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Well here is to a healthy and happy new year for you all.

For those of you who read my contribution to the last edition, recent economic news will seem prophetic. In the span of 2-3 weeks we have seen commodity prices slip at the same time the U.S. exchange rate strengthened. These in quick succession and so early in the new year may seriously affect the equipment industry here.

A steady decline or stagnation in commodities will cool investment in equipment and facilities in this sector. As previously noted it is a sector that is critical to our economic stability in 2014.

At the same time, a strong U.S. dollar will increase import costs of most machinery. The relative reduction in our export prices will not be enough to offset a stagnation or decrease in economic activity. Canadian manufacturers have failed to exploit new markets and are still over exposed to the cynicism of the U.S. consumer. “Buy American” is a fundamental attitude not a policy.

It may be an initial over-correction of fundamentals and by spring life, may go back to the way it was pre-2008. We can but hope.

In the meantime the equipment show season has begun and there may be news and incentives to help offset some of this. Either way, it is to InfraStructures that you and thousands of others will refer for up-to-date news and insights.

InfraStructures travels the globe to bring our readers a uniquely Canadian perspective on our industry and its trends. This won’t stop in 2014.

Best of Luck for 2014!

On the cover: the new MDT TH-26 drilling rig from McDrill Technology Spa, owned by Forage CBF, is used on the Turcot interchange project in Montreal, Quebec.
INUVIK TO TUKTOYAKTUK ALL–SEASON ROAD

On January 8, 2014, a groundbreaking ceremony marked the beginning of construction of the Inuvik to Tuktoyaktuk all–season road in the Northwest Territories. The new highway will effectively extend the Dempster Highway from Inuvik through to the Arctic coast.

The Inuvik to Tuktoyaktuk highway involves the construction of a 137 km gravel road, which will provide year-round overland access to Tuktoyaktuk on the Beaufort Sea, currently only served by an ice road, barge or air. Once completed, this historic link will connect Canada by road for the first time from sea to sea to sea.

The new Inuvik–Tuktoyaktuk highway is expected to be completed in 2018.

In addition to strengthening the local and territorial economies, the all–season Inuvik–Tuktoyaktuk highway will decrease the cost of living in Tuktoyaktuk by enabling goods to be shipped year round by road.

It is estimated that nearly 2,000 jobs will be created over the four–year construction period, in addition to an estimated 51 permanent jobs after the project is completed.

In 1958, the Canadian government of the day made the decision to build a 671 km road through the Arctic wilderness from Dawson City to Inuvik.

The Dempster Highway – Canada’s first all–weather road to cross the Arctic Circle – was officially opened on August 18, 1979, at Flat Creek, Yukon. It was touted as a two–lane, gravel–surfaced, all–weather highway that ran from the Klondike Highway near Dawson City to Fort McPherson and Arctic Red River in the Northwest Territories. It also linked with the Mackenzie Highway at a point 67 km south of Inuvik.

The highway is a unique design and construction. It sits on top of a gravel berm to insulate the permafrost in the soil underneath. The thickness of the gravel pad ranges from 1.2 m up to 2.4 m in some places. Without the pad, the permafrost would melt and the road would sink into the ground.

The highway is named after a celebrated Royal Canadian Mounted Police Inspector William John Duncan Dempster, who, as a young constable, frequently ran the dog sled trail from Dawson City to Fort McPherson, in the Northwest Territories.

Source: Government of Canada

TOGNUM AMERICA CHANGES ITS NAME TO MTU AMERICA INC.

Effective immediately, Tognum America Inc. has changed its name to MTU America Inc. Based in Novi, Michigan, the company is responsible for the manufacture, development, sales and service of MTU engines, propulsion and drive systems and MTU Onsite Energy distributed energy systems in North and Latin America. The company also maintains manufacturing facilities in Aiken, South Carolina and Mankato, Minnesota. The corporate name change aligns the company more closely with its manufacturing facilities and sales offices located throughout North America. MTU America’s holding company, the former Tognum AG, has also been renamed Rolls-Royce Power Systems AG.

Since March 2013, the Friedrichshafen, Germany-based specialist for large
engines, propulsion systems and distributed energy systems has been a wholly-owned subsidiary of Rolls-Royce plc and Daimler AG, each of which has a 50% shareholding in the company via a joint venture. The group of companies including MTU Friedrichshafen GmbH has been consolidated in the Rolls-Royce Group’s results since the beginning of 2013.

Also effective immediately, the regional headquarters in Asia, formerly known as Tognum Asia Pte Ltd, will operate under the new name MTU Asia Pte Ltd.

Source: MTU America Inc.

IRONPLANET KICKS OFF 2014 WITH FOUR-DAY AUCTION

IronPlanet®, a leading online marketplace for used heavy equipment, recently announced it held the industry’s first major auction of 2014 on January 28-31, featuring nearly 2,000 construction and related items for sale online.

“IronPlanet is dedicated to providing customers with a fast and convenient way to acquire and dispose of used heavy equipment,” said Greg Owens, CEO, IronPlanet. “Our four-day January sale provided the industry’s first opportunity of the year for buyers worldwide to purchase equipment and sellers to translate under-utilized machines into cash – all through a trusted online marketplace.”

The four-day online auction featured equipment from 48 U.S. states, plus Canada and Mexico. The equipment line-up includes aerial equipment, compactors, cranes, graders, excavators, loaders, tractors, trucks, plus attachments, parts, cars and boats.

Buyers can bid on equipment conveniently from their home, office or on the road using their PC, tablet or mobile phone. IronPlanet also offers detailed inspection reports that provide a thorough description and pictures of the equipment’s condition and features. These reports are backed by the company’s exclusive IronClad Assurance® buyer protection program, which ensures that the reports are a true representation of the condition of the equipment, giving buyers confidence to purchase machines online.

IronPlanet is now accepting consignments for the next big auction on February 26-27.

Source: IronPlanet

NEW KOMATSU EMISSION REGULATIONS-COMPLIANT ENGINES

Komatsu Ltd. has developed new engine technologies designed to comply with new emission regulations in Japan, North America and Europe effective 2014, and started commercial production in January 2014.

Emission regulations for diesel engines for use in construction equipment, announced in 2004, require a challenging reduction of NOx (nitrogen oxides) and PM (particulate matter) emissions. In response, Komatsu has developed and adopted the next-generation high-pressure common rail fuel injection (HPCR) system, high-efficiency exhaust gas recirculation (EGR) system, variable geometry turbocharger (VGT) system and diesel particulate filter (DPF), which have been well received on the market. New regulations effective in 2014 require the reduction of NOx.
emissions to one tenth or below from the preceding regulations. In addition to refining the above technologies, Komatsu has developed a new selective catalytic reduction (SCR) device in-house. Displacements of 3.3 to 46 l will cover engines from small construction equipment to large mining equipment. Komatsu has been consistently engaging in research, development, and manufacture of diesel engines over the years. With respect to construction and mining equipment on which new engines will be mounted, Komatsu will also continue to take advantage of in-house development and manufacturing capabilities for other key components, such as hydraulic devices and control systems, in order to achieve both reduction of environmental impact and improvement of fuel economy at the same time. Source: Komatsu Ltd.

New ALI Interactive Online Lift Safety Training Course Is Now Live

The convenient new online version of the Automotive Lift Institute (ALI) Lifting It Right vehicle lift safety training course is now live. Lifting It Right: 2014 Online Edition can be accessed on ALI website.

The course is produced by ALI and hosted by racing legends Richard and Kyle Petty. ALI partnered with dealer services provider KPA, which has trained more than 1 million automotive industry professionals, to adapt material from the popular Lifting It Right DVD into an interactive, Web-based format. The information presented applies to lift operators at dealerships, independent shops, government agencies, vocational schools and other facilities.

"With health and safety officials increasing their focus on vehicle service providers throughout North America, it is crucial that members of the service and repair industry take ownership of safety issues and embrace a proactive approach to accident prevention," says R.W. “Bob” O’Gorman, ALI president. “Safety materials developed by ALI, such as this this training program, allow employers to take a leadership role in service bay safety instead of simply reacting to penalty-based enforcement programs.”

