist of a glass-finished entrance in the form of a traditional teepee and adjacent exterior wall panels featuring a reinforced polymer

concrete finish, reproducing the Rockies and scenery in the background.

"This is our 27th major project with Vanbots since 1996," said Murox president Pierre Arcand. "The superior design and fabrication, simplicity and installation speed of the Murox system, which is erected in half the time it takes to erect conventional construction products on site, will allow Vanbots to meet its customer's very tight construction deadline," he added.

The second contract is for the construction of two warehouses covering 9 290 and 18 580 m² respectively in Salaberry-de-Valleyfield. Murox obtained this contract for the fabrication and installation of the building envelope from construction manager and general contractor Magil Construction, whose customer Diageo, headquartered in London, England, is the world's leading premium drinks company.

Among other projects obtained since Sep-



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tember, Murox has landed contracts for a car parts manufacturing plant and an industrial equipment manufacturing plant in Canada, and a wood pellet manufacturing plant in the United States.

Source: Canam Group Inc.

MCG TO PURCHASE CARRYDECK PRODUCT LINE

Manitowoc Crane Group has agreed to purchase Marine Travelift, Inc.'s Shuttlelift Carrydeck line of industrial cranes. Manitowoc Crane Group and Marine Travelift executives said the move is beneficial for both companies.

Manitowoc Crane Group's industrial crane product line is sold under the name YardBoss, which is a Grove brand. The YardBoss product line has been manufactured by

Shuttlelift under a supply agreement for the last two years. Over this same time period, the two companies have continued to offer their industrial cranes simultaneously to customers in this market.

Manitowoc Crane Group intends to continue selling the Shuttlelift Carrydeck crane line through its existing dealers, while also selling its YardBoss cranes line through the Grove dealer network, said Dave Birkhauser, senior vice president, sales for MCG's Americas region.

"We'll continue serving both dealer organizations as we are now. It should be a seamless transition," Mr. Birkhauser said. "As both organizations have historically focused on different aspects within the industrial crane market, we foresee little change," he said. "Because bringing together the two

market leaders in the industrial cranes will ultimately make us a much stronger organization, we see a bright future for our products and our customers."

Marine Travelift is selling the Carrydeck line as a move to further strengthen the company. They continue to experience significant growth in their rubber-tired gantry crane business, as well as in their Marine Travelift mobile boat hoist product line.

Marine Travelift has agreed to continue manufacturing the Carrydeck and YardBoss cranes through the end of 2007 under a mutually beneficial arrangement. Manitowoc Crane Group will assume responsibility for manufacturing the product beginning in 2008.

Source: The Manitowoc Company, Inc.

A Giant is Born: The New AUSA D 900AP Dumper

With the appearance of the biggest dumper in AUSA's 50 years history, the Spanish company strengthens its very wide range of dumpers and it positions itself as one of the manufacturers with the largest variety of products in the same range. At this moment in time, AUSA is able to meet the most varied and demanding needs dictated by any market. The product spectrum achieved by AUSA's dumpers covers basic dumpers with a load capacity of 850 kg up to dumpers with a load capacity of 9000 kg.



No effort was spared on this work and a large team of well-known British engineers actively collaborated in the creation of this eagerly awaited machine. There are in fact a number of dumper manufacturers in Great Britain and it is one of the countries with the longest history of dumper use. 60% of the world dumper market is centred on this country and it is for this reason that AUSA's commitment to consolidate the 9 t model as one of its flagships in the coming months cannot wait.

As well as its excellent manoeuvrability over any kind of surface, its ergonomics, operational ease and minimal maintenance, the D 900AP is also characterised by its high levels of innovation and technologically advanced safety. It is a revolutionary vehicle that adapts to the building and earthmoving sectors alike thanks to the excellent relationship between the machine's total measurements and load volume.

The new launch is a decisive step forward for the sector. English specialists who have tried the vehicle agree on the suitability, polyvalency and success of a machine that is ready to become one of the most widely used machines on an international level.

Source: AUSA – Automóviles Utilitarios S.A.

FECON Introduces New FTX325 Track Carrier

FECON, Inc. is proud to announce the FTX325, its newest addition to its Track Carrier line. The FTX325 is a mid-sized track carrier with a powerful Tier III 325 hp engine and durable steel tracks. With the BH85 HD providing a 18 cm cutting width, the weight of the FTX325 is approximately 11 300 kg. The standard LCD screen and user friendly controls offer a more comfortable operation.



What makes this track carrier so unique is the loader's ability to tilt up to 30° allowing for high production even in tight places.

The FTX325 is perfect for ROW, land clearing, firebreaks, forestry applications, orchard clean-up and removal, prairie and wetland restoration, agricultural preparation, land development, mulching brush, branches, slash, standing and fallen trees, root balls, and stumps.



Source: FECON, Inc.

Scania Makes Large Sale in Brazilian Mining Industry

Companhia Vale do Rio Doce (CVRD), one of the world's largest mining companies – it acquired a controlling interest in Inco Limited on October 24, 2006, is choosing Scania as a supplier of construction trucks and workshop services. The number of trucks will total at least 300, of which 120 were recently delivered. The trucks will be used for transporting iron ore at a big mining project in the Brazilian state of Minas Gerais.

“Our trucks have a broader range of applications. They are regarded as more efficient and as having higher second-hand value than the dumpers traditionally used in the mining and construction industries. In addition, we have a far-flung network of Scania workshops, which means we can provide a high level of service,” says Christopher Podgorski, who is in charge of Scania's sales and service operations in Brazil.

The order comprises four-axle dump trucks with drive on two axles (8x4), intended for heavy haulage. The trucks are equipped with a 420 hp engine and the Scania Retarder

auxiliary braking system. Scania dealer Itaipú Máquinas Veículos will be in charge of vehicle service and maintenance.

