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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

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A Brief Word...

Here we are with CONEXPO-CON/AGG marking the unofficial starting "bang" to the season. Spring being the first hurdle coming up fast, and unpredictably.

We're also into the end of the first quarter with commodity prices still soft, creating unwelcome pressure on the dollar. The knock-on effect being uncertain equipment prices and the prospect of a stalling economy.

If commodities continue as predicted, then the dollar will suffer and a creeping inflationary effect will begin. Should our political leadership begin an overdue march on interest rates, the resultant panic by overleveraged households will also create a lethargy on the economy.

So it is "To Buy, or Not to Buy" that is the question you must struggle with. Higher prices or an uncertainty of work are the dilemma. They who hesitate are lost, according to the wisdom of the ages, and only time will tell whom the winners and losers may be.

In the meantime, InfraStructures will diligently attempt to provide news and insight to help your deliberations. As Canada's leading industry publication we are as much a tool of your trade as the equipment.

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On the cover:

we are always on the lookout for nice picture of equipment working to illustrate the cover page of InfraStructures.

Your nicest high-resolution, high quality, portrait pictures could be featured in an upcoming issue of Canada's Equipment Magazine.

K-TEC EARTHMOVERS ADDS DEALER IN WESTERN CANADA

K-Tec Earthmovers Inc. has signed with Great West Equipment to become the authorized dealer of K-Tec ADT construction scrapers in British Columbia and the Yukon Territory.

Great West Equipment has a strong reputation for sales and service of high quality construction and mining equipment within its territory. With the addition of

the K-Tec line, Great West Equipment has expanded the availability of large earth-moving equipment to the contractors and mining operations in Western Canada.

K-Tec scrapers range in size from 19.1 to 43.6 m³ and can be pulled by articulated dump trucks in various job environments. K-Tec Earthmovers currently has units working in a wide range of conditions including; open pit mining, coal fields, road building, site development, farm field level-

ing, ditching and civil engineering projects.

K-Tec Earthmovers stands behind its scrapers with a market leading 3-year structural warranty on new scrapers, which will complement the quality equipment that Great West Equipment already provides to their customers.

"K-Tec is excited to have Great West Equipment join the strong team of dealerships who support our scraper line. The west coast's well-established construction equipment dealership is a welcome addition to the after-sales service that K-Tec provides and expects from its dealers," states Russ Goossen, CEO of K-Tec Earthmovers Inc.

Great West Equipment will enable K-Tec Earthmovers to better service current K-Tec customers with parts and service in Western Canada and discover new sales potential, as well as provide opportunities for rental units in British Columbia and the Yukon Territory.

Source: K-Tec Earthmovers Inc.

STRONGCO ANNOUNCES EXCLUSIVE K-TEC SCRAPER AGREEMENT

Strongco Corporation announced recently it has entered into an agreement with K-Tec Earthmovers Inc. to be the exclusive dealer for K-Tec's earthmoving scrapers in Alberta and Ontario.

As part of a long-term partnership, K-Tec are the only scrapers approved, certified and supported by Volvo Construction Equipment that can be attached to both new and used A35 and A40 articulating dump trucks (ADT). A Volvo ADT pulling a K-Tec scraper is recognized as an industry advancement, promoting greater versatility and cost efficiencies, and the opportunity to enter into and compete in the scraper marketplace while still using existing fleets.

"We're pleased to have Strongco join the team of dealers who support our scraper line," said Russ Goossen, CEO of K-Tec. "Alberta and Ontario are significant markets, and this new alignment offers an expanded platform to supply our products to these regions, supported by Strongco's exceptional customer service and in-house product expertise."

"The addition of K-Tec is consistent with Strongco's strategy of organic growth through brand expansion and a complement to our existing Volvo product line," stated Bob Dryburgh, president and CEO of Strongco. "We have demonstrated



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the product with select customers with extremely positive responses. This new offering allows us to deliver a wider range of options to current clients and creates an opportunity to reach a broader customer base."

Source: Strongco Corporation

ONTARIO BIODIESEL PRODUCERS FORM ASSOCIATION

January 27, 2014 marked the establishment of the Ontario Biodiesel Association (OBA) and the founding members welcome this opportunity to collaborate and promote the production and use of this renewable and responsible fuel.

OBA members currently produce 100% of the grain-oil based biodiesel in Ontario which accounts for 75% of the total provincial production capacity of all biodiesel. OBA members have invested over \$80 million in plant and equipment to produce biodiesel in the province. Besides environmental benefits, the biodiesel industry provides a direct and indirect positive economic impact on the province and its agricultural sector.

May 2, 2013, Charles Sousa, Ontario Minister of Finance, announced and committed to through the government's budget, a consultation process to develop a Biodiesel policy for Ontario. That process began in July 2013 and the creation of the Ontario Biodiesel Association demonstrates the industry's commitment to the collective interests and concerns of the industry.