In Lifting It Right: 2014 Online Edition, a narrator guides trainees through curriculum covering lift types, the lifting and lowering process, and lift maintenance. Throughout the presentation, real-world scenarios with corresponding questions are presented to engage participants, who interact with the content and receive immediate feedback when answering the questions. The interactive elements provide a positive learning environment and reinforce the trainee’s understanding of each topic presented before moving forward.

At the conclusion of the program, a certificate of completion is generated and stored online. It can also be printed and displayed or filed if desired.

Founded in 1945, the Automotive Lift Institute (ALI) is a trade association of North American-based lift manufacturers. ALI’s mission is to promote the safe design, construction, installation, service, inspection and use of automotive lifts. In 1947, ALI developed the first Commercial Standard covering vehicle lifts published by the National Bureau of Standards. Today, ALI sponsors several national lift safety standards and offers third-party certification programs for automotive lifts and automotive lift inspectors.

Source: the Automotive Lift Institute

CEI ANNOUNCES NEW LINE OF CONCRETE PLANTS

CEI Enterprises Inc., (an Astec Industries company), proudly announces that effective immediately it will begin engineering, manufacturing and marketing a full new line of concrete production plants. The plant line will include 9 new designs of concrete plants that will include both traditional batch plants and innovative new plant technologies.

Included in the new innovative technologies will be the Conventional Concrete, Roller Compacted Concrete (RCC), and Cement Treated Base (CTB) plant designs that had previously been produced by Astec, Inc. (also an Astec Industries company).

As a result of this technology transfer, Astec, Inc. is exiting the concrete production plant business to focus on a new renewable energy product line. This will move all concrete plant production equipment to CEI.

The CEI concrete plants will feature innovative, leading-edge technology that will bring new solutions to concrete contractors working to build heavy civil, airport, highway and hydrodam projects. These solutions will provide contractors with higher quality concrete at lower costs to produce it.

Source: CEI Enterprises Inc. C50327

THANKS TO LOJACK TRACKING DEVICES, LAW ENFORCEMENT DETAIN 16 CRIMINALS AND FILES 236 CHARGES AGAINST SUSPECTS

LoJack Canada, a subsidiary of LoJack Corporation, announced recently its participation with the international crime ring investigation Project Windows. The operation included collaborative efforts between Canadian Law Enforcement, United States Homeland Security and Canadian Border Services, who each played a key role in tracking the group of highly-skilled criminals responsible for stealing more than $5.4 million in vehicles as part of an organized crime ring.

These sophisticated criminals stole from high-end vehicle dealerships in Canada using falsified documents and fraudulent identities and transported them across the border to United States ports including Newark, New Jersey and Baltimore, Maryland. Vehicles were then placed in cargo containers and shipped overseas to Nigeria and Ghana. The York Regional
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Police began the investigation and enlisted the aid of LoJack in the investigation. With the cooperation of LoJack Canada’s Law Enforcement Team, LoJack provided several covert vehicle tracking devices to law enforcement that were placed inside some of the high-end vehicles stolen by the theft ring and being utilized for criminal activities. The LoJack devices helped investigators gather intelligence on the suspects and their accomplices, follow the trails of stolen vehicles, establish and confirm their plans and gather evidence against the members of the organization.

“These highly trained thieves were employing sophisticated methods to purchase and transport vehicles across borders and overseas, which meant that tracking their every move was essential in making the bust,” said Randy Ortiz, CEO and president of LoJack. “LoJack partnered with law enforcement officials in Canada to supply covert tracking devices and intelligence that would provide details on where and when a planted vehicle was moved. This allowed investigators to trail the stolen vehicles, recover the assets and build a comprehensive case that eventually led to the arrests.”

Over the course of the investigation, The York Regional Police Department relied on the collaboration of the Toronto Police Service, Peel Regional Police Department and the United States Department of Homeland Security. This highly sophisticated band of criminals was responsible for the theft of 124 high-end vehicles, totaling an estimated $5.4 million in assets, including models from manufacturers such as BMW, Mercedes, Acura, Honda and Range Rover. The involvement of LoJack contributed to the recovery of 89 vehicles worth an estimated recovery value of $3.2 million.

“Today’s thieves are sophisticated and dangerous criminals capable of stealing millions of dollars in assets,” said Mr. Ortiz. “We are extremely proud to have contributed to the success of this major investigation, which resulted in the arrest of 16 suspects with more than 236 charges pending.”

Source: LoJack Canada

AERCOUSTICS IS FIRST IN CANADA TO RECEIVE ACCREDITATION FOR ACOUSTIC NOISE EMISSION TESTING ON WIND TURBINES

The Standards Council of Canada has named Toronto based Aercoustics Engineering Limited an ISO 17025:2005 accredited lab to conduct IEC 61400-11 measurements. Aercoustics is the first and only organization in Canada to secure this accreditation for noise testing of wind turbines and they now join only a handful of organizations worldwide (mostly in Europe) that are also accredited in this area.

Meeting both the technical competence requirements and management system requirements is no easy feat as the IEC 61400-11 measurement process is very complex. Results are precise which is critical in keeping the sound emission of turbines in check. As wind turbine noise is a sensitive issue, supplying trusted, high quality, unbiased technical measurements to developers, operators and manufacturers is of the utmost importance.

“Our philosophy has always been to lead by innovation,” says Payam Ashtiani, principal. “This accreditation exemplifies our thought leadership and commitment to superior technical solutions. Being the only accredited consultant in Canada helps us secure our spot at the forefront of the Canadian acoustical industry, paving the way to provide in-depth knowledge in acoustic noise and vibration.”

Source: Aercoustics

NEW PARTNERSHIP BETWEEN KACO NEW ENERGY AND RESCO ENERGY RECHARGING ONTARIO SOLAR MARKET

KACO new energy and RESCo Energy Inc. are working together to advance the delivery of new solar products and services with the recent announcement of a new, non-exclusive service partnership in the Ontario market.

Through RESCo’s Service Team, KACO new energy will offer maintenance, warranty and commissioning of their inverter fleet representing more than 30 MW of solar energy installed in
Ontario alone since 2011.

Both parties are excited about this partnership and the ways it will benefit current and prospective customers. Customers will now be able to receive KACO Photovoltaic (PV) inverters with the most up-to-date technology and rest assured knowing that maintenance, warranty and operational services are secured by RESCo.

“KACO new energy has positioned itself to be a long-term player in Photovoltaics and recognizes the need for reliable asset management support for its clients. RESCo is proud to be working with KACO new energy to provide commissioning, warranty support, service and maintenance on their inverter fleet in Ontario,’’ says Fidel Reijerse, president, RESCo Energy Inc.

Andreas Schneider, Global Service director of KACO new energy, is also looking forward to this joint cooperation. “Partnering with RESCo, a Canadian company that is highly awarded for their preeminence and innovative approach in providing services, makes our global service provider network much stronger and allows us to keep bringing service excellence to our clients in all vital locations around the world,” he says.

Source: RESCo Energy Inc.

TOYO ENGINEERING SIGNS MULTI-YEAR OIL SANDS DEAL

TOYO Engineering Corporation (TOYO), through its Canadian subsidiary TOYO Engineering Canada Ltd., has signed an Engineering, Procurement, Construction (EPC) contract with JACOS (Japan Canada Oil Sands Limited) for a 20,000 bbl/d Steam Assisted Gravity Drainage (SAGD) production processing facility (expandable to 30,000 bbl/d) in the Hangingstone area, near Fort McMurray, Alberta.

The JACOS Hangingstone Project (with Nexen Energy ULC, a wholly owned subsidiary of CNOOC Limited, having 25% stake in the project) includes a central processing facility, utilities and infrastructure. TOYO will be performing the detailed engineering, procurement and the construction with completion targeted 2.5 years after contract signature.

TOYO has performed major projects in the global oil and gas industry for over 50 years and, with the EPC scope of work for the JACOS Hangingstone Project, TOYO will be advancing its business in the Canadian oil and gas sector.

Source: TOYO Engineering Corporation

ALLU Will Have Something New at CONEXPO-CON/AGG 2014

CONEXPO-CON/AGG 2014 opens its doors on March 4th in Las Vegas. ALLU Group will be there with new products on display. The new M-Series mobile screener crusher for though mining environment will be launched. Also new are the light ALLU DL-Series screening buckets that are perfect tools for e.g. landscaping purposes. One should also remember to check the new ALLU 3D positioning system for mass stabilization.

