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A Brief Word...

February once again and the show season is well and truly underway. With Landscape Ontario's CONGRESS wrapped up for another year and preparations for the year's biggest event, Intermat all but complete, it promises to be a year of note.

Of course let's not forget World of Concrete, World of Asphalt, The Atlantic Heavy Equipment Show and EXPO Grands Travaux, not to mention countless other regional and trade specific venues where vendors will be strutting their stuff.

Sounds great, but you've got a business to run, work to do, manpower to manage. How can you take it all in? The answer seems obvious: Canada's leading industry publication will be at the epicenter of what's happening and what's new.

Not just is InfraStructures the leading source of news and innovation, I keep being told how the whole family looks forward to its arrival in the post. Recently, a reader told me how many publications he gets and how he always picks InfraStructures out of the pile. Usually, before he can finish reading it, his wife (a teacher) whisks it off to school and their kids are left clamoring for their chance to read it.

Not just Canada's leader, not just Canada's only bilingual, and not just another magazine but a reliable and informative trade publication that everyone can appreciate.

While you're busy, we will be too, so don't worry about missing this show or that event, InfraStructures will be there.

Informed, enticing and innovative...InfraStructures!





On the cover:

a Manitowoc 16000 played an integral role in the construction of a seawall in Charlottetown, Prince Edward Island. The seawall will reclaim land for the construction the PEI Convention Centre, which is being built by the Charlottetown Area Development Corp.

The project is being overseen by local general contractor Birt & MacKay Construction.

SANDVIK APPOINTS ONTARIO DISTRIBUTOR

As part of Sandvik's new strategic direction, Selix Equipment is pleased to inform you that Sandvik Construction has elected to distribute Sandvik drills, drill parts, rock tools and service, in the Province of Ontario, through Selix Equipment in Ottawa, Ontario. Selix will be responsible for the distribution & aftermarket support for drilling equipment and rock tools in the Province of Ontario.

Beginning on January 2nd 2012, all capital equipment sales will be done through Selix Equipment and effective February 17th 2012, Selix Equipment will take over all parts, rock tools and service inquiries from Sandvik Construction.

"We're proud of the confidence that Sandvik has shown in us by appointing us as distributor," explained Mario Roussel, sales manager of Selix. "Although we're a new organization we have a combined 60 -

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70 years of experience in this business".

The Sandvik Group is a global high technology enterprise with 47,000 employees in 130 countries. Sandvik's operations are concentrated on three core businesses: Sandvik Tooling, Sandvik Mining and Construction and Sandvik Materials Technology - areas in which the group holds leading global positions in selected niches.

Selix Equipment is also the Canadian distributor of McDrill Technology's line of specialized drilling equipment. McDrill manufacturers a high quality line of drills for geothermal, water well, soil stabilization and jet grouting, mini-piles and other applications.

Source: Selix Equipment, 613-859-7403

VOLVO RENTS MOVES INTO ONTARIO

In 2011, Volvo Rents acquired more than 50 companies in the United States. Recently, however, the brand announced its first acquisition of a competitor north of the border with the recent signing of the Centreline Group of Rental Companies, a six-location construction equipment rental company found throughout Ontario. This new acquisition lifts Volvo Rents' North American location total to more than 90 stores.

The new Volvo Rents locations are located in Windsor, Learnington, Chatham, London, Dumfries and Hamilton and are the first for the company in Ontario.

"As the recession abates, the construction equipment rental industry is projected to be one of the fastest growing industries in North America, as more people are choosing to rent rather than commit to capital expenditures," said Mike Crouch, vice president of business development for Volvo Rents. "Our strong brand recognition, coupled with the growing demand for equipment rental, allows us to look to the future with great enthusiasm."

In addition to Volvo Rents' expanding line of Volvo compact equipment - such as backhoe and skid steer loaders, compact wheel loaders, compact excavators and compaction equipment - the rental center carries a comprehensive line of essential equipment and tools for the construction, commercial, industrial and homeowner

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markets. The focus is on daily, weekly and monthly rentals.

"Currently, the U.S. is undergoing an unprecedented shift from buying equipment to renting," Mr. Crouch said, noting that construction equipment rental revenue grows an average of 7% annually. "This puts us in a very favorable position as we continue to expand our footprint in various markets across the country."

Previous owners Louis and Al Bertoia will take on new roles within the Ontario Volvo Rents locations. Louis will serve as the Ontario operations manager while Al will become fleet manager for the division.

"The Centreline Group has been very successful in the equipment rental industry throughout the southern Ontario market. Our success has been driven by understanding and executing our company values, and by understanding our customers' requirements and exceeding their expectations through a high level of service," Mr. Bertoia said. "We are a family run business that works well as a team. I believe that joining the Volvo team is the best decision for the future growth of Centreline and offers great opportunities for our team members. Volvo shares our values, goals and visions and has responsive decision making. Volvo was the right decision for us. We are excited to grow with Volvo and execute our growth plans throughout Ontario."

Source: Volvo Rents

UNIQUE GLOBAL SCREENING ALLIANCE

Germany's Haver & Boecker, owner of W.S. Tyler Canada Ltd., and Major Wire Industries Ltd. have reached an agreement to establish a global screening alliance starting on January 1, 2012. Bringing together their collective experience of more than 250 years in screening and a broad product line involving vibrating screens, washing and pelletizing equipment and screen media, the alliance seeks to expand growth opportunities while further strengthening their current capabilities with customers throughout North America and globally.

Representing its parent company Haver & Boecker, W.S. Tyler initially acquired a 40% share of Major Wire Industries on January 1, 2012, and purchase the remaining 60% in 2016.

In North America, W.S. Tyler has Canadian facilities in St. Catharines, Ontario, and Edmonton, Alberta, and a U.S. facility in Salisbury, North Carolina, while Major Wire has operations in the Montreal, Quebec, area and a U.S. facility in Puyallup, Washington.

W.S. Tyler management has asked Major Wire to manage its Salisbury woven wire facility with the intent to serve Major Wire's extensive dealer network throughout the U.S. and in Latin America. All remaining operations for both companies within North America and globally will continue to operate independently. W.S. Tyler and Major Wire dealers and representatives throughout the world will also continue serving their respective customers and prospects as they do today.

"Our alliance with Major Wire will prove to be a unique opportunity for two familyowned manufacturers to effectively employ their combined strengths and expertise to the benefit of the North American and global mining, mineral and aggregate



Colours all the way!



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markets," commented Walter Haver, joint owner of Haver & Boecker. "It is clearly a win-win for all personnel, sales channels, vendors and most of all, the customers we serve."

"A few years ago, I began developing a succession plan that would ensure that Major Wire would continue to expand and provide a long-term opportunity for our employees after I retire," explained Jean Leblond, president and owner of Major Wire Industries. He added that he has found a partner that shares the same values, desire to invest in the future and focuses on the customer first.

W.S. Tyler pioneered many of the standards that the mining, industrial mineral and aggregate industries operate under today. The company has specialized in designing, manufacturing and servicing custom screening technology for more than a century. It also has an Architecture & Design division that creates unique design solutions made out of woven wire. Since being purchased by Haver & Boecker in 1997, W.S. Tyler has introduced a new

Xcentric Ripper Now Available Worldwide

Grado Cero Group has manufacturing plants for the production of heavy-duty excavator buckets and patented Go Max quick couplers. At the same time one of their divisions are performing large rock excavation and trenching projects in the North of Spain. Thanks to this unique combination, they were able to invent and develop a completely new attachment to execute these difficult projects much faster and at a much lower cost. In the beginning of 2009 the first prototypes started to work for severe practical tests in all kind of different rock conditions. Nonstop and intense working from that moment on, in all types of rock, has resulted in a 100% reliable,



efficient and maintenance-free attachment: the Xcentric[®] Ripper. Now also available worldwide for the benefit of all companies working in rock excavation and demolition!