In 2001, Scania was the first to introduce this type of trucks in Brazil. Today more than 700 Scania trucks with the 8x4 wheel configuration are operating in the mining district of Minas Gerais.

Scania is also increasing its sales in the mining and construction segment in such countries as Chile and Mexico. More and

more customers are choosing Scania due to the good performance and low operating costs of these vehicles, as well as a well-developed service network.

Source: Scania AB



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Mertel's sons - Joe, Art and Tony. With the passing of Joe and Art, Tony Mertel still keeps an eye on things, but day-to-day operation of the business now is handled by the son-in-laws, including Pat Shea. River Docks commenced with a tow boat and a couple of barges years ago. Today, Mr. Shea, along with family members, has been expanding River Docks' river business.

THE PURCHASE PROCESS

"It's a lot of money for us to consider," Pat Shea admits. The family, including Tony Mertel, sits down together any time there's a major equipment decision to be made. For the port facilities, River Docks has primarily purchased traditional cable cranes. "We bought three hydraulic-type cranes a few years ago that we weren't too impressed with. We did a lot of research to buy 'this one'. This time, everyone was convinced that Sennebogen was the right machine."

'This one' is a Sennebogen 870 M rubber tired material handler fitted with a 3,8 m³ Young clamshell bucket.

"To tell the truth, I was dead set on getting a tracked machine. But I was surprised to learn from Sennebogen that, with the outriggers down, I could actually get a greater working radius with a wheeled machine!"

"What sold me on Sennebogen was the knowledge of the people," Mr. Shea says. "Phil Linoski from Howell Tractor really knows the equipment: the radiuses and capacities - it's rare to see a salesman who really knows the machine. We also met Andreas Ernst, the port specialist from the factory. He let us know that Sennebogen will always do their best to look after you."

"One thing I like is that they don't pass on a question. A lot of these equipment people

say 'I'll have to get back to you' but the Sennebogen people - they know! They really know their machines. And it helps that Sennebogen is a family business, like us. They care. I also met Mr. Sennebogen personally. He's a first-class guy!"

For Pat Shea, a little extra reach is reason



enough to go with a wheeled unit, but he added that mobility is a benefit, too. "We don't have to reposition a machine often, and we don't move anything at all by truck. It's all barge out here. But if another machine goes down, we're able to move the Sennebogen in to help out."

Where the Sennebogen truly shines, though, is doing the job it was built for: moving buckets of material quickly. According to Pat Shea, "There's no comparison! The cycle times are so much better! The cable cranes are much slower and operators are hard to find. A new operator on a cable crane needs someone experienced in the cab with him for a year before he's able to work alone; and he's still not all that proficient even then. Rick, our Sennebogen operator, was fully proficient on it in a month, unloading 3 barges a day.

For a long-time river man, Pat Shea knows his way around the concrete and gravel business. "We're moving hundreds of thousands of tons of aggregate a year for several river facilities throughout Chicago along with other river facilities up and down the Illinois River," he beams as he talks at the River Docks' home office on the Illinois River at Peru, IL. With cranes working at River Docks' various loading facilities up and down the Illinois River, Pat's extremely pleased with his latest piece of material handling equipment. "Our other cranes can only do one to one and a half barges in a day. The new Sennebogen machine, it can normally unload three barges in an 8-hour shift - on some days, four barges."

"We run pretty skinny here," he continues. "That's the kind of performance that saves you!"

Shea has spent 30 years as a river pilot and also has spent time servicing the heavy machinery that keeps the product flowing through river facilities up and down the Illinois River and throughout Chicago.

River Docks originated as a subsidiary of Mertel Gravel Company which is a family owned ready-mix company founded by Joseph A. Mertel in Peru, Illinois, over 75 years ago. The business passed to Joseph

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That kind of productivity is great for operating costs. We really need a machine that's going to help the operator perform. An operator can sit in the Sennebogen and unload 3 barges straight and come out and he's not hurting; if you put a guy into a cable crane like that; he comes out pretty beaten up."

As barge operators, River Docks is highly conscious of fuel prices these days. The efficiency of the Sennebogen machine is another key factor in helping the facility to "run skinny." Whereas Mr. Shea's cable cranes use considerably more diesel per hour than the Sennebogen, the 870 M moves much more material per hour with less fuel.

With its elevating cab, the 870 M makes work easier for other crew on the work site, too. The operator can maneuver the cab as much as 2,1 m above the chassis' upper deck. This gives the operator an excellent vantage point for seeing exactly what, and who, is in the hold of the barge. Like most facilities, River Docks will often have a skid steer or small loader down in the barge to clean up and move material to the middle. As Pat Shea says, "The man

in the barge feels a lot more secure doing his job down there, knowing the crane operator can see him."

Mr. Shea sees how the advantages of the Sennebogen machines are inherent in the way they are designed. "They aren't over-engineered," he says. "There's no computers on them that can shut you down. The other machines seem more built for breakout



force. The Sennebogen is built for lifting jobs. It's designed right for material re-handling instead of breakout."

Meanwhile, River Docks has been putting their new machine to the test in other applications. Again, he is pleased with its

performance. Pat Shea now sees a growing role on the river for Sennebogen. "We'll keep using our Manitowocs for loading steel; that's a different type of machine and application. But we also did some salvage work with the Sennebogen and we tested it out for a dredging application. We were able to get about 150 m³ out for every 2 hours of dredging, no problem."

Based on all the results, River Docks expects to build on its new Sennebogen fleet soon. Pat Shea might run his business skinny, but by running lean with Sennebogen, he plans to go far!

Sennebogen has been a leading name in the global material handling industry for more than 50 years. Based in Charlotte, North Carolina, Sennebogen America offers a complete range of purpose-built machines to suit virtually any heavy lift or "pick & carry" application. A growing network of distributors supports Sennebogen sales and service across the Americas, ensuring the highest standard of professional machine support and parts availability.