After years of careful studies and tests ALLU is now launching the ALLU M-Series for mining sector. The exhibition visitors are now able to see the “monster” live for the very first time ever at CONEXPO-CON/AGG. The official launching of the unit will be held on Wednesday March 5th on ALLU booth at 4 p.m.

The new M-Series includes 3 models for excavators from 50 t to 200 t and 3 models for wheel loaders from 30 t to 100 t. The M-Series units will change the whole material processing concept in mining sector: now the machine is brought to the material and not the other way around. Substantial savings are achieved with this new method of working.

The new DL-Series includes 3 new models. The new models widen the complete D-Series product range of screener crusher and fine screening buckets that ALLU offers. The core of the new DL-Series is the unique Top Screen technology, developed by ALLU.

This construction is clog free and it ensures good capacity even with wet materials. The ALLU DL-Series screening buckets can be installed to 4 - 12 t excavators and 2 - 8 t loaders. The DL units are on display and working on the demo area through the whole exhibition.

In the mass stabilization process dry powder like binder is fed by an ALLU PF pressure feeder and mixed to the soft and/or contaminated soil by an ALLU PMX mixing head mounted on an excavator. As an end result soil can be strengthened or encapsulated suitable for further use. The mixing head can now be positioned to the right place on the work area with the help of the new ALLU 3D positioning system and the driver knows all the time where the mixing unit head is located underground. The system consists of 4 modules: computer unit with software, touch screen, base station and gps-antennas utilizing gpg signals.

The new system eases the mixing work and at the same time ensures homogenous mixing results and accurate binder feeding on each cell/block. The accurate binder feeding also reduces the consumption of the expensive binder. The advanced reporting with ALLU program, reports data from each block and cell processed. The new ALLU 3D positioning system can be mounted on every ALLU stabilization system, new or old. The 3D system is also on display at CONEXPO-CON/AGG 2014.

Source: ALLU Finland Oy
Skyjack to Reveal New Machines and Innovations at CONEXPO-CON/AGG 2014

Linamar Corporation’s Skyjack Division is showing machines from its full line of equipment at CONEXPO-CON/AGG 2014, the show will take place in Las Vegas from March 4 - 8, 2014. Among the product highlights from the company will be a new electric rough-terrain scissor lift plus the VR1056 and ZB2044 telehandlers fitted with Tier 4 interim (T4i) engines. In addition, Tier 4 final (T4f) telescopic booms will be on display as well.

Brad Boehler, president of Skyjack, said the company’s booth was designed to highlight the breadth of Skyjack’s product lines, while the machines themselves emphasized the focus on simplicity and reliability.

“As our product line grows, we want to use trade shows like CONEXPO to demonstrate the wider offering we’re able to support our customers with. Of course we’re showing some of our trademark scissor lifts, and then we’ve got some interesting machines from our articulating and straight boom lines, plus the vertical lifts and our popular telehandlers. Our focus remains on making the most reliable products that are the simplest to operate and maintain. We’re also highlighting our refurbishment services that offer even longer working lives to Skyjack products, plus showcasing some stories of decades-old Skyjack scissor lifts that we discovered during our Quest 2013 contest last year.”

In product terms, one of the highlights for Skyjack at CONEXPO will be the new SJ6832 RTE electric rough-terrain scissor lift. The machine allows users to easily switch between indoor and outdoor use while its emission-free operation makes it well-suited to projects, regions or countries where machinery pollution restrictions are in place. To simplify operator and service training, the SJ6832 RTE was built on the same chassis as the existing diesel and dual fuel SJ6832 RT units. This decision allows those already familiar with the highly popular traditionally-powered SJ6832 RT lifts to experience a seamless transition to the electrically-powered unit.

From the telehandler line, taking center stage is the new T4i compliant ZB2044, which has a maximum capacity of 9,072 kg and a three-section boom, giving a maximum lift height of 13.67 m. This is joined by the VR1056 telehandler, also now T4i compliant, which has a maximum payload of 4,540 kg and a maximum lift height of 17.14 m. The telescopic booms the company is showing include the SJ45T, that has a capacity of 227 kg and a platform height of 13.8 m; and the SJ66T, that has a platform height of 20.1 m and boasts the tightest turning radius in the industry. Both these telescopic boom lifts will be T4f complaint and feature Skyjack’s exclusive axle-based 4WD system for superior performance on rough terrain.

Additional Skyjack products include the SJ46 AJ and SJ63 AJ articulating booms which offer a platform height of 14.1 m and of 19.38 m, respectively. Both machines are equipped with an axle-based 4WD for superior traction and a rear-axle hydraulic differential lock/unlock switch, allowing the operator to lock the rear differential on rough terrain or unlock it to make tight turns without leaving tire marks on tarmac or concrete surfaces.

Both the SJ12 and SJ16 vertical mast lifts will be on display showing their lightweight design that provides low ground pressure and floor loading, a zero-degree inside turning radius and a traversing platform for added reach.

Rounding out the company’s product line-up are the DC electric scissor lifts SJIII 3219, SJIII 4626 and SJIII 4632, each of which are electrically-powered, quiet with zero emissions and able to work in the tightest of spaces which has helped make these the world’s top-selling aerial work platforms.

With such a wide array of products on show, visitors will have lots to see at the Skyjack booth and one item in particular is sure to catch the eye. A reconditioned SJ7127 RT rough terrain scissor lift originally built in 2005 will be split 50/50 showing original versus reconditioned state, providing visitors a vivid example of how Skyjack’s rebuilding program can breathe new life into older machines. Skyjack’s extensive reconditioning program for older machines includes expert inspection of all welds, a new paint and decal package, and replacement of all assorted filters, belts, pins, bushings and other engine parts to assure that each machine is restored to original OEM standards before it is returned with a reconditioned warranty. Skyjack will also proudly share and exhibit its new Apple and Android-based “App” that allows customers to choose the right Skyjack product for their particular application, together will full specification and product feature information.

Source: Skyjack
Sandvik Construction at CONEXPO-CON/AGG

CONEXPO-CON/AGG 2014 is such an important exhibition, both for the global construction industry, and for Sandvik Construction specifically, that the very theme of the show encapsulates exactly what Sandvik Construction is about. Thus the exhibition will allow Sandvik to affirm its customer orientation, and at the same time bringing into mind such core Sandvik Construction areas of expertise as after-market care, construction excellence and global coverage. Although Sandvik will be aiming to use the opportunity presented by an exhibition of such importance to the global construction industry to emphasize areas of expertise and service that transcend the traditional supplier-customer dynamic, CONEXPO-CON/AGG is also quite rightly seen as the perfect place to introduce new solutions based equipment. Hence Sandvik Construction will also introduce the very latest developments from the world leading product ranges.

“The Sandvik Construction range of equipment enables our customers to process materials from virgin rock right through to demolition materials; these can then be recycled for continued use. This customer-focused approach will see us (Sandvik Construction) unveil some new, and exciting, products and services aimed at enabling customers to enhance their profitability, improve efficiency, and minimize environmental damage,” said Jeff Heinemann, vice president, Sandvik Construction USA.

New and innovative equipment that will be shown includes:
- Stationary crushing equipment – The new generation of compact cone crusher from Sandvik provides customers with optimum performance and good cubical shape, and at the same time ensuring the lowest operating cost per ton for a wide range of materials and applications. The all new patented Sandvik CH550 is based on the proven HYDROCONE™ design, with the CH550 combining the ability to produce excellent shaped products, in fewer crushing stages, thereby making it adaptable to ever-changing customer requirements. Drill rigs – The new DC125R is a hydraulic, self-propelled drilling machine on a 4-wheel drive carrier. The rig is perfect for maneuvering in tight places and tough conditions, as well as being suited for foundation drilling, road cutting, trenching, demolition work and dimensional stone quarries. With its excellent mobility, compact size – make it easy to transport, low noise and dust – making it perfect for urban areas, and practical component layout - easy to service, the DC125R offers new levels of customer focused drill rig design. Tools & Consumables – Sandvik Construction’s extensive range of rock tools are world renowned for combining advanced materials technology, with skillful design focusing on performance, simplicity and endurance. The latest range is the RH series of down-the-hole hammers which have been developed to give customers even higher levels of productivity and reliability, as well as simultaneously delivering lower operating costs. The range has been developed in order to provide drilling customers with the enhanced levels of penetration rates, longer service life and lower operating costs that they now demand. Possessing key features that optimize the impact-energy transmission into the rock, utilizing very few parts, they are designed to be reliable, easy to service, and fast. Mobile Crushers and Screens – The larger of the two new “S” type gyratory cone crushers; able to accept larger feed sizes and achieving high production capacities, the new model is fitted with the reliable Sandvik CS440 cone crusher, which has proven itself in stationary applications for over 30 years. With a choice of three concaves, and four bush settings to control the closed side settings and material graduation, the QS441 offers ultimate flexibility. Capable of producing large reduction ratios with minimal fines production, it is ideally suited for crusher run, ballast / drainage stone or material for a tertiary crushing plant.