Biodiesel is a renewable fuel that reduces green house gas (GHG) emissions by 99% when compared with petroleum based diesel. Further, an Ontario mandate to blend mineral diesel with 2% biodiesel would create a demand for production of 600,000 t of Ontario soybeans annually, supporting Ontario soy growers.

OBA members - Methes Energies Canada Inc. located in Mississauga and Sombra (55 million l/y), Great Lakes Biodiesel (GLB) in Welland (170 million l/y), and Noroxel Energy Limited in Springfield, just outside of Alymer (5 million l/y) - are excited about the future of biodiesel and look forward to working with the government to achieve its environmental goals through establishing and participating in the development of sound policy to ensure a viable supply of biodiesel in Ontario.

Like the biodiesel associations that exist

in Western Canada and Quebec, the OBA will represent the biodiesel producers in Ontario and address those issues which are important on both a provincial and federal level for the producers.

"OBA's strength is the unity of biodiesel producers, supporting Provincial policy development, to improve Ontario's air quality by promoting increased use of biodiesel. The OBA is working with the Ontario government, feedstock suppliers

and other key stakeholders to the industry to reach this goal," Paul Grenier, executive director, Ontario Biodiesel Association"

Source: Ontario Biodiesel Association

OSSGA ACKNOWLEDGES GOVERNMENT RESPONSE TO REVIEW OF THE AGGREGATE RESOURCE ACT

The Ontario Stone, Sand & Gravel Association (OSSGA) acknowledges the recent comprehensive government response to



The poster for the AORS Municipal Trade Show 2014 features a green background with a large white oval in the center. Inside the oval is a photograph of a red snowplow clearing a road. Above the oval, the text reads "AORS" in large white letters, followed by "ASSOCIATION OF ONTARIO ROAD SUPERVISORS" in smaller white letters, and "MUNICIPAL TRADE SHOW" in large white letters. To the right of the oval, the dates "June 4 & 5, 2014" and the location "Arnprior, Ontario in the beautiful Ottawa Valley" are written in white. Below the oval, the text "EXHIBITORS - Reserve your booths today! Call 1-519-461-1271" is written in white. At the bottom, a paragraph describes the trade show as an opportunity for public/private sector public works employees to share information and technical developments in materials, services and equipment required to build and maintain municipal roads and core infrastructure projects. It also mentions that hundreds of suppliers of municipal equipment and services will be on hand, displaying their products in one area and developing new business relationships. The website "www.aors.on.ca" is listed at the bottom. On the right side of the poster, there are three circular logos: the top one is for the "230th Anniversary" of the AORS, the middle one is for the "Arnprior" municipality, and the bottom one is for the "Superior Road & Bridge Association".

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the Report on the Review of the Aggregate Resources Act and stands ready to help implement key recommendations.

Tabled by David Oraziotti, Minister of Natural Resources (MNR) in the Ontario Legislature on February 20, 2014, the Comprehensive Government Response to Standing Committee on General Government's Report on the Review of the Aggregate Resources Act (ARA) offers the provincial government's initial reaction and next steps on the 38 recommenda-

tions made by the standing committee last October.

"The response recognizes that we're a highly-regulated industry that works hard day-in and day-out to be good stewards of the land and good neighbors in the communities in which we operate," said OSSGA CEO Moreen Miller.

However, Ms. Miller also notes that it has been almost two years since the standing committee began its review and Ontario's transportation, transit and hous-

ing infrastructure needs remain unabated.

"That's why we're keen to see the recommendations come to fruition as they balance complex land-use planning issues with the mineral aggregate policies of the Provincial Policy Statement," she said. "Towards that end, OSSGA and the Minister of Natural Resources' office have been working positively together and look forward to continuing to do so."

The Standing Committee on General Government commenced its review of the ARA in March 2012, held public hearings across the province and toured a number of operating and rehabilitated aggregate sites. The all-party Committee's report was tabled in the Ontario Legislature on October 30, 2013.

The last major revisions to the ARA were made in 1997.

Source: Ontario Stone, Sand & Gravel Association

Remove is the Best Option for the Gardiner East

In a special meeting on February 20, 2014, Waterfront Toronto's board of directors passed a resolution regarding the future of the Gardiner Expressway East, which is the subject of an Environmental Assessment (EA) being undertaken by Waterfront Toronto and the City of Toronto.