Source: Sennebogen LLC

Hydraulics Manuals Serve As User-Friendly Tools

Eaton Corporation has just released the latest edition of its Industrial Hydraulics Manual on the heels of last year's Mobile Hydraulics Manual. Developed by industry experts within Eaton's Fluid Power Training group, both manuals provide fluid power instruction for universities, technical colleges and companies that work with fluid power.

The Industrial Hydraulics Manual is a color-illustrated hardbound textbook with more than 600 pages of information. It covers a range of topics related to hydraulics and electrohydraulics, including basic hydraulics principles, electricity and electronics, amplifiers, cartridge valves and circuits. The appendices of the manual feature commonly used formulae, conversion charts and on-the-job reference tools, such as tables and illustrations. The Industrial Hydraulics Manual also includes a chapter focused on the operation of industrial hydraulic circuits and injection molding systems. The Industrial Hydraulics Manual in Spanish and Answer Book accompany the new edition as supplements.

Released in May 2006, the newest edition of the Mobile Hydraulics Manual has more than 500 pages and 475 illustrations. It covers the major aspects of mobile hydraulics and theory, including the basic hydraulic theory, basic electrical theory, hydrostatic transmissions, steering, and fixed and variable displacement pumps.

Both manuals have questions at the end of each chapter, answer books and a PowerPoint® presentation available for instructors.

Source: Eaton Corporation, www.hydraulics.eaton.com/training

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Freightliner Introduces Medium-Duty Hybrid Prototype

In a press conference at the Great American Trucking Show last August, Freightliner LLC introduced a proof-of-concept prototype utility truck and discussed the company's plans to bring medium-duty hybrid vehicles to the market.

The prototype vehicle on display, a Class 7 Business Class® M2 106, is an example of how Freightliner LLC can integrate engine, powertrain and other vehicle functions with industry-leading and environmentally responsible technology.

The prototype is a full-parallel hybrid, similar to hybrid electric cars, with regenerative braking that recharges the batteries and electric launch functionality. It has an integrated electric motor in line with the engine and transmission, enabling operation with electric or diesel power, either separately or in combination. The truck launches with electric power and the diesel engine provides additional torque as required.

The prototype has a 15 000 kg GVWR chassis and is powered by a 230 hp MBE 900 engine that offers 660 lb ft of torque. By incorporating a 44 kw electric motor, the engine can achieve 290 hp and 860 lb ft of torque when the electric and diesel motors are paired. Simulations and testing have shown significant fuel economy improvements over conventional diesel engines and promises to greatly reduce vehicle operating costs for customers.

"Freightliner LLC has been testing hybrid vans for some time through our Freightliner Custom Chassis business unit. This prototype is an important step toward future production of a medium-duty hybrid commercial vehicle," said Michael Delaney, senior vice president of marketing, Freightliner LLC. "We are bullish on hybrid technology and its future in the commercial marketplace."

Of special interest to utility customers, the prototype vehicle on display integrates the Hybrid Electric Vehicle (HEV) system with hydraulics for electric power takeoff (ePTO) operation. On a jobsite, the engine remains off for the majority of the operation with the hydraulics being run by batteries. When the batteries get low, the engine automatically turns on to recharge them. This takes approximately five minutes and, when the batteries are fully recharged, the engine automatically turns itself off. Work is not interrupted during this process.

Besides the significant fuel savings, this prototype vehicle features additional advantages for utility customers. Because of the ePTO operation, utility companies will be able to perform their duties with significantly less idle time, meaning lower levels of noise, heat and exhaust emissions. And, because the batteries are charged by regenerative braking, brake shoes will receive far less wear, extending their life and reducing maintenance costs.

Freightliner LLC is collaborating with the Hybrid Business Unit of Eaton Corporation on this effort. Pending final results of tests

currently underway with this proof-of-concept vehicle, Freightliner LLC is considering



implementing the hybrid system in a variety of medium-duty trucking segments, including beverage, school bus and pick-up and delivery applications.

Source: Freightliner LLC

WTO Opens North American Market to Lower-Cost OTR Tires

Florida-based World Trade Association (WTA) is now the exclusive North American distributor of Uzmair's rugged brand of Maitech All Steel Radial OTR Tires for a wide range of industries, including construction, mining and fire-and-rescue.

Manufactured in Turkey, the Maitech line is ideally suited for a number of heavy duty vehicles, including earthmovers, bulldozers, loaders, tractors, dumpers, cranes and fire-and-rescue transport vehicles. Maitech extended-life design features sturdy shoulders and ultra-hard wearing tread compounds – making them highly resistant to cuts and punctures. The tires' flat profiles and increased contact footprints enable superior traction and floatation, even wearing and reduced vehicle stress.

Sizes will range from 15.5R25 to 445/95R25. Currently, the sizes in production are 15.5R25 UM3/L3, 17.5R25 UM3/L3, 20.5R25 UM3/L3, 23.5R25 UM3/L3 and 26.5R25 UM3/L3. Other developments are in process.

WTA also offers its new XTREME line of bias tires. Produced under heavily monitored conditions in China, the bias line is a cost-effective option for earthmovers, bulldozers and loaders. Sizes range from 14.00-24/12 TL to 40.00-57/68 E4 TL.

"This partnership means that World Trade Association is now a 'one-stop shop' for servicing dealers supplying both radial and bias tires to their OTR customers," said Mr. DeChene.

WTA's OTR program offers a unique twist. Both the Maitech brand and WTA's own XTREME brand come with product liability insurance and warranty.

"With our ability to deliver superior quality, high value radial and bias tires with product liability insurance and warranty, WTA is poised to become a top supplier of lower cost, high-quality OTR tires in the North American market," said Mr. DeChene.

Source: World Trade Association

Certification of 2007 Cummins On-Highway Engines

Cummins Inc. announced recently that the U.S. Environmental Protection Agency (EPA) has certified the Cummins Heavy-Duty and MidRange truck engines for 2007. Full production of the new engines began in January.