Source: Sandvik Construction

C56309, Platinum Lot 9310

InfraStructures reaches more heavy machinery and specialized equipment users than any other trade magazine in Canada.

The Media Kit is available on InfraStructures’ website at www.infrastructures.com
Caterpillar is BUILT FOR IT™ at CONEXPO-CON/AGG

At CONEXPO-CON/AGG 2014 Caterpillar will present its unmatched lineup of machines, technology and services designed with the primary goal of helping customers succeed. The Caterpillar organization and Cat® products are BUILT FOR IT™ – built to work for contractors of all types, aggregates miners, construction materials suppliers and specialty trades.

Four Caterpillar exhibit areas totaling about 5,575 m² of floor space – among the largest total display space at the show – will showcase more than 40 machines, most with integrated technologies that help equipment operators, managers and owners get the most from each machine, each hour of operation and throughout its full life cycle. The displays also present a variety of Cat work tools, U.S. EPA Tier 4 final engines, components and service parts, all designed and manufactured to optimize the performance of Cat machines.

More than a dozen new Cat machines will make their North American trade show debut at CONEXPO-CON/AGG. The newest Cat machines to be displayed include F Series hydraulic excavators, M Series medium wheel loaders, new C Series articulated trucks and G Series off-highway rigid-frame trucks, a new track-type tractor, a new wheel tractor-scraper and a new track drill.

In the large North Hall exhibit, booth 10915, displays will focus on Cat Connect, which brings together Cat technology products and services in integrated and scalable forms. Regardless of the size and complexity of the operation or the number of machines utilized, Cat Connect gives customers the flexibility to find the right combinations of technologies and services to meet jobsite requirements and deliver positive business results.

The most recently introduced machines on display include the 336F Hybrid hydraulic excavator. The hydraulic hybrid technology proven to reduce fuel consumption by an average of 25% in 336G H applications now is incorporated in the refined 336F H. In addition to the hybrid machine, the largest of the new F Series line, the 390F, will be displayed and should be a focus of interest for aggregates miners and large earthmoving contractors.

The new M Series wheel loader line will be represented by the 972M XE. It features the XE advanced powertrain, which was first introduced with the 966K XE wheel loader. XE technology results in 25% lower fuel consumption on average compared to machines with traditional torque converters. The M Series wheel loader line sports a brand new model, the 982M, which will be displayed. The 982M delivers the capability to load highway trucks in two passes for superior productivity in bulk materials yards. The new loader also can dig in sand and gravel pits and can effectively handle earth bank excavation.

In contrast to the big machines, several models of the recently introduced Cat D Series skid-steer loaders, compact track loaders and multi terrain loaders will be displayed. The compact machines feature a completely redesigned cab with first-in-class features, new lift arm design for improved sight lines, and increased engine performance.

An additional Caterpillar exhibit, booth 1015 in the Gold Lot, will display about 15 machines including a new motor grader and a new scraper, both of which incorporate new technologies to aid the operator and promote high productivity. This exhibit also is home to the Cat Merchandise Center, Cat Rental and the Cat dealer area.

The nearby booth 1332 will display the latest from Caterpillar OEM Solutions. An articulated truck with bare chassis is available for mounting specialty bodies and other equipment. In the South Hall, booth 84318, Caterpillar Product Support will present a wide array of components, parts and services available to keep machines running efficiently.

Each Caterpillar exhibit is staffed with people who can answer your specific questions and discuss your business needs. Visit Caterpillar at CONEXPO-CON/AGG, and determine for yourself that Caterpillar is BUILT FOR IT™.

Source: Caterpillar

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The bone-chilling cold weather that has impacted most of North America the last two months is proving to be no match for Epcon S7, a fast cure hybrid epoxy for concrete applications from ITW Red Head®. Introduced to the market one year ago, Epcon S7 is the only code approved fast cure adhesive that can be used in water-saturated, water-filled and submerged holes.

“Epcon S7 is a great cold weather product. It can solve the majority of jobs needing an adhesive solution in temperatures below 4°C (40°F),” said J Schneider, marketing director for ITW Commercial Construction North America. “On the job site, it saves time and money by allowing construction crews to install threaded rod or rebar in concrete that otherwise is too damp or soaked to bond with other adhesives. It is the only code-approved fast-cure adhesive designed to cure in concrete underwater.”

Architects and engineers have found several advantages with Epcon S7 when specifying adhesives for dry or wet concrete applications. Designed to simplify specification and code compliance, Epcon S7 gives architects and engineers the ability to use one calculation across more environmental conditions. It also simplifies installation with superior performance by supporting better minimum edge and spacing distances than other adhesives.

Epcon S7 is a reliable workhorse among various Epcon Anchoring Solutions options. The leading brand line for epoxy and acrylic formulations includes the new Epcon C6+, A7 Acrylic Adhesive, and G5 High Strength Epoxy, as well as screens, umbrella inserts, dispensing tools and accessories.

Source: ITW Commercial Construction, North America
Isavia, the company that handles the operation and development of Iceland’s airports, has taken delivery of 11 Scania G440 4x4 trucks equipped with the Allison 4000 Series fully automatic transmission. The vehicles feature a 7 m wide Schmidt snow plow attachment and a sweeping machine, which is towed behind a trailer attached to each truck. The sweeping machine, also 7 m wide, consists of a sweeping roll powered by a separate engine.

During the winter, a line of these trucks can be found plowing and sweeping the landing strip, while in summer the vehicles are used for sweeping other airfield premises. Seven of these units operate at Keflavik International Airport; the rest are based at other Icelandic airports managed by Isavia. In keeping with the airport’s 50 year old tradition, the vehicles are equipped with Allison fully automatic transmissions.

TAKING ON A VEHICLE FLEET

Keflavik International Airport was run by the U.S. Navy until 2006, when it was handed over to the Icelandic government and public company, Isavia Ltd, for operations.

“When we took over the responsibility for the airport, we also inherited a large fleet of vehicles; most were equipped with Allison fully automatic transmissions. The oldest is a 1957 Oshkosh snow plow with underbody scraper, equipped with an Allison TG-602 which is still in operation after 55 years of service,” says Hjörtur Hannesson, service manager at Isavia Keflavik.

“We have learned to appreciate fully automatic transmissions, so when we order new vehicles, we obviously equip them with Allison fully automatic transmissions. These 11 new Scania vehicles have been delivered over a three year period, and the order is now complete,” continues Mr. Hannesson.

OUTSTANDING RELIABILITY AND REPUTATION

Since the vehicles are part of Isavia’s airport maintenance activity, the company’s most important demand is high reliability and quality. “We take good care of our vehicles and maintain them to a level beyond the manufacturer’s recommendation. It has proven to be a profitable strategy. I’m very pleased with the quality and reliability of Allison’s products. Furthermore they are appreciated by the drivers for the good driving comfort they bring and the fact that the drivers do not have to think about gear changes and a clutch pedal,” concludes Hjörtur Hannesson.
Allison’s direct dealer in Iceland, Velar EHF Ltd, has a long and close history of cooperation with the Scania dealer, Klettur, which has delivered the multipurpose snow vehicles to Isavia.

“Refuse trucks, fire-fighting and municipal vehicles in this country are often equipped with Allison fully automatic transmissions, and they have a very good reputation,” says Ragnar Karlsson, managing director at Velar. “Allison transmissions are recognized for low maintenance costs and offer very reliable operation in all weather and terrain.”

ABOUT ISAVIA
Isavia provides services in the air and on the ground. The company handles the operation and development of all airports in Iceland. One of the roles of Isavia is to ensure that flight safety is in accordance with recognized, international safety requirements and methods. Isavia employs approximately 630 people, including subsidiaries, there are approximately 790 employees.