Waterfront Toronto's management, in making a recommendation to the Board, made the following conclusions around the four EA study lenses:

- *Transportation and Infrastructure* – The technical analysis concludes that all options require transit to support downtown and waterfront growth and further concludes that the Remove option best balances regional transportation needs and local access to the downtown and growing waterfront communities. The analysis notes, after taking in to account expected population and transit growth, by 2031 the Remove option would result in a significant delay (greater than 7 minutes) to only one percent of the daily trips (17,500 of 1,600,000 daily trips- all modes).
- *Urban Design* – The technical analysis concludes that the Remove option best meets the objectives of the City of Toronto Official Plan and Central Waterfront Secondary Plan principles, as well as plans for the Don Mouth Naturalization and Flood Protection EA and the five emerging waterfront communities (Lower Yonge, East Bayfront, Keating, Port Lands and South Riverdale) and will create a signature boulevard to support waterfront revitalization.
- *Environment* – The technical analysis concludes that the Remove option results in the lowest noise levels, local and regional air quality impacts and regional greenhouse gas emissions.
- *Economics* – The technical analysis concludes that the Remove option is the least costly alternative from a capital and lifecycle costing basis and provides the greatest revenue potential for public lands owned by the City of Toronto.

During the special Board meeting, directors passed the following resolution:

Be it resolved that the Board:

- a. supports and endorses the conclusions of the Gardiner Expressway & Lake Shore Boulevard Reconfiguration Environmental Assessment & Urban Design Study (the "Gardiner East EA") and the identification of the Remove option as the preferred alternative;
- b. supports Management's recommendation that the Remove option is also the alternative that best supports and enhances the revitalization of the Toronto waterfront, consistent with the statutory objects of the Corporation; and
- c. directs Management to contribute to a fact-based public debate on the issue and to continue to work with the City, as Co-Proponent, to finalize the Gardiner East EA based on the Remove option.

The presentation given to the Board on the four alternatives for the future of the Gardiner East and the technical evaluation can be found at: www.waterfronttoronto.ca/uploads/documents/trn02_presentation__board__2014_02_20b_1.pdf

Source: Waterfront Toronto

RITCHIE BROS. HELPS RAISE \$64,000 FOR THE CANADA EQUIPMENT DEALERS FOUNDATION

Ritchie Bros. Auctioneers helped raise \$64,000 for the Canada Equipment Dealers Foundation (CEDF), which is dedicated to developing educational programs and scholarships for the equipment dealer industry. Ritchie Bros. donated and sold three auction services vouchers during a live charity auction at the Canada West Equipment Dealers Association's 2014 annual general meeting, recently held in Edmonton, Alberta.

"The money raised by Ritchie Bros. with the sale of their auction services vouchers will go directly to helping our industry's number one challenge: we need more trained equipment mechanics," said Cameron Bode, president of Canada West Equipment Dealers Association. "We thought our association members would be excited about the vouchers and we were right – they sold quickly and for a combined \$64,000, which greatly exceeded our expectations. Ritchie Bros. has been a great partner to our association and our foundation and we look forward to more opportunities to work with them in the future."

The Canada Equipment Dealers Foundation was founded in 1998, after recognizing a shortage of properly trained mechanics. The Canada West Equipment Dealers Association established the foundation to



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provide educational programs and services for agricultural, industrial and outdoor power equipment dealers across Canada. Since its inception, CEDF has raised over \$1.5 million in pledges and commitments for dealership specific educational programs and scholarships.

"We're proud to be involved with the Canada Equipment Dealers Foundation because it's really designed to help everyone. Better trained mechanics will not only help dealerships, but all equipment users – including our customers," said Simon Wallan, vice president, Sales, Ritchie Bros. Auctioneers. "The equipment industry is undergoing constant innovation, so it's important we continue developing a strong group of tradespeople who are able to keep up. We hope our donation will help the foundation in reaching that goal."

Source: Ritchie Bros. Auctioneers

KELLER CANADA REMAINS INDUSTRY LEADER IN PILING

After six months as part of the largest independent ground engineering company in the world, Keller Canada has broken a record with regards to its safety program, and their leading technologies have given them continued success in projects across the country. Keller Canada (formerly the Piling division of North American Construction Group) was bought by U.K.-based Keller Group Plc. in July 2013, though the management and operations of the company have remained the same.

"We were acquired by the Keller Group because we are a leader in piling," says Bernie Robert, president of Keller Canada. "Our team has more than 30 years of experience in a variety of climates and soil conditions across Canada, and we have a full range of piling technologies. Now we are connected internationally and will continue to be at the forefront of the industry."

While the company's safety program prior to July 2013 was strong, since being named Keller Canada and adopting the Keller Safety Framework, the ultimate goal is to have zero injuries through the effective management of safety in all operations. In the last six months, the company has had no lost time injuries; in fact, no lost time injuries for more than 800,000 worked hours.

Keller Canada has over 30 years of experience in foundation installation for a wide range of projects. They are a leader

in industrial projects in the oil sands and related petrochemical and refinery complexes, and they have also been involved in numerous commercial and infrastructure projects. Their extensive and diverse equipment fleet enables them to successfully complete piling projects of any size. Keller Canada currently operates out of seven regional offices across Canada, and their commitment to quality is emphasized by their ISO 9001-2008 certified quality management program.