The 2007 certified Cummins truck engines include the Heavy-Duty ISX and ISM, as well as the MidRange ISL, ISC and ISB. The engines are certified and compliant for 2007, using Cummins proven cooled exhaust gas recirculation (EGR) technology across the entire product line. To meet the more stringent

2007 emissions standards, which reduce particulate matter by 90% and also require a significant reduction in nitrogen oxides (NO_x) from 2004 limits, Cummins has added an integrated particulate filter and a crankcase ventilation system to the engines.

The entire line features fully inte-

grated electronic controls, with a single electronic control module (ECM) that controls the engine and aftertreatment. All engines will use the patented sliding-nozzle variable geometry turbocharger, made by Cummins Turbo Technologies, which features an electric actuator for 2007 with faster response

and improved precision in adjusting airflow to the engine.



The Cummins Particulate Filter, designed and manufactured by Cummins Emission Solutions, includes a diesel oxidation catalyst and a diesel particulate filter to reduce particulate matter by 90%. The catalyst fully optimizes the regeneration capability of the particulate filter, a critical aspect for maintaining fuel economy comparable to today's engines. The crankcase ventilation system features the Fleetguard® coalescing filter, which captures and filters crankcase emissions, and returns oil directly to the sump. The coalescing filter is a simple and proven solution for crankcase emissions, with no moving parts or additional electric actuation.

Source: Cummins Inc.



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Gazprom Orders Innovative Engine Technology From MAN

MAN Diesel has won its first order for the new gas engine 32/40PGI. In December, the Russian energy provider Mosoblenergogas ordered two engines, including all plant-specific accessories, heat recovery boiler and exhaust gas flues. The engines will be used in a power plant in the Russian capital. Delivery is scheduled for the end of 2007. Mosoblenergogas is part of the Gazprom group and provides companies in and around Moscow with electricity and heat.

Dr. Georg Pachta-Reyhofen, chairman of MAN Diesel's executive board, highlighted the importance of this order: "This engine is a pioneering new development from our company. It combines the advantages of the Diesel and the Otto principle. I am particularly pleased that we have succeeded in a relatively short time in convincing a prestigious customer such as Gazprom of the advantages of this product. We are confident that the gas engine 32/40PGI will be a success on the market."

MAN Diesel unveiled the newly-developed

32/40PGI for the first time at the end of May at the PowerGen Europe Trade Fair. The abbreviation PGI stands for "Performance Gas Injection" and describes a completely new, high-energy ignition system that operates without spark plugs. The 32/40PGI therefore combines for the first time the advantages of a diesel engine, such as high power density and high efficiency, with the low nitrogen oxides (NO_x) emissions of a gas engine. The highly-efficient conversion, into electrical and thermal energy of natural gas is thus possible while at the same time producing only minimal emissions.

In versions with 12 and 18 cylinders, the 32/40PGI offers a performance range of around 5 to 8 MW and is aimed at applications in electrical power generation. The first 32/40PGI has been operating in the combined heat and power plant at MAN Diesel's Augsburg base since 2005 and provides electricity for the high-frequency melting furnaces in the foundry and thermal energy for space heating and production processes.



The development of high-performance gas engines such as the 32/40PGI is driven by the world's growing energy requirements, which are increasingly being met by natural gas. However, the commitment to emissions reductions set down in agreements such as the Kyoto Protocol and ever stricter local emissions legislation will also play an increasing role in the operation of stationary power generation plants.

Source: MAN Diesel SE

Customized Machines Prove They're Worth Their Salt

Using nature's power – the sun and wind – Cargill Salt in Redwood City, California, crystallizes natural sea salt from San Francisco Bay and uses it to produce products used in food, industry and agriculture. While producing Epsom salts and sodium chloride from sea salt bitterns is simple, pulling these bitterns up from several feet of standing water requires some clever thinking – and an odd-looking piece of John Deere construction equipment.

Cargill needed a long-reach excavator that could work in shallow water and dig deep enough to remove concentrated chlorides and sulfates from clay salt-pool floors. The solution: a John Deere 330C LC Excavator riding high upon a pair of 50-foot-long tracked pontoons.

"It's a bit unwieldy at first, but thanks to the easy and comfortable controls on the machine, you get used to it in a hurry," said Brian Groff, maintenance supervisor for Cargill. "Without this custom Deere, we'd probably have to dredge, which is a very expensive proposition. John Deere recognizes the problems facing an operation like ours

that works with corrosive agents like salt."

Another good example of a customized solution is Cargill's Deere 772CH-II Motor Grader, according to Mr. Groff.

"We use this grader at another Cargill facility, and the customization package – sealed alternator, custom wiring harness and other electrical protections – keeps corrosion and electrical problems from causing downtime," he said. "It has worked with salt all day for a little over a year, and it has 3500 hours on it already. It's a reliable machine."

The salt recovery is efficient for both the environment and Cargill's bottom line. The amphibious 330C LC scoops up liquid brine and bittern solids from the floors of the salt ponds and dumps them into a hopper. From the hopper, the raw materials are sucked up by a powerful concrete pump, which distributes them to another machine that processes the materials

into Cargill products that eventually become road deicer, Epsom salts and table salt.

"John Deere has brought a lot to Cargill



and our operation, both in products and customer solutions," Brian Groff said. "It's just a great fit for us."

Source: Deere & Company

Easiest Millermatic® Eliminates Welding Guesswork

With the new Miller Millermatic® 140 with Auto-Set™, Miller Electric Mfg. Co. has created the simplest wire welder in the industry. With the new all-in-one MIG welder,



the user simply has to set the wire diameter and material thickness. The patent pending Auto-Set technology automatically sets wire feed speed and voltage to achieve optimal welding results.

"Auto-Set technology allows the user to

weld with confidence knowing that the machine is properly set up," says Ken Stanzel, product manager, Miller Electric. "Welders with all types of ability will benefit from this new technology as it allows them to focus on their welding without worrying if their machine has been set up properly."