Vactor Assists AEM in Developing Vacuum Excavation Safety Video

Vactor Manufacturing, a leading provider of vacuum excavators for utility, oil and gas, telecommunication and industrial water system applications, recently collaborated with the Association of Equipment Manufacturers (AEM) to develop a video promoting the safe operation of vacuum excavation equipment. Vacuum excavation uses high-pressure air or water (hydro-excavation) to loosen soil, providing a non-destructive means to safely locate utilities and precisely excavate an area.

In conjunction with four other members of AEM’s Underground Equipment Manufacturers Council (UEMC), Vactor contributed funding, product expertise and other resources to the association to produce the 19-minute DVD. In addition to working with AEM’s technical and safety staff to help develop the video script, Vactor also donated an HXX HydroExcavator PD vacuum excavator, and expert operators, to be used in the filming of the video.

“On behalf of AEM, we appreciate Vactor Manufacturing’s contribution, and their time and expertise, to help make this important vacuum excavation safety video,” said W.J. “Bernie” Bernhard, manager, Technical & Safety Services, AEM. “This video would not have happened without the tireless efforts of our members and their willingness to answer all of our requests.”

“The Vactor team was honored to play such an integral role in this important initiative for AEM,” said Andy Current, technical information supervisor at Vactor Manufacturing. “With more than 30 million km of buried utilities in the United States, it’s essential that vacuum excavation equipment operators are proficient in the safe and proper use of the equipment to efficiently locate underground utilities while protecting vulnerable and expensive infrastructure.”

Available for purchase through the AEM Store, the 19-minute DVD complements an existing 35-page vacuum excavation safety manual also available from AEM.

“The AEM safety video addresses the basic safety rules and instructions required to properly operate vacuum excavation equipment,” said Mr. Current. “We are confident that the video will prove to be very helpful to excavation contractors, rental houses, counties and municipalities.”

Source: Federal Signal Corporation
Newco Metal Finds Success in the Recycling Business

Inga Rundquist, MindFire Communications
Special Collaboration

“Newco is the largest and oldest metal-recycling company in Newfoundland,” says Robert Anstey, owner. “In fact, there’s no metal project we won’t tackle. Right now, with our fleet of Hitachi excavators and our crew, we’re working in six different towns throughout the province. And that’s a normal day for us.”

Newco Metal & Auto Recycling Ltd. bids the demolition of steel structures from industrial sites, government bridges, and mines. They primarily use their Hitachi ZX200 and ZX350 excavators with thumbs and shears to tear down the structures, and their fleet of semi-truck/trailers to bring the metal to their yard in St. John’s for sorting and final cutting to the specifications of their buyers.

“We started in the construction business,” notes Mr. Anstey. “And I think that background has given us a step up on figuring out how to bid on and then tear down existing buildings, especially for the scrap. Going after our own steel instead of simply operating a yard has worked well for us. We have plenty of competition from people who like to do the normal stuff, so we’ve worked hard to be good at doing the abnormal stuff — work that other people either didn’t know how to do or didn’t want to do. Demolition or taking things apart is difficult, and it takes a bit of engineering to get it apart safely and economically.”

The company also has crews that go to other demolition and recycling contractors or steel manufacturers. There Newco picks up and crushes their steel on-site, and then brings the resulting material to their St. John’s yard for final sorting and loading into trucks or containers for sale to buyers. “We’ve gone out of our way to help smaller recycling companies in the province become more successful.”

In addition, Newco buys cars for parts and crushes them. They also buy aluminum, copper, plastic, and paper. Then, they sort, crush, and bale the material for resale.

All of the recycled metal is processed in compliance with the strictest environmental guidelines equal to or even exceeding governmental regulations. Additionally, some of the steel never leaves the province, going to local foundries. The rest is typically shipped in containers and trailers on a back-haul basis to buyers in Eastern Canada.
STANDARD ON HITACHI

“We really have two fleets,” notes Robert Anstey. “A fleet that travels, and then our yard fleet for Newco. Again, the traveling fleet supports our demolition bids. We came to Hitachi slowly, with Wajax Equipment selling us just one. But the operators really liked it. They said there was no comparison in the way the Hitachi handled. The controls, they said, are the smoothest on the market, which means we can simply do a better job of finessing the steel apart in our demolition work and in sorting and loading. And, the fuel economy is for real! So now, we’re standard on Hitachi.”

“Wajax service has really helped us out, too. More than once we’ve damaged something in our demolition work, and they’ve come up with the parts and technicians to get us going again after hours or even on holidays.”

TRIPLE A EXCAVATING, A SISTER COMPANY

“We started Triple A Excavating as a jointly owned operation between Robert and myself,” says Steve Anstey, Robert’s brother. “We provide a wide assortment of services for various civil projects.”

“The Hitachi excavators work just as well for dirt work as they do for demolition. Smooth controls and great weight distribution make the job go faster, no matter what you’re doing.”

Newco Metal & Auto Recycling and Triple A Excavating are serviced by Wajax Equipment, St. John’s, Newfoundland and Labrador.

CON-E-CO Unveils New Self-Erecting Decumulative Batch Plant at WOC

CON-E-CO unveiled the CON-E-CO® LO-PRO® 327D batch plant on January 21, 2014 at the World of Concrete trade show in Las Vegas. The LO-PRO 327D Decumulative batch plant offers several time- and labor-saving features, and delivers the proven performance inherent in all CON-E-CO batch plants.

“The new CON-E-CO LO-PRO 327D hydraulically self-erects, and offers many travel in place features; set-up time, labor, and material costs are, therefore, significantly reduced,” said Neil Smith, CON-E-CO general manager. “The plant’s design directly translates to enhanced productivity. Our mission is to listen and respond to the needs of ready-mixed concrete producers, and the 327D is the newest representation of that mission in action.”

The LO-PRO 327D self-erecting and self-leveling batch plant does not require a crane during installation. The plant can be erected on steel mats, eliminating the need for concrete foundations. It features large 12.2 m³ capacity aggregate weighing bins with a low 3.2 m charging height.

The available central dust control system (including the truck mixer dust shroud), and the optional frame-mounted water weigh batcher travel in place, and further eliminate the need for a crane.

In addition, the optional frame-mounted diesel generator travels in place, and a power supply at remote job sites is not required, eliminating the need for field electrical connections and additional freight.

“Faster set-up, and a range of options that fit the individual needs of our customers, is what the LO-PRO 327D is all about,” said Mr. Smith.

The LO-PRO 327D completes the CON-E-CO lineup of mobile batch plants, complementing the LO-PRO 327 and LO-PRO 427. “The LO-PRO 327D – an extremely mobile and self-erecting decumulative style plant – rounds out our mobile line,” added Neil Smith. “Setting up the 327D can be a one person job, and that’s a tremendous benefit to our customers.”

Concrete Equipment Company (CON-E-CO) is a subsidiary of Oshkosh Corporation. CON-E-CO products have a well-earned reputation for quality, durability, and reliability. Around the globe, CON-E-CO batch plants are operating in five continents.

Source: Oshkosh Corporation
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Watch for the logo

40 million t was mined worldwide last year, a large proportion of which came from Saskatchewan.

K+S contracted Double K Excavating, a leading infrastructure construction company in Western Canada to build a large coffer dam, a water intake structure and the trenching and installation of a high-capacity 810 mm-wide pipeline to the mine, running across 20 km. When completed the water supply facility will be capable of pumping over 168 million l/day of water. The water, pumped from the Buffalo Pound Reservoir, will be used for underground extraction at the new K+S Legacy potash mine, which is located between Bethune and Findlater.

Double K Excavating is installing a major water intake pumping facility and more than 20 km of water pipeline – providing water to a giant new potash mine in Saskatchewan.

Although Saskatchewan now lies far from any significant body of water, in prehistoric times the province was the site of a huge inland sea. Over time, the sea disappeared leaving behind one of the world’s largest underground deposits of potassium chloride, also known as potash – and it is these deposits that K+S Potash Canada, (part of the K+S Group) is extracting.

The K+S Group is one of the world’s largest suppliers of fertilizer and salt producers. The new K+S Potash Canada mine is scheduled to go into production in 2016 – with a capacity of 2.86 million t/y, a figure expected to be reached by 2023. Potash is mainly used in fertilizers – over

was left to the Volvo G960 motor grader.