Keller is the world's largest independent ground engineering specialist, providing technically advanced and cost-effective foundation solutions to the construction industry.

Source: Keller Group Plc

BRION AND THE COMMUNITY OF FORT MCKAY REACH AGREEMENT ON DOVER COMMERCIAL PROJECT

Brion Energy Corporation (Brion) and the

community of Fort McKay have reached an agreement on the development of the Dover Commercial Project, northwest of Fort McMurray, Alberta. As part of the agreement, the Fort McKay First Nation has agreed to remove all of its objections as they pertain to the Alberta Energy Regulator's (AER) approval of the Dover Commercial Project.

"I'm pleased Brion and the community of Fort McKay have continuously worked to reach a mutually-beneficial agreement," said Zhiming Li, Brion president and CEO. "Our lease and Fort McKay's Reserves at Moose Lake sit next to each other. We're neighbors. As good neighbors, Brion is committed to developing the lease in an environmentally sound manner, while delivering social and economic benefits for the local community."

"Moose Lake is integral to the health and cultural survival of the people of Fort McKay," says Jim Boucher, chief of Fort

New Mulcher Head Delivers Fine Mulch for Good Ground Cover

The St George Company, through its SGC Attachments division, is the distributor for the Seven E Series line of premium carbide hammer mulchers for hydraulic excavators.

The Seven E Series mulchers feature a close ratio carbide hammer configuration and replaceable internal beater bars, resulting in long hammer life, lower required horsepower and the production of fine "Class 1" mulch. Being able to produce Class 1 mulch will allow the Seven E Series mulchers to meet the most demanding mulching specifications. Class 1 mulch gives good ground cover and returns to nature quicker.

The Seven E Series mulchers feature oversize, external loading main bearings, a fully enclosed body of Domex steel with hydraulic-operated gate and skid pads made from 20 mm thick Hardox steel giving the mulcher a long and productive life in the toughest of conditions.

There are four model ranges in the Seven E Series, fitting hydraulic excavators from 5 to 40 t, with mulcher widths of 90 cm, 120 cm, 150 cm and 180 cm. Wood material up to a maximum 25 cm can be mulched. Fixed and Variable displacement hydraulic motors are offered.

The St George Company has been distributing mulchers for over 25 years and were the first to install a mulcher on an excavator in Canada.

Source: The St George Company



McKay. "Our community has had positive working relationships with energy developers in the area for many years. Reaching this agreement with Brion shows it's possible to protect our traditional territory while partnering with those who work in the area."

AER approval of Brion's Dover Commercial Project was issued August 6, 2013. The project is awaiting Order in Council.

The community of Fort McKay is located alongside the banks of the Athabasca River in the Regional Municipality of Wood Buffalo, north of Fort McMurray. There are approximately 650 Dene, Cree and Métis community members living in Fort McKay. The Fort McKay First Nation shares a border with the Fort McKay Métis Community, and together call Fort McKay home.

Source: Brion Energy Corporation

THE JOINT VENTURE BETWEEN METSO AND LIUGONG WILL DEVELOP THE CHINESE TRACK-MOUNTED CRUSHING AND SCREENING BUSINESS

Metso and Guangxi Liugong Group Co., Ltd. (LiuGong) have obtained all necessary approvals from the Chinese authorities and the 50-50 joint venture between the two companies has been officially established. Headquartered in Shanghai, Liugong Metso Construction Equipment (Shanghai) Co. Ltd. (LiuGong-Metso), will combine Metso's know-how in track-mounted crushing and screening business and technology with LiuGong's extensive distribution resources (~900 customer service locations in China) and manufacturing capabilities in China.

The initial scope of the joint venture will cover the design and manufacture of localized versions of Metso's Lokotrack mobile crushers and screens, first of which is expected to be launched during the first half of 2014. The products, whose range may be further expanded in the future, will be sold under dual branding: LiuGong Metso. The joint venture will also promote Metso's global track-mounted crushing and screening equipment in China. The value of the investment made in the new company will not be disclosed.

"The joint venture enables the capture of a significant market share of the fast growing mobile crushing and screening market in China. Our target is to build a market driven technology offering and the joint venture with LiuGong is a major step

towards this direction. Together with the acquisitions of the steel foundry in Quzhou City and Shaorui Heavy Industries Ltd., announced last year, the joint venture significantly strengthen our supply capabilities for mining and construction industries in China," states João Ney Colagrossi, president, Mining and Construction, Metso.

Today, Metso has a strong and well-established presence in China. Metso's over 1,500 employees in China address local customer needs in all Metso's key customer industries, and support the sustainable development of China's industries and infrastructure.