Economical and financial demands in the market are always pushing for increased performance and production output in rock excavation and demolition. At the same time clients are asking for lower maintenance costs, less down time and better warranty conditions. Just recently Grado Cero has developed a revolutionary attachment: the Xcentric® Ripper to do excavation and demolition of asphalt or concrete roads and floors in less time, for lower cost and with a minimum of noise. The Xcentric® Ripper is developed with a patented impact vibration accumulation technology, which makes it in 85% of the job applications more productive than any Hydraulic Breaker available on the market. In even 70% of the job applications a 2 to 5 times higher production can be achieved. The Xcentric[®] Ripper's closed energy chamber cannot be influenced or damaged from the outside by dust, water, dirt or whatsoever. This means that it can work without any problem in the most severe conditions in tunnels, foundations, muddy and wet places. Even all kinds of work under water in for example harbors, canals and open sea can be done without making any special expensive and complicated preparations. This is where and why the Xcentric® Ripper saves so drastically the high expensive maintenance and repair cost, that normally appear in such working circumstances. Full product line of 8 models is available for excavators from 10 t up to 100 t.

The Xcentric[®] Ripper is a patented excavator attachment in state–of–the–art technology, manufactured with the highest quality materials and components.

Source: Xcentric Ripper International, S.L.

INTERMI booth 5a A 108

wave of innovation in screening technology while also branching out into environmentally friendly technologies, including washing and pelletizing.

Major Wire is a leading manufacturer of innovative screen media, including Flex-Mat[®] 3 Tensioned and Modular and OptimumWire[®] Woven Wire, throughout the world serving aggregate, mining, recycle, asphalt, slag, green waste, top soil and related customers. Its most popular product line, Flex-Mat 3, revolutionized the screening industry more than 15 years ago and continues to provide solutions to common screening challenges while increasing production, product value and delivering a strong return on investment.

Source: W.S. Tyler Canada Ltd., Major Wire Industries Ltd.

WINDSTREAM ENERGY SELECTS SIEMENS TURBINE FOR ITS WOLFE ISLAND SHOALS OFFSHORE WIND PROJECT

Windstream Wolfe Island Shoals Inc. has signed a binding agreement with Siemens Canada Limited, to supply up to 130 turbines for its 300 MW offshore wind power project on Lake Ontario. The turbine blades will be manufactured at Siemens' renewable energy plant located in Tillsonburg, Ontario.

Windstream holds the only offshore wind power Feed-in-Tariff (FIT) contract in the Province of Ontario, which was awarded by the Ontario Power Authority (OPA) in May 2010. The project is planned to be located from five to sixteen kilometers off the southwest shore of Wolfe Island, in eastern Lake Ontario.

By selecting Siemens, Windstream has guaranteed that the Wolfe Island Shoals project will provide more than 50% Ontario content. It will create more than 1,900 jobs for the first five years of development, and 175 jobs after construction.

"We are very pleased to have entered into a contract for turbines with Siemens Canada. With Siemens' 140 years of experience in the energy sector, and a global network of highly-skilled employees, we are confident that we have chosen the right supplier," said lan Baines, president of Windstream Energy. "Siemens is the world's leading supplier of offshore wind turbines with over 2,000 MW installed globally offshore. We are planning to use their experience to develop the first offshore wind project in Canada," he



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continued.

"We are pleased to enter this agreement with Windstream for the Wolfe Island Shoals offshore wind farm and look forward to contributing to the development of Canada's first offshore wind project," said Bill Smith, senior vice president of Siemens Canada.

Source: Siemens Canada

MANITOU FORKLIFTS CANADA JOINS FORCES WITH MANITOU AMERICAS

Manitou Americas, Inc. is pleased to announce the completion of its combination efforts with Manitou Forklifts Canada. This next step combines sales, service, and marketing support teams from Manitou Forklifts Canada and Manitou Americas, resulting in a "best- in-class" sales and support organization for the Manitou brand and its expansive dealer network in Canada.

By combining the industry knowledge of the Manitou Forklifts Canada and Manitou Americas sales, marketing and

aftersales support teams, the Canadian market will receive an expanded level of local support. Two field sales and service teams - specializing in sales, service and training - support Eastern and Western Canada with dedicated dealer development and assistance.

In addition, Manitou Americas also provides enhanced technological support for the Manitou brand and its dealer network. A robust, web-based Manitou Dealer Information Center provides detailed business information to authorized Manitou dealers anytime. This increases the level of support that Manitou dealers can provide to their equipment owners.

With more than 60 dealer locations, the strength of the Manitou dealer network in the Canadian market is undeniable. Manitou Americas respects the thousands of equipment owners that have purchased and operated Manitou equipment over the course of the last 15 years. Manitou Americas is dedicated to providing their dealers and customers with an expanded level of

Astec Highlights New Controls at World of Asphalt

Astec, Inc., an Astec Industries company, will have a controls sales manager in its booth during the World of Asphalt, March 13-15, 2012 in Charlotte, North Carolina, to present two new products from ASTEC Controls.

The latest plant control system from Astec Controls is the PMIII. This PLCbased new control system is comprised of individual modules for burners, silos, motor controls, and blending and loadout. The modules can be installed together as a package or individually, maximizing the options for customizing the controls at an asphalt facility. Built-in diagnostics save time when service is required.



The innovative new Data Acquisition System Hub, or DASH, provides a real-time snapshot of operations. DASH gathers information from multiple plants and makes it accessible via web browser, or flash compatible devices such as Android tablets and smartphones. With DASH installed, trends can be analyzed quickly throughout an operation in order to make more effective management decisions. DASH is compatible with ASTEC control systems TCII, PMII and PMIII.

Both new Astec Controls products are designed by ASTEC software engineers and will be installed, supported and serviced by Astec Controls engineers and Astec Service. Source: Astec, Inc.

support in order to grow their business for years to come.

Manitou is headquartered in Ancenis, France. Manitou designs, assembles and distributes material-handling solutions for agriculture, construction and industry markets under the Manitou®, Gehl®, Mustang®, Loc® and Edge® trademarks.

Source: Manitou Americas, Inc.

GE ACQUISITION OF RAIL SOFTWARE PROVIDER RMI CLOSES

GE Transportation, the world's leading maker of rail and transportation-related products, announced recently the completion of its acquisition of software provider RMI from The Carlyle Group. The acquisition significantly expands GE Transportation's Software and Optimization Solutions business to serve railroad customers worldwide. Terms of the deal were not disclosed.

RMI is a leading provider of transportation management software solutions for railroads, rail shippers, railcar leasing companies, and intermodal services in North America. RMI designs software to help its users improve efficiency and productivity while reducing costs.

"RMI builds on GE Transportation's Software and Optimization Solutions offerings with an array of products as well as a tremendous amount of industry, technical, and software development and delivery capability," said Lorenzo Simonelli, GE Transportation president and CEO. "Combined, we are able to offer a portfolio of products to help customers around the globe improve their operations."

Pete Kleifgen, chairman and CEO of RMI, said: "We are thrilled to become part of GE, a world class company, and to join the GE Transportation family. We see tremendous opportunity for growth for our company, our people and our products."

As U.S. rail freight volume is expected to nearly double in the next 25 years, software solutions will continue to enable carriers to improve efficiencies and safely move more freight faster on existing rail lines. As a GE Transportation company, RMI will add to GE Transportation's Rail technology portfolio, which includes its Evolution Series Locomotives, railway signaling and office systems, and advanced network and asset optimization solutions.

Further, the acquisition is consistent with the larger GE strategy to expand its \$4 bil-

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lion-a-year software and solutions services to help customers improve productivity and efficiency worldwide. GE announced in November 2011 an expansion of software programs and the opening of a new Global Software Center to be headquartered in San Ramon, California. The new Software Center of Excellence will employ approximately 400 software professionals working to connect all of GE's businesses, products, and 5,000 software professionals around the globe.