The Millermatic 140, available with and without Auto-Set, also provides smooth, spatter-free starts through Miller's exclusive Smooth-Start™ technology, improving weld quality and decreasing the need for spatter clean up.

The Auto-Set feature works with C25 gas (75% argon, 25% CO₂) and either .024 or .030 solid wire. A keychain material thickness guide is included with the welder to help the user determine the thickness of the material they are welding.



The Millermatic 140 with Auto-Set also provides an easy-to-use chart and a manual mode feature which allows the user to manually set wire feed speed and voltage for broader applications.

Auto-Set, available only on the Miller-matic 140, was developed after customer research indicated that one of the main issues amongst the vast majority of welders was lack of confidence in setting welding parameters, according to Stanzel.

The Millermatic 140 with Auto-Set is a 115 V all-in-one welder that can weld up to 7,62 cm. in a single pass. It replaces the Millermatic 135.

Source: Miller Electric Mfg. Co.



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Long-Reach Boom Concrete Pump Serves Historical Exhibition Halls

In Köln-Deutz, Germany, Hochtief Construction AG is converting the old exhibition halls on the banks of the Rhine into a modern office and media centre. While the historical



brick façades have been retained, Cologne's largest office project makes progress behind the outer walls. Both the coring of the old building and the excavation work require a combination of experience and instinct.

The concreting of the expansive, up to 1,5 m deep foundations, walls and floors

requires truck-mounted concrete pumps with a long working reach. Of the concrete's 140 000 m³ total volume, around one third is being placed by machines of BEKA-

Betonförderdienst GmbH. BEKA is favouring the use of its new Putzmeister M 62 "six-arm" in the former exhibition halls. The machine is equipped with a large 200 m³/h core pump, making the concreting of the formwork sections, which on this site have a typical volume of up to 1 800 m³, a speedy process. An older M 52-5 offers occasional assistance.

Around a half of the gross floor space measuring over 200 000 m² has already been let to RTL, Europe's largest commercial television broadcaster. The reason behind this is that the TV company would like to relocate the German headquarters of the holding company to the historical halls and gather under one roof its busi-



nesses scattered across several locations in Cologne.

The listed Rheinhallen 1 – 5 with their expressionist façades were built between 1924 and 1928 on the order of Cologne's mayor of the time, Konrad Adenauer. Additional annexes were built in the 1970's, but these have since been torn down as part of the modernisation work.

Source: Putzmeister AG

New & vibro-reduced pick hammer

Vibration-reduction is becoming a very important issue. The new CP 0017 hammer has been designed with Chicago Pneumatic's vibration reduction technology. The design makes it comfortable and easy to handle, and also helps keeping performance up, because the operator will not get tired as quickly as when using a conventional tool.

Complying with the latest European Union Directive (NED step 2, 2006) on noise control, and with an effective product design, the CP 0017 hammer gives good operator comfort.

It is featured with higher impact energy and better performance than similar-sized electric hammers.

The new CP 0017 pick hammer is designed to be used for light to medium hammer jobs in the construction industry and the industrial sector for renovation and rebuilding, concrete chiseling, roughening of (concrete) surfaces as well as chasing.

Source: Chicago Pneumatic



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Hultdins Inc. offers the market's most complete range of Indexator rotators for scrap, recycling, and material handling applications. Indexator is the world leader in rotators for a wide range of industries.

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and general material handling applications.

The IR series rotators are ideal for scrap handling or other applications where extremely demanding loads are placed on the rotator function.

Source: Hultdins Inc.



Driving Skills Safety Challenge At World of Concrete

Once again, Mack Trucks, Inc. was the sponsor of a Driving Skills Safety Challenge during the World of Concrete show. The event this year was held just outside the Las Vegas Convention Center last January.

This year's event featured both individual and team competitions.

Contestants picked one MACK® Granite® model mixer to operate through a closed course set up to simulate an actual job site. Operators had to complete a pre-operation safety check, successfully navigate the skills course, and then secure the truck as if it were the end of a workday. Each individual or team had one attempt. Scoring was based on accuracy and adherence to safety procedures.

First-, second-, and third-place winners

in both the individual and team competitions were announced during an awards ceremony held in the Mack booth. In addition to a trophy, prizes consisting of Mack Shop Gift Certificate and a Mack Citizen® watch were awarded to the top three finishers in the individual competition, as well as to each operator on the top three two-person teams:

All contestants received a Mack hat for participating in the event.

"This is our way of acknowledging and



thanking a group of drivers whose professionalism and contribution to safety are not traditionally recognized in skills events," said Tom Kelly, Mack vice president of marketing.

Source: Mack Trucks, Inc.

Tools Should Take Up More Space Than Air Compressors, Says VMAC



Deck room is valuable, insurance costs are high, and concrete contractors take peace of mind knowing their equipment is safe at the jobsite. VMAC – Vehicle Mounted Air Compressors – has one solution to the concrete contractor's pneumatic tool needs, by developing one of the most compact, lightweight underhood air compressor systems available.

Despite the system's small size and compact installation, one VMAC UNDERHOOD unit can run up to two jackhammers, or ten angle grinders, simultaneously with 100% duty

Newlook International Unveils Four Products

Newlook International, Inc., an international manufacturer and distributor of decorative concrete-related products, announced recently that it is adding four products to its existing product line: Newlook Concrete Sealer™, Newlook Eco Acid™, Newlook Concrete Degreaser™, and Newlook Concrete Cleaner™.

The company expects the new products to help round out its current product line of water-based, non-acid, non-acrylic concrete stains. The company began the promotion of these products at World of Concrete 2007 last month. All Newlook products are available for purchase through Newlook's existing distribution channels.

According to Reid Langston, president and CEO of Newlook International, Inc., "Each product has a specific purpose and will assist end users in preparing the concrete for application of Newlook Concrete Color Stains™ or any other penetrating stain. They will also assist in cleaning and protecting previously stained concrete."