Founded in 1958 in Liuzhou, China, LiuGong Group Corp. Ltd. is the largest wheel loader manufacturer in the world. LiuGong offers a full line of machines, including wheel loaders, bulldozers, backhoes,

skid steers, forklifts, graders, excavators, rollers, truck-mounted cranes, pavers and cold planners. The company owns facilities in, among other locations, Liuzhou, Tianjin, Shanghai, Changzhou, Zhenjiang, Jiangyin and Bengbu.

Source: Metso

"MADE IN USA-ENGINEERED IN GERMANY"

The cooperation between the TII Group, the world's leading manufacturers of heavy load vehicles, and The Precision Companies (PFC, PEI and PMI) will provide a direct contact for local customers, shorter delivery times and a product "Made in USA" for North American customers.

The first American Scheuerle Highway Trailer has already been produced at the Precision Fabricating & Cleaning Co., Inc. (PFC) facility in Cocoa, Florida and

Honda Introduces New Engine Specifically Designed for Rammers

Honda has introduced an all-new, GXR120 general purpose engine, a model uniquely developed as an ideal source of power for rammers – equipment used to compact soil or other granular material. Offered as a second power option to the reliable GX100 engine, the new GXR120 engine has been designed to provide superb durability and reliability for heavy-duty applications.

The Honda GXR120 is capable of meeting the high demands that rammers require of the engine, frame and operator. With a displacement of 121 cm³, the engine can appropriately power 50 kg to 80 kg rammers at multiple altitudes with ease. Additionally, a new, special cast-iron cylinder sleeve and a high carbon-steel, dual-ball bearing crankshaft provide improved engine strength for rammer applications. To further enhance engine durability, the recoil starter and fan cover of the new GXR120 now are even more robust through the incorporation of steel in the design.

"Our new GXR120 engine has been developed to specifically provide the kind of power, fuel efficiency and easy operation that rammer products require," said Michael Rickey, senior manager, Honda Engines. "The addition of the GXR120 to the Honda GX Series engines line-up delivers more value, versatility and performance to both our OEM customers and end users."

When developing the GXR120 for the rammer marketplace, Honda engineers identified the need for a more compact and lightweight engine footprint to allow for more versatility in frame mounting. Using an Overhead Camshaft (OHC) orientation similar to the Honda GX100, Honda designers incorporated a maintenance-free, low-noise timing belt to create a smaller, lighter and quieter engine.

Source: American Honda Motor Co., Inc.



successfully tested. It was unveiled at the CONEXPO-CON/AGG fair in Las Vegas. Basis for the production cooperation is the good and close business relationship which goes back over 30 years whereby Precision Enterprises Inc. (PEI) has been responsible for the sales and after-sales service for American customers of Kamag (member of the TII Group). In a first step, the Scheuerle HighwayTrailer will be built by PFC in single and double telescopic versions, as well as non-telescopic variants. It is planned to expand the cooperation to eventually include other products for the North and Central American markets.

"With this cooperation, we are addressing customer requirements as well as the increasing demand in the North and Central American markets," says Susanne Schlegel, commercial managing director at Scheuerle and Kamag. "The cooperation not only means faster deliveries through the elimination of transportation times, but also achieving significantly closer proximity to our customers," adds Bernd Schwengsbier, managing director of TII Sales, the sales company within the Group. "With the HighwayTrailer, we offer a German product which has been adapted for the American market and is manufactured in the U.S. while ensuring German quality standards. In addition, qualified on-site service and purchase processing in the local currency through U.S. banks is also in place."

On the U.S. side, there is also a sense of optimism: "For over 30 years, a reliable and productive partnership between PEI and the TII Group has existed. Raising this now to the next level and producing German products for sale in the U.S. is a logical step – the decisive impetus for this came from the resurgent American market," said Robert Kelly, CEO of PEI. Prior to this, an intensive transatlantic transfer of knowledge took place over a longer period and U.S. staff members of PFI in production and service were provided with extensive training at the Scheuerle and Kamag plants in Germany.

Source: TII Group

IPD AND BU DRIVE USA ANNOUNCE JOINT VENTURE TURBOCHARGER SUPPLY COMPANY

Industrial Parts Depot, LLC (IPD), and BU Drive USA, Inc., a company of BU Drive GmbH, are excited to announce the

creation of a joint venture (JV) company named IPD Turbocharging Systems™. This new organization will focus on sales and service for the distribution of BorgWarner, Holset, IHI, and Mitsubishi turbochargers, and will provide IPD Remanufactured Turbos.

"Turbochargers are a core component for the servicing requirements of IPD's global distribution network, and are an ideal complement to IPD's growing product portfolio. IPD has been involved for decades in the turbocharging industry, and this new JV with BU Drive USA (a technol-

ogy and quality driven company) provides IPD with the opportunity to offer our customers a range of turbochargers with the level of service and quality that they demand," states Russell Kneipp, president of IPD.

"The combination of BU's turbocharger & remanufacturing technical expertise worldwide, along with IPD's sales, distribution, manufacturing, and quality processes, is a recipe for success in the critical and complicated business of turbocharging," adds Jack Lorimer, CEO of BU Drive USA.