RMI exhibited as a GE Transportation Company for the first time at the National Railroad Construction and Maintenance trade show on January 4-6, 2012 in San Diego, California. The company will become a part of GE Transportation's existing Software and Optimization Solutions business led by Peter Thomas. It will continue to be based in Atlanta and maintain offices in Jacksonville, Florida, and Austin, Texas.

Source: GE Transportation

EIFS COUNCIL ROLLS OUT QUALITY ASSUR-ANCE PROGRAM ACROSS CANADA

The EIFS Council of Canada (ECC) continues the roll-out of its industryleading EIFS Quality Assurance Program (EQI) across Canada in keeping with the construction industry's growing commitment to sustainable and performance based design. Building on EIFS' current position as the "cladding of choice," the EIFS Quality Assurance Program delivers a significant industry response as it prepares for accelerated EIFS market share growth.

"This is a game changer for the cladding space," commented John M. Garbin, president and CEO, EIFS Council of Canada. "It's the first certified quality assurance program for any cladding system in North America." From design through manufacturing of materials to assembly and in-place performance, certified and licensed EIFS professionals across the EIFS value chain will transform the industry.

"These highly qualified professionals will successfully raise the bar across the entire cladding spectrum as owners and design professionals come to appreciate the value proposition we are delivering," Mr. Garbin added. "The response and support that continues to build from the user and regulatory community has been inspiring and represents a satisfying validation of our industries efforts."



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The EIFS Council of Canada formed

a not-for-profit corporation called the EIFS Quality Assurance Program Inc. EQI owns the intellectual property rights and trademarks of the EIFS QAP and will be responsible for the overall operation of the program. EQI has several key components: Research & Development, Standards & Specifications, Manufacturer Evaluation, Accreditation & Licensing, Contractor Accreditation & Licensing, Mechanic Certification & Licensing, Documentation, Site Auditor Certification & Licensing, Conflict Resolution, 3rd Party Warranty.

Source: EIFS Council of Canada

LIUGONG COMPLETES FIRST OVERSEAS ACQUISITION

LiuGong Machinery Corp. has finalized its agreement to acquire Huta Stalowa Wola (HSW) and its distribution subsidiary, Dressta Co, Ltd., company executives announced. The agreement was signed by both companies' executives in Warsaw, Poland.

David Beatenbough, currently vice president of Research and Development for LiuGong, has been named chairman of the Board of the new entity, LiuGong Machinery (Poland) sp z o.o. The transaction is LiuGong's first outright acquisition outside its domestic market.

HSW is a respected producer of bulldozers and other crawler machines. It is one of only seven manufacturers worldwide producing a complete line of bulldozers, from 74 to 520 hp. The Polish government was the primary owner of HSW. It agreed in principal to sell to LiuGong earlier this year with the signing of a preliminary enterprise acquisition agreement in Beijing, China.

The formal contract ceremonies set at a prominent castle and landmark in Poland reflected the importance of the transaction for both the companies and the two countries. The events, a signing ceremony and press conference were attended by high level government officials of both Poland and China.

After announcing its intent to acquire HSW last March, negotiations for the agreement continued during the summer and fall, as LiuGong reached agreement regarding wages and job security with the Polish Workers Union and completed the commercial terms of the transaction with HSW.

LiuGong's acquisition of HSW represents a smart strategic step for the company, which has a publically stated goal of becoming a top 10 construction equipment manufacturer by 2015. With the transaction now complete, LiuGong will move rapidly to integrate processes and production.

Source: LiuGong Machinery Corp.

ATLAS COPCO ENTERS DIMENSIONAL STONE INDUSTRY

Atlas Copco has acquired Perfora S.p.A, Italy, a company that manufactures and



sells cutting and drilling equipment in the dimensional stone industry. Through this acquisition Atlas Copco is entering the dimensional stone (DSI) quarry equipment sector, thereby broaden the group's business interests.

"Perfora is a leading supplier in this segment, with a strong customer focus and high quality products," said Bob Fassl, business area president of Atlas Copco Mining and Rock Excavation Technique. "We see good growth opportunities through this deal. As part of the Atlas Copco Group, Perfora becomes a unique global supplier of tailor-made equipment for dimension stone producers."

The market Perfora is operating in, the DSI, has been growing despite global economic instability. Natural stone is in demand and the trend is towards using these materials for building and decoration when it is economically viable.

The DSI quarries are in a phase of shifting from pneumatic to hydraulic and automated driven equipment. Increasing energy and labor costs are driving fleet modernization. The acquisition of Perfora is good timing. Together we will be able to offer modern equipment to a growing market globally," says Markku Teräsvasara, president of Atlas Copco's Surface Drilling Division.

"We felt that we had reached a limit of how much we can grow on our own. We chose to merge with Atlas Copco, since it has a widespread distribution network in key markets and an organization that can offer improved services to our customers. We also see potential synergies in product development that will allow us to maintain and strengthen our position in the DSI segment." says Piergiorgio Picotto, managing director Perfora S.p.A.

Source: Atlas Copco Stonetec S.p.a. Atlas Copco

INTER: booths 5b F 015-027

BENTLEY PUBLISHES THE YEAR IN INFRA-STRUCTURE 2011

Bentley Systems, Incorporated recently announced that the digital version and print copies of *The Year in Infrastructure* 2011 are available. This 240-page yearbook highlights the extraordinary work of Bentley users improving the world's infrastructure. It features descriptions and color images of the more than 300 project nominations recognized and 20 winners

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honored at the 2011 Be Inspired Awards ceremony, held last month at Bentley's Be Inspired: Thought Leadership in Infrastructure event in Amsterdam, the Netherlands. Bentley's Be Inspired Awards competition acknowledges outstanding achievement and innovation in infrastructure design, construction, and operations. The winners are selected by independent panels of expert jurors representing a broad range of infrastructure disciplines.

Source: Bentley Systems, Incorporated

ECONOMIC ANALYSIS EXAMINES USE OF MATERIAL-SPECIFIC DISCOUNT RATE FOR LCCA

The National Asphalt Pavement Association (NAPA) has released a report on life-cycle cost analysis procedures which examines in depth the concept of the material-specific discount rate. "Material-Specific Discount Rate: Inappropriate for Life-Cycle Cost Analysis" (NAPA Special Report 203) outlines standard and customary life-cycle cost analysis models. It also shines a light on a "material-specific discount rate," which is being promoted by the cement and concrete industries.

NAPA's report reveals that the materialspecific discount rate is not a concept economists use or accept. Instead, it was suggested in a 2011 report as a computational work-around by the Concrete Sustainability Hub (CSH). The CSH, located at the Massachusetts Institute of Technology, is funded by the Portland Cement Association and the National Ready Mixed Concrete Association.

The CSH report is being used to support legislation in Congress mandating the use of a material-specific discount rate in life-cycle cost analyses when comparing alternative designs for publicly funded projects, including pavements, bridges, and buildings. If adopted, a materialspecific discount rate could skew life-cycle cost analyses for construction materials, including asphalt, concrete, steel, wood, and plastics. "NAPA opposes asking Congress to mandate a life-cycle cost procedure which is not accepted by economists and which tilts the playing field in favor of one construction material," said Mike Acott, NAPA president. "NAPA supports the use of life-cycle cost analysis by engineers who are charged with managing public dollars. What we do not support is the idea that Congress should become the engineering

arm of government."

NAPA's report points out that life-cycle costing is already standard practice in state departments of transportation, and that the Federal Highway Administration has in place a well-vetted LCCA procedure. The material-specific discount rate promoted by the concrete and cement industries would be an unwarranted departure from the accepted practices of economists.