The Buffalo Pound Reservoir is the main source of drinking water for the Saskatchewan cities of Regina and Moose Jaw as well as many of the surrounding communities, so extreme care was needed when working in and around the water. Although varying with the landscape, trenching for the pipeline reached a maximum depth of 4.5 m – aptly handled by a Volvo EC460C-Series and an EC360C-Series crawler excavator.

Volvo’s crawler excavators are ideally suited for work in the toughest quarrying, mining, road building and general construction jobs. Featuring a robust undercarriage and a reinforced boom/arm and superstructure, these machines are

safe, efficient and durable. High breakout and crowding force is supported by an advanced hydraulic system that enables smooth, responsive digging and lifting, making it the ideal excavator for the trenching and pipeline installation. The EC460C-Series boasts a 235 kW (320 hp) Volvo Tier III compliant engine with V-ACT, offering high torque at low revs.

The Volvo L220 E-Series features an electronically-controlled, high performance low emission Volvo engine, fully automatic countergear transmission, a load-sensing hydraulic system, Volvo’s unique Torque Parallel linkage (TP linkage) and the comfortable Volvo Care Cab.

A FAMILY AFFAIR

Double K Excavating Inc. was established in 1979 by the Koch family, initially specializing in installing septic tanks and cisterns. It is headquartered in Tuxford, a small community in southwest Saskatchewan. The company has a good relationship with equipment supplier Volvo Construction Equipment (Volvo CE) and its fleet consists of various tracked and wheeled excavators, wheel loaders, articulated trucks, motor graders and skid steers.

Before trenching could begin, thousands of cubic meters of rock overburden had to be removed, which was then used to build a kilometer-long cofferdam. This work was quickly achieved using a Volvo L220E-Series wheel loader and A30F-Series articulated hauler. Meanwhile, a Volvo EC210B-Series excavator and a small fleet of articulated haulers were soon digging earth from inside the cofferdam in preparation for the installation of the water intake. The haul road building and maintenance

A Lifeline for a Salt Mine

Bill Law, Volvo CE

Special Collaboration
CAN’T COMPETE WITH A VOLVO

“We have used many other big brands but they just can’t compete with Volvo,” says Emerson Koch, CEO of Double K Excavating. “We have tough conditions here in this part of the world and there is no comparison in relation to fuel economy, performance, reliability, engine, transmission, drive train performance and reliability.”

“What won us over to Volvo was our first EC290 B-Series crawler excavator,” says Cole Koch, company vice president and excavator operator. “It was one of the first machines I operated and it’s special to me, so much so that I have a permanent reminder of that machine tattooed on my arm. That machine is still an active member of our fleet today.”

This year will also see Double K Excavating use its Volvo fleet to move over 500,000 m³ of earth, install the infrastructure for two large residential subdivisions, replace and install more than 100 km of domestic water and sewer lines and continue the installation of septic tanks and cisterns.
Routing with Wirtgen Surface Miners to Clear the Way in Rocky Terrain

Mario Linnemann, Wirtgen GmbH
Special Collaboration

Surface miners from Wirtgen can do much more than just extract pay minerals. When developing the Chisholm Trail Parkway in Texas, they are used for routing work and reliably bite their way through hard rock.

The sight on a federal highway in Fort Worth, Texas, is certainly unusual: instead of the road building machines that normally dominate the scene, three mining machines are biting their way through the rocky ground. These machines, however, are not mining pay minerals – they are cutting a route, another domain of the surface miners from Wirtgen. The North Texas Tollway Authority (NTTA) is building the 45 km-long Chisholm Trail Parkway here, a toll road which will in future connect Interstate 30 south of Fort Worth with the U.S. Highway 67 near Cleburne.

THE CHALLENGE: ROUTING WITHOUT DRILLING AND BLASTING

The NTTA faced two problems when planning the project. For one thing, the planned route ran through exceedingly rocky terrain comprising solid limestone. The other problem was that conventional drilling and blasting methods were not permitted for this project. “We are working inside the city limits of Fort Worth. Drilling and blasting are a thing of the past there and in the nearer environs,” says Mike Manley, Equipment Division manager, Mario Sinacola & Sons Excavating Inc. The company contracted to undertake the work, one of the largest general contractors in Northern Texas, soon presented a quick, albeit at first glance somewhat unusual solution: why not use surface miners for road building to remove the extremely hard limestone substrate selectively, rapidly and with millimeter precision? In mining business, Mario Sinacola & Sons have already successfully used the machines to mine pay minerals for many years, for Wirtgen surface miners cut, crush and load the material in a single operation. Additional machines are not needed; this considerably reduces the equipment, personnel and time required. Mining, or routing operations as in Fort Worth, can be undertaken more cost-effectively.

AN EXCEPTIONAL SOLUTION

“The earth works cover a vast area, the amount of rock to be removed is relatively large and the work very intensive,” explains Chris Logan, project manager, Mario Sinacola & Sons. This is also clear from the following figures: 2.14 million m$^3$ of limestone with an average hardness of between 6,000 and 10,000 PSI, including some areas with up to 16,000 PSI. “The surface miners are decisive, especially when the dozers come up against their capacity limits. With the help of the surface miners, we can crush the hard rock to the desired grain size and use it directly in situ,” adds Mr. Logan. The company’s project administrator Channing D. Santiago adds: “Without the surface miners from Wirtgen, the work would proceed extremely slowly. We would instead have to use pneumatic drills for months on end and incur high costs in the process. Surface miners are the ideal choice for this application.”

HIGH QUALITY COMBINED WITH MAXIMUM COST-EFFECTIVENESS

While the surface miner 2500 SM with 1,065 hp and a cutting depth of up to 600 mm cuts meter after meter of the main corridor, the two surface miners 2200 SM with a turning radius of just 2.5 m demonstrate their prowess when routing narrower sections, such as ramps and crossings. “By combining Wirtgen’s standard grade and slope control system for simple...”
adjustment of the precise cutting depth with an additional GPS-based system, the operator can optimally adapt the cutting process to the profile of the terrain," says Robert Bauer, the man responsible for the Mining Division at the Wirtgen Group’s branch Wirtgen America. The unique cutting technology, a core competence of Wirtgen, minimizes wear on the cutting tools, even in hard abrasive material, while simultaneously maintaining a consistently high extraction performance. Mr. Santiago also appreciates the advantages of the quick and easy tool change: “No hammers and no pliers are needed, just an extractor and the picks are quickly replaced.”

Sophisticated Wirtgen technology ensures that the planned bottom profile is neatly cut at the predetermined depth; in this way, the route forms an ideal sub-base for the paving courses. Another advantage is that transport trucks can drive over the level surface without causing damage during the entire construction period. In Fort Worth, part of the reclaimed material is reused as a lower base course at a depth of 20 cm. On completion, the three-lane road will comprise a 10 cm-thick upper base course in addition to the substructure, and a 33 cm-thick fully reinforced concrete pavement.

PROTECTING THE ENVIRONMENT
By using surface miners, the contractor ultimately also helps to protect the environment. Ground impacts, noise and dust are considerably reduced when using surface mining instead of removing material with a pneumatic drill and then transferring it to trucks. And since the costs are also lower, customers are increasingly using the surface miners from Wirtgen for road construction, as the example of Mario Sinacola & Sons shows.
Team Eagle Partners with Multihog

Team Eagle Ltd has announced a strategic alliance with Irish manufacturer Multihog Ltd to represent its world class multipurpose implement carrier to Eagle’s airport customer base across North America.

The Multihog® is a unique, year round maintenance and support vehicle that features unparalleled operator comfort, visibility and safety partnered with its oscillating, articulating hydrostatic drive and steering system to provide airfield maintenance departments with a versatile platform for several critical airfield maintenance attachments.

“We see the Multihog system as a great new tool in our airfield maintenance professionals’ tool box,” says Team Eagle president and CEO Steve McKeown. “The features and technology designed into this unit make it unique, and we feel it will be a huge time and money saver for our large and medium airport clients throughout the United States and Canada. We were first introduced to the Multihog as a product that we should be interested in representing on this side of the Atlantic by Brett Patterson, Vancouver Airport Authority’s director of Airside Operations, who had already purchased several units.