The Newlook Concrete Sealer is a penetrating, water-based sealer that is simply brushed onto concrete surfaces for lasting protection. "This product is going to solve a lot of problems. With the Newlook Sealer, we are now able to provide a solution that allows contractors to protect their concrete staining jobs, while still giving the concrete

a matte, breathable finish. Simply put, it is an abrasion-resistant, penetrating sealer that protects concrete," said Mr. Langston.

The Newlook Eco Acid is a concrete preparation solution. "I am especially excited about the Eco Acid," said Jacob Webb, vice president of Newlook International, Inc. "It is a non-corrosive etching or profiling solution that will really help contractors prepare a hard-troweled or polished surface for application of all types of penetrating stains. It is a safe, effective, and easy-to-use alternative to harsh acids like muriatic acid."

The Newlook Concrete Degreaser is a heavy-duty concrete degreaser that can be diluted to various ratios. "The Degreaser will help contractors clean off any oil, dirt, glue, or other foreign substances that would prevent Newlook Concrete Color Stains from penetrating."

The Newlook Concrete Cleaner is a multipurpose cleaner that can also be diluted to provide an economical cleaner that removes grease, oil, dirt, food, soot, and more from various surfaces. "The Cleaner is extremely handy," continues Mr. Webb. "It's not as heavy-duty as the Degreaser so it can be safely used on anything from Newlook-stained concrete to laundry."

Source: Newlook International, Inc.

Transitions

Gini and Dan McKain, on assignment for Calder Brothers Corporation



"The backbone of our asphalt paving operation is our new Mauldin 1550-C hot mix laydown machine. But, having said that, I must admit that it takes a combination of all our equipment and men to put it all together to produce one of the finest asphalt mats possible," said Charles Augello, president of Wilson Paving Ltd.

"Our new Mauldin paver, which is replacing our older C-300 Allat Paver, has helped us to transition from a small asphalt driveway paving firm

into a much more productive company. At the same time, it's helping to reduce the amount of handwork that was previously required by our rakers and labourers. That is important to us, since we are a close knit family oriented operation."

"The company was founded in Ontario, Canada in 1989. We are headquartered in Vaughan and have a branch office in Ottawa. We try to maintain a work area within a 30 km area but, occasionally, this extends out to 200 km for some of our really long time cus-

tomers. My son, Tony Augello, is second in command with Tony Imbrogno as a member of the Board of Directors."

"It should be noted that we are all out on the jobs six days a week, usually from about 7 in the morning until sometimes as late as 8 or 10 every night except Sunday, we do not work on Sunday. Our asphalt paving season generally begins by the beginning of May when the local hot mix asphalt plants begin operation. We, then, go right through to the end of November or into December whenever they close down for the winter."

"We own and maintain our own tri-axle dump trucks for asphalt transport. These trucks, which legally carry a 21 to 22 t load, are also used to pull the floats with which we transport ourselves sustaining paving spread. Each of these trailers can carry the new Mauldin 1550-C paver, a skid steer loader and at least one roller for compaction," continued Charles Augello.

"The company specializes in paving everything from small residential driveways,



to parking lots, to what are referred to as farm driveways. These are actually more likely to be upscale driveways for homes in the \$800 000 to \$1,5 million range. They are called farm driveways because of their length and quantity of asphalt required, being far more than a small house driveway," continued the firm's president.

"Lately, with the increased cost of asphalt and the price of the new equipment we use to put it down, we cannot economically afford to pave single small driveways. We must group

several of these together in the same area to justify the time and material.

"We simply will not sacrifice the quality of our work to do inferior paving. A driveway or parking lot that will last is no better than the base material that it is put on. That takes time to do it right, including installing the proper drainage. In this part of Canada, we often have severe freeze/thaw cycles twice a year and poor drainage will quickly destroy an asphalt mat," said Tony Imbrogno.

"Another important factor is that we provide our customers with the full depth asphalt mats that they pay for. Our reputation is very important to us to bring in new business. So our paving quotes are based on the final compacted depth of pavement. In other words, a 5 cm thick asphalt mat means precisely that, a full 5 cm surface, not 5 cm compacted to 3,8 cm thick.

"Our new Mauldin 1550-C with its Freedom Four screed significantly helps us in that endeavor and also to maintain our reputation. Typically we use a Type HL3A asphalt mix



because it is strong asphalt that compacts well and leaves a good looking mat. It lasts for many years. We are so confident about the quality of the work that we do that the company gives each customer, in writing, a two year warranty with each job that we do," added Tony Imbrogno.

"The driveway project that we are on today contains about 400 m² and we will put down approximately 55 to 60 t of asphalt. With the men and machinery that we now have, including our Mauldin 1550-C paver, that

should take our crew about half a day," said Tony Imbrogno.

"We did the final base preparation before we began the paving because no driveway is any better or lasts longer than the quality of the base material and drainage you put into the project. This is a repeat customer who called us back to pave the driveway for their new home because of the quality work we did on their previous home," he added.

"One of the reasons we bought our new Mauldin paver is because of its hydrostatic drive. Our old Allat C-300 machine had a chain drive and, as it got some years on it, that became brittle and occasionally would snap – usually right in the middle of a job when we needed it most. The Mauldin 1550-C, with its powerful 4 cylinder, 60 hp, water-cooled, John Deere diesel engine and its tandem Rexroth hydrostatic transmission, has eliminated that problem.

The paver is 3 m long, 3 m wide, by 1,6 m high and has an operating weight of 5650 kg with an 2,5 - 4,0 m Freedom Four vibratory screed. It has a 5,9 t hopper capacity and a two-speed 0 - 4,2 m/min paving speed.