NAPA agrees that periodic review of LCCA procedures is wise, so long as such reviews are conducted by knowledgeable economists in consultation with industry experts. Additionally, the NAPA study finds that the use of material-specific discount rates is not accepted as a valid practice in economics; that the CSH model makes an unsupportable leap in attempting to use short-term price information to calculate future inflation over periods as long as half a century; and that it applies inaccurate and overly simplistic calculations when determining the standard bill of goods for construction of a highway.

Source: The National Asphalt Pavement Association

Bauer Fondations Canada on the Route 1 Gateway Project

Last year, Bauer Foundations Canada has been awarded by Dexter Construction the execution of bored piles for bridges on the Route 1 Gateway Project around the city of Saint John, New Brunswick.

Four bridges had to be founded on piles with a permanent casing of a diameter of 2,000 mm. The pile length varied between 8 m to 66 m. All piles were socketed into bedrock with a maximum strength around 200 MPa.

The piling work has been performed with a BG40 from backfilled platform as well as trestles. This part of the project was completed in August 2011.

The Government of New Brunswick is undertaking major improvements to Route 1. Once complete, the Route 1 Gateway Project will see the construction of 55 km of new four-lane highway and selected upgrades along existing sections of Route 1. Construction work on the project is expected to be completed by July 31, 2013.

While the construction stimulus of this project will present new employment opportuni-

ties in New Brunswick, the improved infrastructure will also support longterm economic growth in the province and in Atlantic Canada.

Route 1 serves as a major trade corridor between Atlantic Canada and the Eastern United States. It is the most direct link to a new border facility in St. Stephen – Calais which is Atlantic Canada's busiest international land border crossing.

Upgrades to Route 1 will foster continued economic growth and support a sustainable multimodal transportation system with enhanced connections to many of Atlantic Canada's deep sea ports, rail network and international airports.

The Route 1 Gateway Project is jointly funded by the federal and provincial governments.

Source: Bauer Foundations Canada Inc. Government of New Brunswick

Autogreasers-101: Everything You Need to Know About Automatic Lubrication Systems

Mike Deckert, Gabriel Lopez, FLO Components Ltd. Special Collaboration

In a study conducted by a major component manufacturer, improper lubrication accounts for 53% of all bearing failures, a major cause of equipment downtime and significant maintenance costs. The majority of failures are caused by: contamination of bushings by dust, dirt and moisture; inadequate amounts of lubricant applied to bearings; or over-lubrication of key pivot points.

Direct costs resulting from inadequate lubrication include replacement bearings, labor to repair or replace bearings, unscheduled downtime and the impact on meeting customer delivery commitments. Indirect, but very real costs include work safety and housekeeping issues, wasted lube, environmental issues, and higher labor costs related to inefficient manual lubrication practices.

An Automatic Lubrication System (ALS) helps eliminate these unplanned and unnecessary expenses. Whether you know it as an automatic lubrication system, an autogreaser or a centralized grease lubrication system, an ALS automatically lubricates multiple points on a machine from a centralized pump/control unit which is mounted in an easily accessible location. A system dispenses small measured amounts of lubricant at frequent intervals, while your equipment is operating, maintaining a uniform supply of grease in the bearing at all times and a consistent lubricant seal to prevent dirt and contaminants from migrating into bearings. This is compared to the feast and famine conditions often associated with manual lubrication, where greasing is done "when there's time".

In talking with people who do not currently use ALS, we often hear statements like "Even if I use an Autogreaser, I still have to do a walk-around to inspect the system". This is absolutely correct. An ALS will not replace your regular equipment maintenance inspection. You still have to check for loose or damaged lines and make sure that everything is operating smoothly. What an ALS does is take the grease gun out of your hand and replace it with a wrench. Then, you can use the grease lines as a guide and have the opportunity to focus on making any necessary adjustments or repairs as you conduct your regular inspection.

So you might be asking yourself: "What's the point of using an ALS?" There are 8 reasons why you would want to use an Automatic Lubrication System: *1. Safety* – An ALS helps to reduce or eliminate climbing over and under machinery or into difficult-to-reach areas. Whether you are an owner/operator of a single piece of equipment, or the fleet manager for a large operator, personnel safety in today's workplace is a key consideration. 2. Efficient Lubrication – An ALS applies grease while the machine is running so you do not have to stop what you are doing or set aside time to lubricate it - in other words, less downtime. Furthermore, because the bearing is turning when it receives the grease, you get much better grease coverage on the bearing.

3. Better Lubrication – Applying grease is often most effective when it is dispensed in small, measured amounts over short, frequent time intervals. Unfortunately, tight deadlines and manpower constraints or in some cases the location of the equipment often make this method of lubrication impossible. Equipment gets greased when it is available and when we have time and somebody available to do it. Clearly, this approach is not optimal for the point requiring lubrication. An ALS makes this problem go away.

4. Better Housekeeping – How much grease is too much? If you are old-school, you keep pumping it in until you see it oozing out of the bearing. This is what we at FLO Components like to call "over lubrication". As previously stated, frequent and small, measured amounts will give your bearings the best protection. In addition to no over/ under lubrication, this also means that you get less spillage and leakage. The end results are less grease wastage and less mess on your equipment, site, parking lot, etc. Appearance aside, safety (danger of slipping) and environmental issues are

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even more important.

5. Less Downtime, Reduced Maintenance Costs, & Reduced Bearing Replacement – Time and manpower constrains often make it nearly impossible to keep up with the greasing requirements of equipment, especially in the harsh Canadian climate. The "preventative maintenance" provided by an ALS is absolutely key to reducing maintenance costs and minimizing downtime by extending the life of the many pivots, bushings and components on the equipment. There are also fewer replacement parts to stock.

6. Increased Overall Productivity - Resulting from an increase in machine availability and reduction in downtime due to breakdowns or general maintenance. 7. Longer Equipment Life and Higher Resale Value - Because bearing areas are consistently protected and your machinery in general is better maintained. 8. Helps the Environment - For the environment, less premature wear of bearings and other components means less landfill. Also, since you are not over greasing (see Better Housekeeping above), you are depleting fewer resources from the environment and you are not contaminating the environment with dripping grease.

ALS systems vary in quality and design by manufacturer, but typically consist of 5 main components: a controller or timer to run the system; a pump and reservoir to store the grease; a supply line connecting the pump to the metering valves; metering valves or injectors to measure and distribute the lubricant and feed lines and fittings to deliver the lubricant to the application points.

There are several manufacturers offering automatic lubrication systems in the industry today, so when you're sourcing a system, it is important to make sure you're comparing apples to apples and asking the right questions. The first thing to know is that there are different operating principles by which ALS are designed. The two most common types of ALS used on mobile equipment are Series Progressive and Parallel.

In a single line progressive system, a pump delivers the lubricant to the lubrication points via progressive metering valves custom-sized for each application point. Lubricant flows through a primary valve which redirects to multiple secondary valves, and finally through feed lines to the ultimate application points. The nature of this system is such that if any line/ bearing is not taking grease the entire system shuts down and there is (in a properly designed system) visual indication to the operator th

to the operator that there is a problem. This allows the operator an opportunity to take action before any damage occurs.

In a parallel type system, lubricant flows from the pump through a single supply line to multiple branches of injectors. The injectors operate simultaneously but are independent of each other. Each injector serves only one lubrication point and may be accurately adjusted to deliver the precise amount of grease or oil required. The nature of a parallel type system is such

cause system failure and costly component replacement and labor costs. For most system manufacturers, a filter IS NOT supplied as standard - it must be specified. 2. Are the hose and fittings standard NPT thread?

Some system manufacturers use metric hose ends and fittings. Special adapters

that only main line pressure is monitored, so if any feed line or bearing is not taking lubricant, the remainder of the system will continue to function normally, but the lubricant starved bearing may be lost. Note that in a properly designed system, there are indicator pins on each injector to allow an operator to visually confirm each individual feed line is operating.