“The Multihog is a versatile and robust unit that supports our crews in fulfilling their role to maintain safe conditions on the airfield,” said Mr. Patterson. “Everything about this machine is right on the mark – from its ergonomic cab, designed to meet the needs of the operator, to its power and performance capability. The Multihog truly lives up to its name as a multi-task machine that delivers.”

The Multihog features a ROPS/FOPS certified cab with a modern, feature rich, multiplex control system. Paired with a robust hydrostatic drive, articulating and oscillating frame, and quick attach hydraulic drive attachments, the Multihog
BioMRF Technologies Inc., a California corporation, offers a tunnel composting technology to the North American market under a license agreement with the Atzwanger Group, South Tyrol (Italy). This modular in-vessel system has been successfully used in more than 100 units and is controlled by proprietary software providing superior bio-conversion and efficient odor control.

The president of BioMRF is Luigi Castelli, an engineer with 30 years of design and construction experience in the solid waste industry.

Source: BioMRF Technologies Inc.

Tunnel Composting Technology Now Available to the North American Market

Hyundai Forklift announces the addition of their 10/13/15BTR-9 Series 24 V electric counterbalance forklifts. This newly designed model is the first of Hyundai’s 9 Series forklifts to be launched in the North American market, with the remainder of the product line following close behind. Operators can look forward to outstanding productivity, maneuverability, easy maintenance and comfort with these forklifts, which are ideal for applications requiring a tight turning radius such as distribution centers, loading docks and cold storage.

Hyundai’s 10/13/15BTR-9 Series forklifts were engineered for high efficiency and optimal performance. All three models are designed for ideal drive and lift performance. Utilizing enclosed, low maintenance AC technology, drive and pump motors ensure greater acceleration, gradeability, faster travel and lift speeds and excellent durability. The Zapi controller provides smooth operation and protection for high and low voltage, overheating and fault recording. All three units offer 2 and 3-stage masts to 6 m lift and load capacities of 1,000 kg, 1,250 kg, 1,500 kg, respectively, making handling and lifting large loads a breeze.

Despite their compact design, these models have ample room for operators. A low entrance height makes entering and exiting the machine safe and easy. An adjustable steering wheel enables operators to achieve their most comfortable driving position, necessary for long day’s work. The angle of the steering column can easily also be adjusted through a lever on the right-hand side of the steering column for added comfort.

Hyundai’s 10/13/15BTR-9 series forklifts can easily accommodate various attachments to meet any application need.

Source: Hyundai Forklift
Peterbilt Brings Durability, Versatility with New Model 567

Celebrating its 75th anniversary this year, the company that was founded on manufacturing rugged, vocational vehicles brought its newest construction model to the World of Concrete – the all-new Model 567.

“The Model 567 is now in full production and we’re excited to feature it at the industry’s premier concrete contractor show,” said Charles Cook, Peterbilt’s product marketing manager, Vocational Segment. “It’s a brand-new vehicle from bumper to bumper. This versatile and durable truck or tractor can be configured to meet a wide range of heavy- and severe-duty requirements and is ideal for mixer, dump and heavy-haul applications.”

The Model 567 is available in 121” and 115” BBC lengths with a wide variety of heavy-duty components and axle configurations for increased payloads and optimized weight distribution. The rugged new vehicle also boasts a tight turning radius for enhanced jobsite maneuverability.

According to Mr. Cook, the Model 567’s cab environment is a lot roomier, too. At 2.1 m wide, the spacious new interior is engineered to reduce driver fatigue and improve efficiency. It also provides a panoramic view for enhanced visibility and productivity throughout virtually every jobsite condition.

Peterbilt had a Model 567 at the World of Concrete show equipped with a Con-Tech mixer body and the PACCAR MX-13 engine – just one of the configurations available. The MX-13 engine is available up to 500 hp and 1,850 lbs ft of torque. The company also had two other models on display: the predecessor to the 567, the 365, which is still available, and the 320 – a low-cab forward truck, equipped with a Schwing concrete pumper body.

Source: Peterbilt

Talbert’s Telescopic 55-Ton HRG Offers Multiple Configurations For Versatility and Load Variance

The telescopic 50 t (55-ton) hydraulic removable gooseneck (HRG) trailer from Talbert Manufacturing offers a 51 cm deck height, the versatility to extend deck length and the flexibility to operate with multiple rear axle configurations.

Talbert, a leader in the specialty-built trailer and transport system industry, designed the 50 t HRG with a telescopic deck capable of extending from 9.1 m to 15.2 m long. Extended, the unit has a 8.2 m wood deck in the front and a 0.9 m wood platform in the rear with beams stretching between. The trailer expands and locks in 122 cm increments. When lengthened, the telescopic trailer is ideal for hauling any equipment that requires a long deck, such as tanks, bridge beams or bulky equipment. When compressed, the trailer can be used as a standard deck trailer.

The unit can be set up as a 4 axles close couple or in a 2 + 2 or 3 + 1 spread axle configuration. Due to permitting requirements, getting a trailer to an overall length of less than 16.1 m (53’) can be important.

The Talbert 50 t telescopic trailer features 3rd and 4th axles that can be flipped or removed, plus a pinned and hinged gooseneck extension that also can be flipped. With these two key features, the trailer can be shortened to less than 16.1 m so there is no need to obtain an over-length permit when the trailer is running empty.

This trailer delivers greater lifting capacity over comparable models due to the gooseneck design. While most conventional trailers feature only two or three cylinders that run perpendicular to the deck, Talbert engineers its trailers with four that run parallel. This means Talbert trailers offer a stronger lifting capacity and minimizes or eliminates the need for frequent load adjustments. In combination with its heavy-duty T-1, 100,000-PSI minimum yield steel construction, the trailer offers unmatched strength and reliability.

Source: Talbert Manufacturing
A newcomer in the Class 7 & 8 Cabover category

The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.

The Autocar Xpert is designed to ensure the best sight lines in any cabover or conventional truck. The spacious cab features a huge windshield, side, and rear windows.

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

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

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VIA Motors Announces Start of Production

At the LA Auto Show, automotive legend Bob Lutz made history once again announcing the start of production of the world’s first full size, four-wheel-drive, electric pick up trucks and vans by VIA Motors. Mr. Lutz, is well known for championing extended range electric technology while at General Motors, preferring it over hybrid or all-electric technology, particularly in full size vehicles, where fuel savings from electrification can quickly overcome the incremental cost. “VIA’s unique approach in working hand-in-hand with OEMs like General Motors to transform conventional full size vehicles into extended range electric vehicles, will make electric powertrain options more practical and available to a broader market,” noted Bob Lutz. “Although packed with advanced technology, the fuel savings and other benefits of an electrified pick up or van, can actually make it less expensive to drive than a conventional truck over time.” VIA has been working with leading fleets to develop a clean, economical electrified truck & van, and has been very pleased with their performance in fleet applications. VIA will soon begin taking orders for consumer sales in 2014.

Source: VIA Motors

Freightliner Trucks Offers Twin Steer Prep Kits for 114SD and 122SD

Freightliner Trucks recently announced that it is now offering twin steer chassis prep kits for its 114SD and 122SD truck models. The prep kits will serve to quickly facilitate aftermarket conversions and installation of second steer axle and heavy-duty suspensions, resulting in faster delivery to the customer.

Freightliner Trucks has partnered with Baie-Saint-Paul, Quebec, Canada-based Simard Suspensions to offer the turnkey solution ideal for heavy-duty applications such as crane, dump, wrecker, mixing and logging to provide a comfortable and reliable ride. Severe-duty twin steer chassis provides a stable platform for increased truck efficiency and performance.

“To provide a simplified transition from factory to conversion, we developed a cost-effective and timely process that still allows for customization,” said Mary Aufdemberg, director of product marketing for Freightliner Trucks. “We are responding to our customers’ needs by providing a streamlined solution that will get them on the job as fast as possible.”

Twin steer chassis are just one of many options available for the Freightliner Trucks line of severe-duty products. The Freightliner Trucks severe-duty line features tough trucks that are dependable, efficient and built to withstand the most challenging of vocational applications.

Source: Freightliner Trucks

APEX 2014 Looms Large with Record-Breaking Numbers

The countdown is on and the 8th APEX aerial platform exhibition will break records for exhibitor numbers and space when it is held at the Amsterdam RAI Exhibition Centre in the Netherlands, June 24-26, 2014.