"What really sold us on the machine was



the service we have received from the guys at Asphalt-Concrete. In the beginning, they brought a similar machine out to us to try on one of our typical jobs, and stayed right with us while we did it. They were there to help us, to teach us and to answer any questions that we had. We had their full cooperation, and they're really very nice guys to deal with," continued Charles Augello.


"Any time that we have had a problem and

called them, they came out immediately and solved it for us. The Mauldin 1550-C is a fast, strong, very powerful paver. It has enabled us to take on more and larger projects which has increased our financial position in the industry here in Canada. Without hesitation, I would recommend this machine to anyone looking to purchase a good reliable paver. It's like driving a Ferrari instead of a Ford," concluded the president of Wilson Paving, Ltd.




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Improved Splice Strength, Reduced Splice Time

A new conveyor belt splice technology from Goodyear Engineered Products can dramatically cut mine operation downtime and create stronger splices.

Goodyear Preform conveyor belt splices eliminate some of the guess work and on-site labor required to install conventional splices for steel-reinforced belts, according to Mike Braucher, Goodyear marketing manager for conveyor belt products.

Conventional splices require the installation of individual rubber strips called noodles between each steel cord across the width of the belt. To keep the cords and noodles in position, rubber cement is applied before top and bottom rubber panels are put into place.

"There are a lot of time-consuming steps involved in conventional splices," Mr. Braucher said. "In addition, spacing and alignment of the steel cords and resulting splice quality are largely dependent on the skill level of an individual doing the splicing."

Designed exclusively for Goodyear Flexsteel conveyor belts, Preform splice

technology uses preformed, multi-grooved, top-and-bottom panels that replace noodles, insulation gum panels and cement. Individual steel-cords are properly spaced and aligned, requiring no cord cement which eliminates drying time.

"Shortened splice time and stronger, longer-lasting bonds all add up to less downtime and more production," said Mr. Braucher.

Splice tests conducted on the largest dynamic splice tester in the world at Goodyear's Marysville, Ohio, worldwide conveyor belt technical center validate the claim of 33% improved dynamic life of Preform splices.

"When the steel cords of belts being tested finally gave way, the breaks didn't occur at the splices," he said. "The weakest link of a belt doesn't have to be the splice."

Static-pull splice strength tests conducted at an independent laboratory showed that Preform splices were 11% stronger than belts tested with conventional splices.



Goodyear Preform splices have been used on Flexsteel belts at U.S., Canada, Indonesia, South Africa and Nigeria mine operations. "Splice times at these locations were decreased from 16 to 25%," said Mike Braucher.

And when a northern Alberta, Canada, oil sands operation broke one of the strongest conveyor belts ever produced, Preform splices carved off four days of splice work, saving the operation millions of dollars in downtime.

"Tests and proven field performance show that Preform is a time- and money-saver," he concluded.

Source: Goodyear Engineered Products

Des Moines Asphalt & Paving Co. Wins Top National Award for Quality in Asphalt Paving

The National Asphalt Pavement Association (NAPA) announced recently that Des Moines Asphalt & Paving Co. of Des Moines, Iowa, has won the 2006 Sheldon G. Hayes Award for excellence in construction of an asphalt pavement. The company received the award at the Association's 52nd Annual Meeting in San Francisco. Three companies were named finalists for the award: Diamond B Construction, Louisiana; E & B Paving Inc., Indiana; and Norris Asphalt Paving Co., Iowa.

Des Moines Asphalt & Paving Co.'s winning project was the widening of I-234 in the city of Des Moines in an area that frustrated rush-hour commuters with its constant backups.

One lane was added to both sides of the road, making it three lanes in each direction. In some sections around exits a fourth auxiliary lane was added as well.

The existing V-ditch in the center of the roadway posed one of the greatest challenges. Des Moines Asphalt & Paving Co. crews had to tear out the 15 m wide grass median

and construct a storm sewer, concrete barrier and concrete median in its place. "We had a 5 to 6 m wide hole on each side of that median, which made it very tough and tight to get in and out of the area," says Greg Kinser, the company's vice president and operations manager.

The project required a total of 130 000 t of hot-mix asphalt (HMA), designed to stand up to 30 million ESALs (equivalent single axle loads). "One feature of this project that we're very proud of is the consistent, high quality mix that we had throughout," says Mr. Kinser. Using a shuttle buggy helped keep the pavement smooth during laydown, earning Des Moines Asphalt and Paving Co. an incentive bonus.

"We've got some very talented people and some good equipment," Greg Kinser says. "We like to think that we all do a good job of paying attention to the quality details. We believe this project showcases the vital benefits of HMA: rapid construction and a long-lasting, smooth, safe, quiet ride, all at a cost substantially below engineers' estimates."

The Sheldon G. Hayes Award winner is determined through a two-year process. Highway pavement projects using more than 45 000 t of HMA are eligible for consideration. Initially, they must win a Quality in Construction (QIC) Award, which is determined by numerical scores given by pavement engineers at the National Center for Asphalt Technology (NCAT) on the basis of how well the contractor met the specifications and achieved density on the finished pavement. All the pavements that meet a benchmark figure are given the QIC award.

The year after a project wins a QIC Award, it may be considered for the Sheldon G. Hayes Award. The top-ranked projects from each year are tested for smoothness, then visually inspected by an independent pavement consultant with many years of experience in the industry. This year, the evaluators praised the contestants for high-quality construction practices resulting in smooth, safe, and durable pavements.

Source: The National Asphalt Pavement Association

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Appointment

Hanson Brick has announced the promotion of veteran marketing manager **Nancy Roche** to the post of marketing manager of new business initiatives for the company's nontraditional growth stream.

"Nancy's industry experience combined with her knowledge of Hanson's business, customers and markets are a winning combination to lead the company's efforts in developing innovative products," said Kathleen Jonila, director of marketing for Hanson Brick & Tile. "These new initiatives are a key factor in growing Hanson's business in Canada."