Once you have decided on the type of system you want, other questions you would want to ask could include the following:

 Does the pump package include a highpressure, inline, lubricant filter?
A filter prevents the introduction into the distribution lines of contaminants that can are required to adapt to NPT bearing inlets causing increased costs and labor and possible delays during servicing if you are not prepared with the proper replacement fittings.

3. Does the pump reservoir incorporate a revolving paddle or a follower plate? A pump with transparent reservoir and revolving paddle eliminates grease cavitations (air bubbles in the grease that can cause system failure if they enter the system) and offers visual grease level monitoring. It also functions as a visual indicator to the operator that there is a problem if the paddle stops turning. 4. Does the system include a pressure gauge? A pressure gauge allows for visual monitoring of the system pressure during regular maintenance inspections. For most system manufacturers, a pressure gauge IS NOT supplied as standard - it must be specified.

5. How are the steel lines mounted on the machine?

Some system manufacturers weld heavy wall steel lines (or tube) directly to the machine structure. The tube is connected directly to the bearing points. Replacement of damaged lines or bearings requires grinders, torches and welders to remove and replace the line. Other manufacturers have lines clamped and guarded with steel angle and C-channel. This allows for quick and easy trouble-shooting and replacement of any damaged line or guard in the field.

6. Do the metering valves incorporate highpressure, manual grease fittings? Having a manual grease fitting at every metering valve allows for easier troubleshooting, servicing, priming and flushing of grease lines. Not having a manual grease fitting means lines have to be disconnected to perform many of these tasks, substantially increasing labor costs. Most manufacturers either DO NOT include grease fittings, or use standard grease fittings which leak when faced with the high back pressure of a blocked line. Alternatively, using high-pressure grease fittings specifically designed to handle high back pressure, on every metering valve ensures that in the unlikely event of a blocked line, the only leak will occur where the machine operator will see it - at the pressure relief valve on the pump package.

7. How do you know if a bearing is not getting grease?

With a progressive system, the metering valves work in series to each other. Some systems incorporate a cycle indicator pin (CIP) at the master valve assembly to provide visual confirmation of system cycling every time. If any line/bearing is not taking grease the entire system shuts down and there is visual indication (CIP) to the operator that there is a problem, allowing the operator an opportunity to take action before any damage occurs.

In a parallel type system, the metering valves operate simultaneously but are independent. The parallel type system incorporates a pressure switch which only monitors main line pressure, so there is no indication (related to pressure) if each individual feed line is operating. The remainder of the system will continue to function normally, but the grease starved bearing will likely be lost. For some manufacturers' systems, if any feed line or bearing is not taking grease, the only visual indication is the lack of lubricant at the bearing point. Others will include indicator pins on every injector which move in and out as lubricant is dispensed to visually confirm each individual feed line is operating. 8. Does the system require special grease? Some systems used for on-road vehicles have a low maximum operating pressure, with small diameter hose/tubing and can only handle lube 000 through 0 (consistency of honey). In addition, if temperatures fall below -10°C, the #0 grease becomes too hard to pump and thinner grease must be used. Alternatively, in warmer climates, the thinner grease will drip away, causing potential damage to the bearings and environmental issues. Systems with higher maximum operating pressures will take any lubricant 000 through EP2 and can use any #2 chassis grease rated to perform down to -25°C. Also important to note, some manufacturers require you to purchase lubricant directly from them in order to warranty the system. Others have no restrictions on the brand of lubricant, which allows you to use your standard in-shop grease and considerably reduce inventory and costs.

In closing, an automatic lubrication system is a valuable tool in reducing the direct and indirect costs resulting from inadequate lubrication, but you need to understand how it works, the different types of systems available and which type best suits your (or your company's) operation style. Most important of all, when sourcing an ALS, ask the questions outlined in this article and you will be on your way to purchasing a tool that will help maintain your equipment, reduce your costs and increase productivity for years to come.

New EP-2.5 Grease with Anti-Friction Metal Treatment

Prolong[®] Super Lubricants introduces an improved high performance multi-purpose grease, Prolong EP-2.5 Grease with Anti-Friction Metal Treatment (AFMT), offering advanced technology and providing long-lasting lubrication as well as surface protection.

The EP-2.5 Grease with AFMT is formulated for high-speed temperature racing and component lubrication and protection in normal and high stress automotive situations. It can also withstand the severe load environment offered by motor sports, off-road vehicles and manufacturing equipment.

"We have developed our EP-2.5 Grease with AFMT using a premium formula that clings well, eases friction and reduces frequency of having to repack wheel bearings," said Jeff Victer, director of sales – Global, Prolong Super Lubricants. "The grease is also compatible for use where traditional silicone-based grease is used."

Prolong's EP-2.5 Grease with AFMT is available in 397 g tubes, which can be used in any standard cartridge loading grease gun. Commercial- and industrial-sized applications are also available.

Source: GoldenWest Lubricants, Inc.

Mike Deckert, vice president of FLO Components Ltd., is an active member of the Conestoga College Advisory Council, Faculty and Board of Directors, an instructor of the Lubrication School at Mohawk College, an active member of the Canadian Lubrication Professionals and a Member in Good Standing of Society of Tribologists & Lubrication Engineers. Mr. Deckert is a graduate of Conestoga College of Applied Arts & Technology with an Industrial Maintenance (Millwright) Mechanic license. His wealth of knowledge and unique insight on the topic of lubrication was gained over three decades in such diverse roles as service technician, Off-Road Lubrication Specialist, sales manager, general manager and vice president in the industry.

GM Spring Hill Rip Rap Donation Improves Roads Near Plant

Some 5,500 truckloads of rip rap, the clean, crushed concrete often used to keep shorelines from washing away, is being donated by General Motors Spring Hill Manufacturing and its contractors to help road construction projects.

Maury County already has used some of the 90 million kg of rip rap, donated by GM and its contractors as part of the widening and resurfacing of a road that runs along one side of GM's property and includes property donated by GM to allow for the road widening. Now the material will form the road base for some of the county's current and future projects.

"Not only will this donation make it easier for school buses and cars that use Cleburne Road to reach the new middle school, it is also an environmental win as material that would normally have been disposed of in a landfill is being recycled into usable road base," said Bill May, GM Spring Hill Manufacturing site manager. "This project illustrates GM's commitment

to be a good corporate citizen and assist the communities around our facility."

The rip rap resulted from the replacement of an 44,500 m² concrete floor that was removed as part of GM Spring Hill's construction of the facility that will build the next-generation of Ecotec engines.

"We really appreciate GM's donation of these materials to Maury County," said road superintendent Van Boshers of the Maury County Highway Department. "Given today's economy, this donation is especially helpful to us as we seek to provide good, safe roads to the residents and visitors of Maury County. "Last year, all of GM's worldwide facilities combined recycled 92% of the waste they generated, and more than half of its 146 plants are landfill-free.

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Source: General Motors

Eaton Wins Contract to Support Design and Construction of Third Set of Locks in Panama Canal Expansion Program

Eaton Corporation has been awarded a three-year, \$27 million contract to provide the equipment design, electrical assemblies and engineering services for the distribution and control of electrical power across the Atlantic and Pacific sites of the expanded Panama Canal. The work will be conducted in conjunction with Grupo Unidos por el Canal, SA (GUPC), the main contractor responsible for the Panama Canal Expansion Program, which is scheduled for completion in 2014, the year of the 100th anniversary of the Canal's opening.

The expansion will create a new lane of ship traffic through the Canal by constructing a new set of locks and will double the capacity of the Canal, allowing more and larger ships to navigate through it.