Source: Industrial Parts Depot, LLC

FLO Components to Feature SKF MonoFlex Fluid Grease System at Truck World 2014

Automatic Greasing Systems specialist FLO Components Ltd. will be featuring the SKF MonoFlex Fluid Grease automatic lubrication systems at Truck World 2014 April, 10-12, 2014, in Toronto, Ontario.

According to FLO's marketing specialist Gabriel Lopez, Truck World 2014 will be FLO's official introduction of the SKF brand of autogreasing systems to the trucking industry in Canada.

"FLO Components has been 'Meeting Customers' Needs Better' as lube solutions experts and trusted lubrication advisors with the LINCOLN brand of equipment and solutions since 1977. LINCOLN was purchased outright by the SKF Group of Sweden in October 2010. Last year, FLO became the first dual brand System House in Canada for both LINCOLN and SKF brands. At the same time, SKF Lubrication Business Unit restructured its frontline operations and appointed FLO as its full service & support partner for Ontario. FLO now stocks a full inventory of SKF lube product, and we're able to offer the entire spectrum of SKF Lube Solutions, for all applications including on-road trucks and vehicles."

"We're very excited about the SKF MonoFlex for the trucking industry. It is an ideal solution for anyone wishing to use a fluid type grease NLGI #000 to 00. One of the most exciting aspect of the MonoFlex for our customers is that they can use any brand of fluid grease that meets the system specifications – they don't have to use a specific brand," said Mike Deckert, vice president of FLO Components.

Other advantages of the MonoFlex, according to FLO include: a totally electric pump, a pressure gauge installed at the pump as a standard, and adjustable grease distributors.

FLO will be exhibiting multiple different working demos at the show and system experts will be on hand to answer questions.

Source: FLO Components Ltd.



New Concrete Products Attract Sizeable Crowds for ITW Red Head®/ITW Buildex® at World of Concrete

Two new outstanding entries were the main headliners among an array of products that were demonstrated or on display in the ITW Red Head®/ITW Buildex® outdoor booth at World of Concrete. A fast cure hybrid epoxy that excels in cold weather, concrete anchoring solutions, free design software and competitive pull tests attracted crowds during the four-day show, which enjoyed sunshine and near record temperatures when held January 21-24 at the Las Vegas Convention Center.

The much anticipated Sammys® for seismic and cracked concrete and Epcon C6+ received impressive reviews from show attendees, and with good reason. Sammys is the industry's first and only cracked concrete and seismic-approved threaded rod screw anchor with a unique trio of head options. Epcon C6+ offers a 35% improvement in cracked concrete bond strength as compared to the next highest-rated brand. Company officials not only were very pleased with the reaction to these products but with the response to the entire product offering.

"Going into the show, we thought Sammys and Epcon C6+ would attract good crowds. So we decided to create a situation where our booth would contain a great product mix, the equivalent of a one-stop shop with hands-on demonstrations showing our superior performance," indicated J Schneider, marketing director for ITW Commercial Construction North America.

"We had a good number of architects, engineers and others find end-user value in what we were demonstrating. The pull tests measuring Epcon C6+ and the Trubolt+® seismic wedge anchors against the competition were very impressive. Epcon S7 performs exceptionally well in cold temperatures below 4°C, and interest was high considering the weather most of North America has experienced this winter. The free Truspec™ anchor software also was a big hit since it saves a considerable amount of time in providing design calculations. Overall, we're satisfied the people we spoke with know ITW Red Head and ITW Buildex have reliable products that get the job done and will work in virtually any kind of environment."

World of Concrete visitors were quick to

learn about the unprecedented versatility of Sammys. The trio of Swivel™, Sidewinder™ and Vertical™ head options eliminates rod-bending, and its two-step process reduces installation time by about half compared to a three-step drop-in wedge or multi-piece hardware methods. Using Advanced Thread Form technology provides teeth at intervals on alternating Sammys anchor threads, allowing it to grip into concrete with superb holding power that traditional threads cannot duplicate.

Epcon C6+ offers the highest and most consistent tension performance in submerged applications based on side-by-side pull tests. Beyond the 35% improvement in bond strength when compared to the closest competition in 21°C cracked concrete, C6+ delivers outstanding performance in diamond cored and oversized holes and conveniently installs at job sites even when the concrete is wet.

Epcon S7 yields higher characteristic bond strength in water saturated, water filled and submerged holes than other adhesives. It saves time and money on the job site since construction crews can install threaded rod or rebar in concrete that is too damp or soaked to bond with other adhesives. Designed to simplify specification and code compliance, architects and engineers have the ability to use one calculation across more environmental conditions.

These products have received nu-

merous third party approvals. ICC-ES Evaluation Reports can be obtained at www.itwredhead.com.