Mrs. Roche has served as marketing manager for Hanson's Northern region since 2000 and was instrumental in the successful integration of the seven brick companies into the newly branded Hanson Brick. Prior to that, she had nearly 10 years of experience in sales, consulting and client services in a variety of industries including direct marketing and food technology.

Source: Hanson PLC



Agenda

ARA The Rental Show
February 7 - 10, 2007
Atlanta, GA, USA

Work Truck Show
March 7 - 9, 2007
Indianapolis, IN USA

Congrès Association Béton Québec
March 15 - 16, 2007
Montreal, QC Canada

World of Asphalt Show & Conference
March 19 - 22, 2007
Atlanta, GA USA



National Heavy Equipment Show 2007
March 22 - 23, 2007
Toronto, ON Canada

ExpoCam
April 12-14, 2007
Montreal, QC Canada

12th International Building Fair
April 17 - 21, 2007
Brno, Czech Republic

Bauma + Mining 2007
April 23 - 29, 2007
Munich, Germany



MiningWorld Russia 2007
April 24 - 26, 2007
Moscow, Russia

Salon CAM-Logique
April 26 - 28, 2007
Montreal, QC Canada

CIM Montreal 2007
April 29 - May 2, 2007
Montreal, QC Canada

Technical Day - APOM
May 5, 2007
Quebec City, QC Canada

Quartier municipal des affaires UMQ
May 10 - 11, 2007
Quebec City, QC Canada

44th Canadian Fleet Maintenance Seminar
May 27 - 30, 2007
Toronto, ON Canada

WasteTech 2007
May 29 - June 1, 2007
Moscow, Russia

2007 Municipal Trade Show - AORS
June 6 - 7, 2007
Fergus, ON Canada

Hillhead 2007
June 26 - 28, 2007
Buxton, Derbyshire, United Kingdom

LubricationWorld/Predictive Maintenance Technology Conference
September 11 - 13, 2007
Las Vegas, NV USA

Technical Day - APOM
September 14, 2007
Sherbrooke, QC Canada

MINExpo® 2008
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ICUEE 2007
October 16 - 18, 2007
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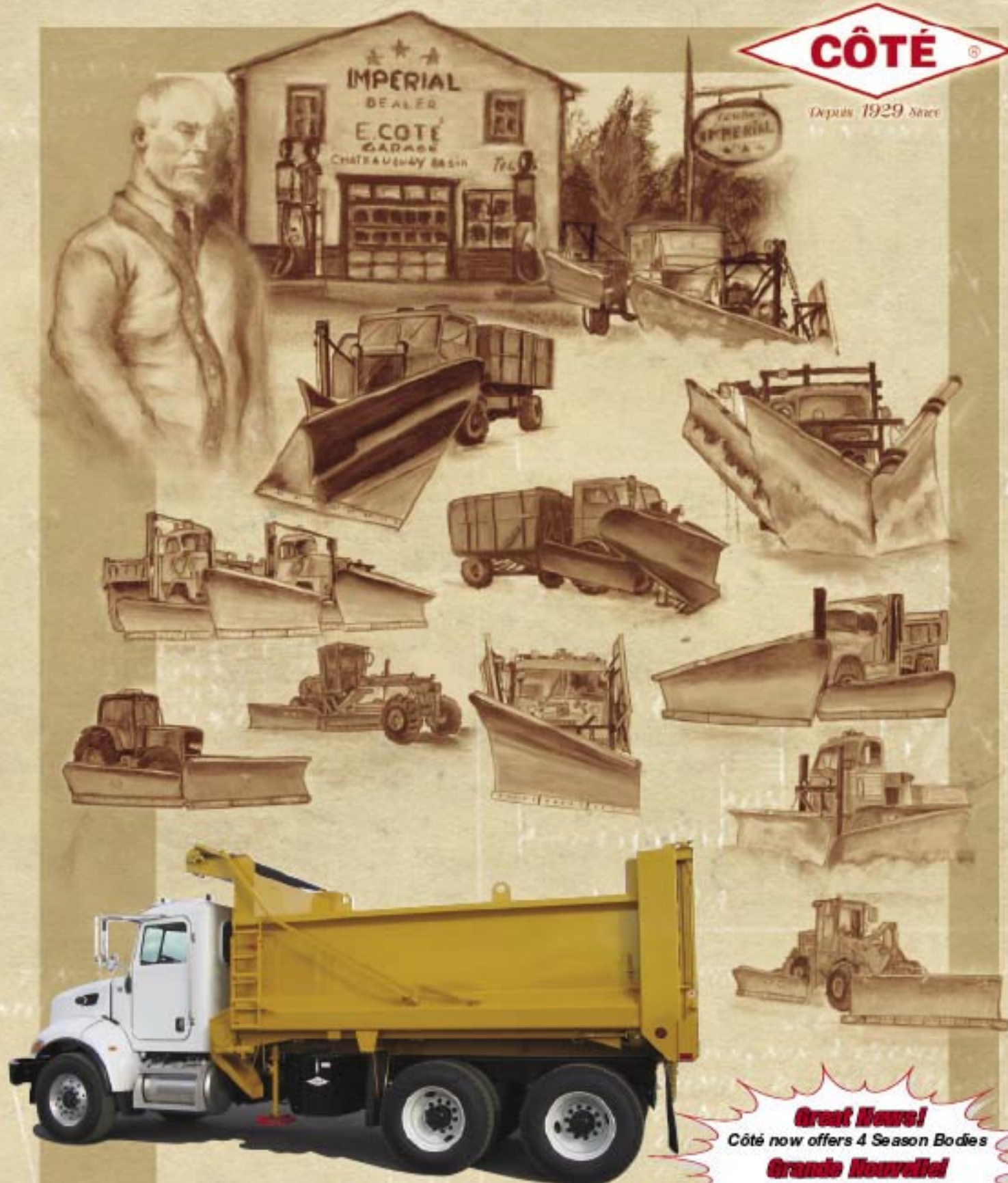
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