By enhancing the Canal's efficiency and safety, the expansion project is aimed at ensuring the economic competitiveness of the Panama Canal as it enters its second century of operation. The project will enable the Canal to better accommodate vessel sizes for the routes it serves and to handle more tonnage. The expanded locks will provide for increased all-water routes, reducing emissions from transportation by land and water.

The project will also help to protect and conserve the water resources of the Panama Canal watershed. A new watersaving basin system will improve water efficiency, utilizing 7% less water than the existing locks. In addition, 60% of the water will be recycled in each transit.

"The Panama Canal has always been a shining symbol of human ingenuity and global commerce, and Eaton is honored to be selected to help enhance its efficiency and viability for the future," said Rich Stinson, president, Power Distribution Operations, Eaton Corporation. "With our industry-leading electrical power management solutions and products, Eaton is well positioned to help ensure that the Canal plays a key role in global commerce for years to come."

Eaton has a decades-long history as a provider of power distribution products and solutions to the Panama Canal. The latest contract, aimed at enhancing the reliability and electrical safety for the facility's massive electrical distribution system, is the culmination of three years of planning, technical reviews and collaboration.

Eaton Corporation will provide an array of power management solutions and products, including Arc Resistant Medium Voltage Switchgear, Pad Mounted Transformers, FlashGard® Motor Control Centers, Clean Power Variable Frequency Drives and on-site

equipment start-up supervision, commissioning, testing and training services.

Details of the expansion project that the GUPC is designing and constructing include the following integrated components:

• Construction of the third set of locks, which includes one lock complex on the Atlantic side and another lock complex on the Pacific side, each with three chambers and water-saving basins;

 Excavation of a new Pacific access

channel to link the new locks with the existing navigational channels;

 Deepening and widening of the Canal's Atlantic and Pacific entrances and of the Gatun Lake and Culebra Cut navigation channels; and,

• Elevation of Gatun Lake's maximum operating level.

Eaton's contract was awarded by the GUPC, the contractor responsible for the design and construction of the third set of locks of the Canal expansion program under contract to the Panama Canal Authority. GUPC is a consortium led by Spain's Sacyr Vallehermoso, Italy's Impregilo, the Belgian Jan de Nul Group, and Panama's Constructora Urbana SA.

Eaton's electrical business is a global leader in power distribution, power quality, control and automation, and monitoring products and services. Eaton's global electrical product series, including Cutler-

Hammer[®], Moeller[®], Powerware[®], Holec[®], MEM[®], and Santak[®] provide customerdriven solutions to serve the power system needs of the data center, industrial, institutional, public sector, utility, commercial, residential, IT, mission critical, alternative energy and OEM markets worldwide.

Source: Eaton Corporation

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EllisDon Awarded Contract to Build New Ryerson University Student Learning Centre

EllisDon has been chosen by Ryerson University as the construction manager to build its new Student Learning Centre in downtown Toronto. The 14,450 m², 8-storey building at the corner of Yonge and Gould Streets includes an impressive glass facade and will be a significant contributor to the revitalization of the city's core.

"The Student Learning Centre will be a truly transformative space where our students can collaborate, create and innovate," said Sheldon Levy, president of Ryerson University. "We're delighted to partner with EllisDon, one of Canada's leading construction firms, to build this centre. They were chosen because of their extensive building experience in the education sector, the quality of their team and the commitment that they have shown to Ryerson on this complex project."

Bruno Antidormi, senior vice president of EllisDon, said, "We are excited to be starting a new relationship with a cuttingedge educational institution such as Ryerson University. The new Student Learning Centre will not only be the gateway to the school but an architectural landmark for downtown Toronto."

Artist's rendering of the exterior of the Ryerson University's Student Learning Centre. Photo courtesy of Ryerson University.

The building will be a stunning addition to the city and the university campus, providing students with a variety of space for individual and group study. Along with the glass facade, there will be an elevated plaza, a bridge connecting to the existing Library and academic, study and collaborative spaces. The ground floor will feature prominent commercial retail space facing outwards onto Yonge Street. Acclaimed international architectural team Zeidler Partnership Architects of Toronto, Canada, and Snøhetta of Oslo, Norway, designed the building and unveiled the renderings to the Ryerson community last April. "With the investment of \$45 million from the province, and the talent and expertise of our partners EllisDon and our fine team of architects, this building will make a bold statement on Yonge Street and help to rejuvenate the heart of this city," said Julia Hanigsberg, vice-president, Administration and Finance, Ryerson University.

EllisDon will break ground on the \$112-million project early 2012 and construction is expected to be completed by winter 2014.

Source: EllisDon Corporation

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The Latest Bore Rig Technology at Intermat in Paris

Intermat 2012 will open its doors in Paris from April 16 - 21, 2012. Tracto-Techniques, the sister company of TRACTO-TECHNIK will be exhibiting its latest bore rigs and systems for trenchless installations at its 250 m² booth in the outdoor area.

One of the highlights are the GRUN-DORAM soil displacement hammers, operated with compressed air, which are already immensely popular in France for the underground installation of house connections, especially for gas, electricity, water and fiberglass service lines. Distance from the main line up to the house are often only a few meters, but usually filled with obstacles such as wall foundations, stairways or tree roots. It is also important to look out for adjacent service lines close to the bore path. The twin-stroke method provides a high propulsion precision for the non-steerable soil displacement hammer. To minimize the risks, a probe can be installed into the head of the hammer to constantly control the propulsion and

position of the soil displacement hammer. This improves the application safety immensely, as in case of any deviation from the intended bore path, it is therefore possible to retrieve the hammer in reverse mode immediately.

The GRUNDODRILL 15 XP is in a completely different league. This steerable bore unit can install HDPE pipes up to ND 500 without any interruptions at all, over lengths of up to 300 m. The semi-automatic bore mode allows for a quicker and more comfortable completion of your bore tasks. This machine has also found numerous users in France, thanks to its reliable operation method, for applications when crossing under rivers, but also for road and railway embankments.

For the renewal of old pipes the GRUNDOBURST pipe cracking method is an ideal solution, which can be applied for

replacing worn out pressure and sewage pipes made of almost every pipe material, with pipes of the same size or even larger diameters. With the new additional device BURSTFORM it is now possible to pull in HDPE long pipe lengths via a revision shaft (diameter \ge 1000 mm) into the old canal. The special feature is the low cross-section loss due to the new pipes being close-tight to the old pipe wall and also due to the limitation of civil engineering work.

Source: TRACTO-TECHNIK GmbH & Co KG

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National Crane NBT55 Offers Speed and Efficiency

Trans Carrier Ltd. (TCL), an oilfield trucking and hauling company based in Fort St. John, British Columbia, added a unique National Crane NBT55 to its fleet.

The NBT55 is mounted on a customdesigned, over-the-road truck made by Kenworth. The truck can pull a trailer and travel with the crane at higher speeds compared to truck cranes or all-terrain cranes.

"Before our new NBT55, many of the jobs for our customers required both a crane and a tractor-trailer. We spent a lot of time, effort and money to get two units out to the site," said Tyler Kosick, general manager. "With our new National Crane, we can use a single unit for the lifting work and the hauling. You're basically getting one machine to do the work of two."

TCL was quoting an increasing number of jobs that required a trailer to transport a load, often to a remote site. Traditionally, a customer would rent both a crane and a tractor-trailer to move the load to the site, make the pick, and then return. Getting the crane and the load to the destination could take days, costing customers thousands in rental fees.

TCL wanted a single unit that could satisfy all phases of the project, substantially reducing costs.

TCL's NBT55 truck/crane solution is also more environmentally friendly.

TCL purchased the crane from National Crane dealer Falcon Equipment in Vancouver. Blair Norberg, Falcon Equipment sales manager, said mounting the NBT55 on the Kenworth presented an interesting challenge that required cooperation from both the manufacturers and the customer.

"We were excited to be a part of the project," Mr. Norberg said. "It was a collaboration of everyone involved. This is the only NBT55 in North America to be mounted on a semi-tractor. Not only is it a first for TCL, it's a first for Falcon."