World of Concrete visitors learned about Epcon C6+ and Trubolt+ through demonstrated competitive pull tests.



New and recently introduced products generated conversation in the ITW Red Head/ITW Buildex booth at this year's World of Concrete show

Truspec anchor software calculates connections so architects and engineers can design in accordance with ACI 318 appendix D. The free software design quickly implements real-time 3D graphics, color-coded results and value displays in U.S. customary or metric units. Users can predict mode of failure for anchor connections, recommend the most efficient anchoring size and method, and specify anchoring methods to achieve a desired failure mode.

Source: ITW Commercial Construction, North America

Advanced Stone Slinger System Achieves Lower Costs and New Opportunities for Blower-Truck Operator

When Andy Crocket put his first blower trucks into service, he was breaking new ground in Ontario's landscape business.

Thirteen years later, Crocket's Toronto-based business, Landsource Organix, is still innovating.

"When I started with my four trucks, I had the business to myself. Now there are a half-dozen businesses operating about 30 blower trucks in Ontario. I have to keep looking for new ways to be competitive and stay ahead of the pack," he says.

STONE SLINGER DEPLOYED AS A COST-EFFECTIVE DELIVERY SYSTEM

Andy Crocket is more than happy to show off the latest new idea in his equipment fleet: a 30.6 m³ conveyor truck that he had custom built last year by the originator of the Stone Slinger™ system, W.K. Dahms. The high-speed Stone Slinger is typically used to accurately launch a stream of aggregates or soil into place from its hopper body at

ranges of up to 30 m. But Mr. Crocket had something else in mind when he decided to buy his specially designed model.

"The Stone Slinger costs about half as much as a blower truck. It made sense to me to use a slinger-type of truck as the delivery tool, so my blower trucks can continue operating without being interrupted to reload with material," he says.

TWO INNOVATORS COLLABORATE ON NEW CONVEYOR TRUCK FEATURES

To make the Stone Slinger fit his particular needs, Andy Crocket met with Scott Nelson of W.K. Dahms in St. Jacobs, Ontario. "Every other manufacturer we

talked to had never seen this application; they were just focused on how far or how fast it could sling. In our early discussions with Dahms, I threw out a few ideas. If they had been resistant or stuck with tunnel vision mentality, I knew it wouldn't work. But they were quite open; I sensed that they even enjoyed it! They had fun building that truck because it was a little different."

Mr. Nelson admits that he and his team appreciate the challenges brought to them by customers. "We are always developing new ways to improve the Stone Slinger. When customers bring us a wish list, as Andy did, it opens our eyes to new possibilities. We're always interested in expanding the capabilities of our equip-

our clean-up times and put more material where we want it."

ADVANCED CONTROLS FOR REMOTE OPERATION

The greatest challenge to the Dahms' team, though, was to add a seeder system that injects seed into the material stream as it exits the truck, and then incorporate the seeder into the Stone Slinger's remote control electronics.

"This is an excellent example of what you can do with CAN Bus technology," Mr. Nelson says. "We introduced CAN Bus on the Stone Slinger to support remote control for the conveyor and drive systems. But its flexibility gives us a great platform



ment in order to increase the productivity, profitability and reliability of our units," he says.

After Mr. Crocket presented his requirements to Scott Nelson in the Fall of 2012, he ordered a new Western Star power unit in the Spring of 2013 to become the platform for his Stone Slinger. About 6 weeks later, Dahms delivered the custom unit. Its new features not only fit Crocket's original application, it unexpectedly opened the door to new business opportunities and operating benefits for Landsource Organix.

"The first thing we needed was a higher, deeper box to carry 40 yards (30.5 m³) of material, to match the capacity of the blower trucks. Then we wanted to extend the discharge conveyor to reach right over the edge of the blower body. We don't actually use much stone – we specialize in lighter materials like mulch, compost and wood fiber. By discharging the material directly into the blower truck, we minimize

for adding additional features to the system to suit customer requests."

While most conveyor trucks are equipped with remote controls for the discharge operations, Stone Slinger now offers a remotely operated hydrostatic drive. The remote control can be used to move and reposition the truck wirelessly from outside the cab. Operators can maneuver the Stone Slinger to complete an entire project without once having to stop and get into the truck, disengage the PTO, move with the conventional drive, then set up again.

"It's ideal for roadside seeding," Andy Crocket reports. "Where you're close to the edge of a ditch or a slope and you want to seed, the operator can be walking along the side of the road and make a precise application, applying the soil and seeding it all in one smooth operation."

Scott Nelson and his team reworked the CAN Bus control system so Mr. Crocket's

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operators could operate the seeder with the same remote control package. They also developed an extra wide feeder belt to increase the Stone Slinger's discharge rate and further expand the range of products that can be handled.