More than 100 exhibitors from all over the world, including China, have already confirmed their stand space and will demonstrate their products and services in a live environment. It will feature a 11,000 m² exhibition area inside – marking a substantial increase from the last edition and a 10,000 m² outside area – almost double the size of the outside area at the last APEX show, held at MECC Maastricht in 2011.

The three-day event serves as an important platform for networking, knowledge sharing, and for ultimately shaping the industry’s future. Visitors from all over the world will have an opportunity to discuss and share their views on timely industry topics and trends, exchange expertise and experience, view state-of-the-art technology and innovation, and to stimulate further research of technical and business activities.

“We can already say that APEX 2014 will be the biggest international access industry fair anywhere in the world,” says Tony Kenter, managing director of Industrial Promotions International (IPI). “Amsterdam is becoming the new capital of the access industry, and is the perfect international setting with cosmopolitan flair. APEX is the showcase for all companies in the international access business, and will be the world’s largest ever access exhibition in 2014 – the figures clearly show APEX is the ‘leading fair’ for this industry. Whatever visitors will be looking for, they will find it at APEX.”

All previous seven shows – the first was in 1996 – have been held in Maastricht in mid-September. The new June dates mean that the show will be held well before the onset of summer holidays.

In addition, the switch to June will allow APEX to be held concurrently with the International Rental Exhibition (IRE) and the European Rental Association (ERA) annual convention, which will also take place at Amsterdam RAI.

Exhibitors so far include: Genie, Manitou, JLG, Comet, Skyjack, Holland Lift, MEC, Socage, Riwal, Easy Lift, Imer, Merlo, Teupen, TVH, ATN, Ruthmann/Time International, Bronto, Palfinger, Multitel Pagliero, CMC, Dinolift and Omme Lift/Kors.

The complete exhibitors list can be found on www.apexshow.com

Source: BV Industrial Promotions International
CUMMINS INC. ANNOUNCED AT THE RAILWAY INTERCHANGE SHOW, HELD FROM SEPTEMBER 20 TO OCTOBER 2, 2013, IN INDIANAPOLIS, INDIANA, THAT THE FIRST QSK95-POWERED LOCOMOTIVE WILL BEGIN COMMERCIAL SERVICE OPERATION WITH THE INDIANA RAIL ROAD COMPANY (INRD) BY MID-2014. THE 4200-HP FREIGHT LOCOMOTIVE IS EXPECTED TO TAKE TO THE TRACK AS THE FIRST HEAVY-HAULER WITH A REPOWER INSTALLATION READY TO MEET U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA) TIER 4 ULTRA-LOW EMISSIONS REGULATIONS.

The 95 l, 16-cylinder prime mover is one of the most powerful high-speed diesels to be installed in a locomotive. A Cummins Selective Catalytic Reduction (SCR) aftertreatment system provides a simpler and easier route to meet the stringent Tier 4 emissions levels.

The EMD SD90 base locomotive currently undergoing refurbishment will be redesignated as CECX 1919, and will remain under Cummins ownership while operating with the INRD roster. The repowered locomotive will haul coal or mixed freight across the INRD network.

Taking routes from the west and south of Indiana to downtown Indianapolis, the CECX 1919 will typically haul 100 cars with a total weight of around 12,700 t, working as the lead locomotive in a multiple set. This demanding operation will demonstrate how the Cummins QSK95 prime mover will play a lead role in moving the rail industry in North America forward to meet Tier 4 ultra-low emissions regulations.

“We believe that our high-speed QSK95 will not just bring cleaner operation, but will achieve higher performance and lower operating costs than INRD has seen before with its traditional medium-speed powered locomotives,” added Mr. Pence.

Equipped with GPS location and advanced telemetry, the CECX 1919 heavy-hauler will be remotely monitored by a Cummins field test team taking a continuous stream of locomotive and engine data capture. Based on duty-cycle operational analysis, the field test engineers can then remotely fine-tune the QSK95 engine to achieve very precise improvements to fuel efficiency or power delivery.

**DROP-IN POWER MODULE**

The QSK95 engine is installed in the refurbished locomotive as part of a self-contained drop-in power module, purpose-designed by Sygnet Rail Technologies, LLC, to replace the complete diesel-electric system and carbody. Supplied as a fully enclosed unit, the power module integrates the QSK95 prime mover, SCR exhaust aftertreatment, alternator, cooling system and dynamic braking as a single package.

This innovative approach for repowering existing locomotives to meet Tier 4 emissions regulations provides for a simpler and faster installation. The QSK95 Power Module is tested before installation in the carbody, reducing the time taken to commission the locomotive ready for service. Features such as advanced controls for wheel slip, idle limiting and telematics reporting are integral to the power module.

“The repowered locomotive will demonstrate how well the clean combustion of the QSK95 engine and Cummins SCR exhaust aftertreatment work together as an integrated system to achieve the ultra-low Tier 4 emissions levels, easily accommodating the space claim of the larger medium-speed engine they replace, and requiring no additional cooling capacity,” said Randy Nelson, marketing director - Cummins Rail Business.

The SCR exhaust aftertreatment removes oxides of nitrogen (NOx) emissions, leaving the engine combustion to remove Particulate Matter (PM). This approach avoids the need for added complexity on the engine, and enables the combustion formula to be fully optimized for fuel efficiency.

The SCR aftertreatment system used with the QSK95 engine has been specifically designed for locomotive repowers by Cummins Emission Solutions to occupy a space claim very similar to that of the exhaust silencers. SCR is a well-proven technology, with over 600,000 systems utilized by Cummins engines since introduced in 2005.

Source: Cummins Inc.
Weber MT, Inc. is pleased to announce that Patrick Vaillancourt has joined the company as regional sales manager for Quebec. He joins Weber MT after a successful sales period with Swedish Husqvarna and German-based Kärcher where he was regional sales manager for Quebec.

“We are honored that Patrick decided to join Weber MT, where he will be able to utilize his rental and dealer industry experience to promote sales of Weber MT’s full range of products,” said Peter Witt, president for Weber MT, Inc. in North America.

Source: Weber MT, Inc., 514-894-3209

Wacker Neuson Ltd. is pleased to announce Richard Bastien has joined the company as district manager for Quebec and Atlantic Canada. He joins Wacker Neuson after a successful sales period with German-based Weber where he was sales manager for Eastern Canada.

“We are very happy Richard decided to join Wacker Neuson, where he will be able to utilize his rental industry experience to promote sales of Wacker Neuson’s full range of products,” said David Jewell, general manager Wacker Neuson Ltd.

Source: Wacker Neuson Ltd., 514-895-9101

Exhibit space sales are now open for the 2015 World of Asphalt and AGG1 expositions. Companies applying for space by February 17, 2014 will be included in the first round of booth assignments, and have the option of participating in an in-person “priority space draw” during CONEXPO-CON/AGG 2014.

The co-located World of Asphalt Show & Conference and AGG1 Aggregates Academy & Expo will be held March 17-19, 2015 in Baltimore, Maryland, at the Baltimore Convention Center. The shows are held annually except in CONEXPO-CON/AGG years (such as 2014), when that show spotlights the exhibitors and products of AGG1 and World of Asphalt.

Exhibit space rates include a value-added package of booth-related services such as material handling at no charge; and membership in the owner/producer trade associations provides a rate discount.

Show management also provides exhibitors with a variety of sponsorship options, including custom programs, to help them more effectively achieve their marketing objectives, and exhibitors receive complimentary marketing materials to enhance their customer outreach.

Exhibit space applications will still be accepted after the February 17, 2014 priority date, on a first-come, first-served basis.

More than 90% of exhibitors at the last event said they were satisfied with their overall show experience.

“Show management works to bring a quality audience to the event, and offers superior customer service to both attendees and exhibitors,” stated Rich Prausa, show manager. “We are always striving to enhance the value of the shows for all participants, to offer a results-oriented show experience.”

Attendees will find product innovations and focused education.

World of Asphalt and AGG1 target the business needs of the aggregates, asphalt, pavement maintenance and traffic safety industry sectors.

AGG 1 is owned by the National Stone, Sand and Gravel Association (NSSGA). World of Asphalt is owned by the National Asphalt Pavement Association (NAPA), NSSGA and Association of Equipment Manufacturers (AEM). AEM produces both shows.

Source: Association of Equipment Manufacturers

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