The NBT55 is currently the largestcapacity boom truck from National Crane, with a capacity of 49.9 t and a 31 m four-section full power boom. The overall length of hydraulic reach is 39 m, with the five-section boom. And it can be equipped with either a 7.9 m or 13.7 m boom extension for additional lifting versatility. The crane also features a new outrigger beam position sensing system to aid in load chart selection.

Source: The Manitowoc Company, Inc.

BAUER Maschinen at Intermat 2012

The BAUER Maschinen Group will once again be represented at the Intermat 2012 in Paris. At this major international trade fair, BAUER Maschinen will exhibit a broad spectrum of its specialist foundation equipment at its booth in the open-air exhibition grounds.

The highlights of this year's exposition will be the range of foundation cranes, represented by the model MC 64 and the fully relaunched drilling rig BG 30.

The series of MC foundation cranes comprises the models MC 32, MC 64, MC 96 and the flagship MC 128. They cover lifting ranges from 32 t to 200 t.

The range of MC cranes have been developed for use as base carriers for BC trench cutters, diaphragm wall grabs and numerous other applications in special foundation construction such as Dynamic Compaction (BDC). They are equipped with two winches, each with a line pull capacity from 16 to 35 t.

The core product line of Bauer Mas-

chinen is the BG rotary drilling line. The BG family will be represented with a BG 30.

The BG 28 mounted on a BS 80 base

carrier has been the firm's best-selling model since 2004. Relaunching the BG 28-BS 80 as BG 30-BS 95 rotary drilling rig is an excellent demonstration that even bestselling models can be improved and suitably adapted to make them fit for new challenges and applications. In addition to the suggestions made by customers this process was also driven by statutory requirements. New and

stringent exhaust emissions regulations require new generations of diesel engines and emissions management technologies. Since the beginning of 2011, new diesel engines have to meet the new emissions standards. This current phase of tightening

regulations requires substantial changes in diesel engine technology, as the new exhaust gas emissions limits can only

be achieved by exhaust after-treatment devices. Diesel engines must only be operated with ultra-low-sulfur diesel fuel with a maximum sulfur content of 15 ppm. The exhaust after-treatment and the increase in cooling capacity require more space. This has been taken into account in the new design of the upper carriage of the new base carrier BS 95. As exhaust emissions regulations are not, however, uniformly applied throughout the world and ultralow-sulfur diesel fuel is not yet available in every country, BAUER Maschinen will still be offering current Stage IIIA / Tier 3 diesel engines in regions outside Europe, U.S. and Japan.

The main winch has also been redesigned and mounted at the rear of the uppercarriage. Increased line pull of 274 kN in the 1st layer and a wide winch drum (2-layer operation for great drilling depths) are impressive features of the redesign.

The counterweight design concept has been completely redesigned. Stackable horizontal counterweight slabs offer numerous advantages over vertically mounted counterweight elements such as low deadweight (4.9 or 1.8 t) for easy and safe assembly and flexible configuration for different applications.

The rig will be exhibited with a Bauer torque multiplier system BTM (DKS). The BTM is mounted below the rotary drive. It reverses the rotation direction of the rotary drive. The system allows the construction of "cased CFA piles". It is a double rotary head system where a long casing and a continuous flight auger are installed at the same time. It is an ideal system for the construction of high quality secant pile walls.

KLEMM Bohrtechnik will demonstrate its competence in small bore drilling rigs by exhibiting two of their KR series anchor drills.

The idea of presenting the BAUER Maschinen group of companies as a "One-stop shop" is further emphasized by displaying equipment of MAT Mischanlagentechnik, who is the specialist for mixing, pumping

and desanding as well as equipment of ABS Trenchless which is another daughter company who produces compact machinery for trenchless rehabilitation of underground lines and sewers.

Source: BAUER Maschinen INTERMAL booth E2 D 010

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Caterpillar® at World of Concrete 2012

The Caterpillar display at World of Concrete 2012 encompassed 465 m² of prominent floor space in the Central Hall and featured a range of new earthmoving and lifting machines making their first public appearance, along with a variety of new work tools and the exclusive new Cat® CT660 Vocational Truck in dump- and mixer-body configurations.

The new Cat K Series Small Wheel Loaders are redesigned to deliver class-leading comfort, performance and fuel efficiency. They use the Cat C6.6 ACERT[™] engine, which meets Tier 4 Interim emission standards and can deliver fuel savings of up to 30%, compared with H Series models. The new loader linkage blends the power of Z-bar linkage with the versatility of Cat VersaLink[™] or IT linkages for superior performance with buckets or forks. Featuring a new Intelligent Hydrostatic drive system, K Series models are equipped with a frontaxle differential lock, new cooling package, and new operator's station with automatic

climate control.

The new Cat K2 Track-Type Tractors are designed for superior performance in util-

ity and finish-grading applications. Powered by the Cat C4.4 engine, which meets Tier 4 Interim emission standards, these new models feature hydrostatic drive and a new **Traction Control** system that reduces track slip during maximum load conditions. The new Stable

heated control handles.

The new E Series Compact Radius (CR)

Mini Hydraulic Excavators models feature

Blade system complements the operator's blade-control input, and a new Eco Mode system can improve fuel economy up to 10% with appropriate reductions in engine speed. Options include ventilated seats and

new engines that meet Tier 4 Interim emission standards and refined auxiliaryhydraulic systems that provide adjustable flow rates, pre-set work-tool flows and continuous-flow capability. Secondary

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auxiliary-hydraulic controls are integrated into new ergonomic joysticks, and the implement hydraulic system features a new economy mode. A new monitoring system with the COMPASS digital display panel simplifies operator interface with new control features, including an antitheft feature.

The new Cat D Series Skid Steer Loaders and Compact Track Loaders are largeframe models built to take on the toughest digging applications and handle the largest work tools. The new D Series models use a more powerful, Cat C3.8 engine that meets Tier 4 Interim emission standards and feature a 19% boost in lifting force. The XHP models are the largest and most powerful models of their type ever produced by Caterpillar, having an auxiliary-hydraulic flow of 150 l/min that produces 22% more hydraulic horsepower, compared with C Series models.

The new Cat F Series Backhoe Loaders are redesigned center-pivot models that deliver enhanced performance, visibility, durability and serviceability. The new models use the Cat C4.4 engine, which meets

Tier 4 Interim emissions standards and are rated at 87 to 106 hp. The F Series models feature a new loader linkage that provides greater lift and dump heights, as well as increased lift capacity. Specific-model enhancements include an electronic torque

limiter for improved hydraulic performance and power management, new torque converter for improved roading characteristics and power-boosted brakes.

The Cat TL1255C Telehandler, the largest machine in the new C Series range, has a maximum lift capacity

of 5443 kg and a maximum lift height of 16.6 m. The TL1255's Cat C4.4 ACERT™ engine, meets Tier 4 Interim emissions standards while developing 142 hp. It is specially designed for telehandler applications and can accommodate B20 biofuel. The TL1255, with a top speed of 32.8 km/h, features a simultaneously extending boom, new Cat 4F/3R powershift transmission with clutch modulation, and new styling and color scheme.

Caterpillar will also be exhibiting at Intermat 2012. Source: Caterpillar

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Sullivan D350Q air Compressor, 350 cfm @ 125 psi, John Deere diesel engine, 4140 hours. Stock: 070484 Price: \$10.500 Accessories Machinery Ltd Phone: 1-800-461-1979

2004 JOHNSTON VT 650 vacuum sweeper, catch basin cleaner, mounted on Freightliner FC80 chassis, 66,986 miles. Stock N10707 Price: \$69,400 Accessories Machinery Ltd Phone: 1-800-461-1979

1997 TYMCO 600 BAH, regenerated air sweeper, mounted on Freightliner FC 70 cab over chassis, Stock: A42135 Price: \$28,400 Accessories Machinery Ltd Phone: 1-800-461-1979

2001 JOHNSTON 610 vacuum sweeper, mounted on Freightliner FC70 cab over chassis. Stock: H39469 Price: \$52,500 Accessories Machinery Ltd Phone: 1-800-461-1979

VTN Rotobec FB Crushing Bucket

Rotobec Inc. is the new North American distributor of VTN demolition attachments. One of these attachments, the FB Crushing Bucket, provides the "ideal crush in place solution".

The high maganese content wear plates provide hundreds of hours

of service and can be rotated. The flat nature of the plates and the oscillating movement provides excellent through-put of rebar. The option magnet base on the FB also makes rebar sorting a breeze.

The FB is available in 4 sizes and its setup to take a wide variety of lugging types.

Source: Rotobec Inc.

ADDRESS CHANGES Update your subscription information or address changes via e-mail: subscriptions@infrastructures.com

SALES REPRESENTATIVE - MARITIMES

Consultants F. Drapeau Inc., which specializes in the sale, repair and custom manufacture of cranes and is headquartered in St-Mathieude-Beloeil, on the South Shore of Montreal, is seeking a professional and dynamic individual to fill a sales representative position in the Maritimes.

Your role will be to develop clientele and sales in the specific market niches assigned to you through strategies established with management. In particular, you will accredit your clientele, organize prospecting and sales activities, nurture and maintain relations with current customers, and collaborate on product development and special projects.

Bilingual, you need a minimum of five years of experience as a representative in the construction sector, in particular, construction equipment, to qualify for this position. Autonomous and self-motivated, sales are your passion and you are known for your excellent communication skills.

If you are up to this challenge, please e-mail your CV as soon as possible to:

Patrick Lapointe, plapointe@fdrapeau.com, phone 1-800-234-2334

Appointments

Astec, Inc. announces that Jason Clark has been appointed the Astec regional parts sales manager for New England. Prior to accepting the position with Astec Parts, he was parts manager for the Dillman division of Astec. Mr. Clark spent seven years at Dillman, as a welder, a foreman and finally as the parts assistance, before taking over as parts manager in 2009.

Jason Clark has hit the ground running and is currently on the road to serve his customers. He says that he is, "looking forward to finally meeting everyone face to face after talking to them on the phone for the past couple of years."

As a regional parts sales manager for Astec, Mr. Clark will have access to one of the largest spare parts inventories for asphalt plants in the world. Items for many brands and types of asphalt pavement plants are available, including OEM parts for Astec, Barber-Greene®, McCarter, Esstee and Dillman plants and equipment.

Source: Astec, Inc.

International Equipment Solutions, LLC announced recently that it has named Stephen Andrews as its CEO. Mr. Andrews was previously president and CEO of Pettibone LLC, the parent company of fourteen diversified global industrial businesses.

IES, through its Paladin and Crenlo business units, is a global engineered equipment company

serving the construction, agriculture, landscaping, infrastructure, recycling, demolition, mining and energy markets. IES is owned by KPS Capital Partners, LP, a private equity firm which formed the company in September 2011.

Mr. Andrews said, "I am thrilled to lead International Equipments Solutions. IES' acquisitions of Paladin and Crenlo are just the first steps in the creation of an international engineered equipment manufacturer with leading brands and a strong reputation for quality, durability, delivery, support and continual product innovation. I look forward to working with the Paladin and Crenlo associates to provide our customer base with world-class service, and to grow IES worldwide both organically and through acquisitions."

Prior to joining Pettibone in 2007, Mr. Andrews spent thirteen years in various domestic and international positions with Hendrickson International. He is a graduate of the University of Michigan.

Source: International Equipment Solutions, LLC

 INTERMAT Paris c/o IMEX Management, Inc. Tet 704.365.0041 - Fax: 704.365.8426 Email: Intermat@ImexManagement.com

www.intermat.fr

Street Cleaning and Winter Road Services at IFAT ENTSORGA

Street cleaning and winter road services are traditionally covered at IFAT ENTSORGA. At the next edition of the World's Leading Trade Fair for Water, Sewage, Waste and Raw Materials Management, which takes place from May 7 to 11, 2012 in Munich, the section on road cleaning and winter road services will be taking up a good 20,000 m² of exhibition space. That means once again there will be an almost complete turn-out of the sector for the next event in Munich.

In the use of gritting salt, the emphasis in development is on reducing the volume used and greater precision in distribution. For some time now moistened salt has been used instead of dry salt. Also more common is to distribute the salt in liquid form, in particular for preventive salting. Both moistened salt and liquid distribution mean lower consumption of gritting salt and greater precision in its application. It is expected that new models of liquid-distribution gritters will be presented at IFAT ENTSORGA 2012.

In road cleaning, reducing emissions is a prime concern in technological developments – both in terms of noise as well as fine particles.

IFAT ENTSORGA 2012, the World's Leading Trade Fair for Water, Sewage, Waste and Raw Materials Management, takes place from 7 to 11 May 2012 at the New Munich Trade Fair Centre. The last time the world's most important trade fair for innovations, new developments and services in the fields of water, sewage, waste and raw materials management was held, it attracted 2,730 exhibitors from 49 countries and 109,589 visitors from 186 countries.

Source: Messe München International

Agenda

AQEI's Weeks of Training 2012 February 14 - March 22, 2012 Montreal, QC Canada

YugBuild February 29 - March 3, 2012 Krasnodar, Russia

Work Truck Show 2012 March 6 - 8, 2012 Indianapolis, IN USA

NASTT's No-Dig Show March 11 - 15, 2012 Nashville, TN USA

World of Asphalt Show & Conference + AGG1 Aggregates Forum & Expo March 13 - 15, 2012 Charlotte, NC USA

CANADA BLOOMS 2012 March 16 - 25, 2012 Toronto, ON Canada

CEMENTTECH 2012 March 28 - 30, 2012 Beijing, China

Atlantic Heavy Equipment Show March 29 - 30, 2012 Moncton, NB Canada

BRIDGELIFE™ 2012 - Bridge Safety & Longevity Conference & Expo April 10 - 12, 2012 Ottawa, ON Canada

EXPO Grands Travaux 2012 April 13 - 14, 2012 Montreal, QC Canada

INTERMAT 2012 April 16 - 21, 2012 Paris, France

Panama Canal 2012 International Engineering & Infrastructure Congress April 18 - 20, 2012 Panama City, Panama

The Steel Conference & World Steel Bridge Symposium April 18 - 21, 2012 Dallas, TX USA

AQEI's 3rd Annual Convention April 19 - 20, 2012 Montebello, QC Canada

IFAT ENTSORGA May 7 - 11, 2012 Munich, Germany

The Global Africa Infrastructure Exhibition May 8 - 11, 2012 Johannesburg, South Africa

AUTOSTRADA-POLSKA May 8 - 11, 2012 Kielce, Poland

CONEXPO Russia at CTT 2012 May 29 - June 2, 2012 Moscow, Russia

Hillhead 2012 June 19 - 21, 2012 Hillhead Quarry, Buxton, United Kingdom

DEMO International® 2012 September 20 - 22, 2012 Saint-Raymond, QC Canada INTEROUTE&VILLE

October 2 - 4, 2012 Lyon, France

INTERMAT Middle East October 8 - 10, 2012 Abu Dhabi, United Arab Emirates

Bauma China 2012 November 27 - 30, 2012 Shanghai, China

BAUMA CONEXPO SHOW - bC India February 5 - 8, 2013 Mumbai, India

bauma 2013 April 15 - 21, 2013 Munich, Germany

CONEXPO-CON/AGG and IFPE expositions March 4 - 8, 2014 Las Vegas, NV USA

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