NEW BUSINESS IN PLAYGROUND SURFACES

While reducing the cost of his blower truck operations, Mr. Crocket has discovered that the capabilities of the new remote-controlled Stone Slinger attracts new lines of business for Landsource Organix. The firm has emerged as one of the larger suppliers of engineered wood fibre in Ontario. Andy Crocket's crews have placed in excess of 2,300 m³ of playground surfacing alone in the Greater Toronto Area (GTA) in the past year.

Apart from the difference in the cost of equipment, the Stone Slinger requires just a single operator, while the blower trucks typically travel with a crew of two. The Stone Slinger's remote control makes it an ideal system for operating in close quarters around existing playground fixtures.



REMOTE CONTROL: A SAFER WAY TO WORK

Getting the operator out of the truck cab is an important safety feature, too, even when it is reloading blowers. The Stone Slinger operator has to move the slinger into a tight position to load the blower truck. With the remote control, he can do it from outside the truck, instead of with mirrors, and see the whole area from the best vantage point. Usually, the Stone

Slinger truck is backed in to within 50 ft. of the blower, then it is moved with the remote from there. In its loading position, the Stone Slinger is close enough for its discharge to overhang the blower truck's hopper body.

Source: W.K. Dahms Mfg. Ltd.



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Used Equipment Fleet Management for Spring

Paul Hendrix, equipment pricing specialist,
IronPlanet
Special Collaboration

With the official start of spring just around the corner, the number of road building projects in Canada will soon be on the rise. Thus, equipment buyers and sellers would benefit from lessons in inspecting and maintaining used industry equipment. Fleet managers looking to acquire machines should know how to assess pre-owned equipment before purchasing. On the other hand, owners looking to dispose of underutilized machines should keep several key maintenance tips in mind to ensure a successful sale.

BEFORE YOU BUY: THE BIG FIVE

In addition to requesting maintenance records and oil samples, it is important to consider the following areas when inspecting used equipment:

• Mechanical (engine, transmission, power train, hydraulics):

Crank the machine and look for leaks, blowby, smoke, etc. Move the machine forward and in reverse in all gears to check the steering and brakes. Then operate the hydraulics – raise and lower the boom and look for excessive wear. Listen for unusual noises during the process.

• Structural:

Inspect the mainframe and work equip-

ment structures—boom, stick, loader arms, loader tower and linkage. Look for plates or welds, excessive wear and loose or missing hardware.

• Cosmetic:

Check the condition of the cab's interior to ensure seats are not torn and glass is intact. Look for visible signs of corrosion, chipped or faded paints and dented, damaged or missing sheet metal.

• Features or options:

Is it a 4x4? Cab or canopy? Ripper? Are there special attachments, couplers, additional forks or buckets?

• U/C or tires:

Look for wear and damage and record the tire size. Are tires a matched set? Are they recaps? Are they radial or bias ply?

AVOIDING A BUMPY ROAD

It can be a rough road ahead if equipment buyers do not take the time to inspect

does not have excessive movement up and down between the upper unit and the car body or lower-tracked unit. Place the bucket on the ground and push down to lift the tracks slightly, then repeat while someone watches the swing interface carefully. Little to no movement is ideal. Structural problems with the boom and stick are common on used excavators; stretch out the boom and stick and inspect them carefully for cracks and/or welds.

• Dump Trucks:

Specs are the most important aspect of nearly any heavy truck purchase so buyers should know which are essential to their operation. The introduction of newer emission systems in the last few years has created some additional wrinkles in used truck buying so fleet managers should research which engines have provided good service with little down time. Many end-users prefer automatics because they



a pre-owned item before a purchase. In addition to inspecting the five major areas of used equipment discussed above, consider the following when inspecting the below types of road building equipment:

• Excavators:

Inspect the turntable or swing circle for wear to be sure that the swing area

are more reliable and compatible with drivers' skills. However, other buyers may be better suited for manual transmission trucks.

Inspect the floor of the dump bed for wear by raising it and looking at the steel plating on the floor. If it looks wavy and the location of the ribs or cross members

is visible, then it will need to be re-plated. While the bed is raised, inspect the frame rails for corrosion, plates, welds or cracks. Also, look closely at the tailgate, hinges and framing and at front tires for unusual wear.

• **Dozers:**

Look over the blade and blade linkage for excessive wear, welds, cracks or plates. Buyers should see if certain attachment points have shims remaining as an indication of wear (e.g. trunion caps on straight/tilt dozers). If the linkage is a bit loose and there are shims remaining, some can be removed to tighten up the trunion. Buyers should note that the equalizer bar and pivot shaft can be expensive to repair so special attention should be given to these areas. The undercarriage is the most expensive item in dozer ownership, meaning buyers should know what they are looking at or get a dealer to do a detailed track inspection and provide wear percentages. It is also recommended that buyers note if the undercarriage is OEM or aftermarket.

• **Graders:**

Inspect the A-frame and blade circle closely for cracks, welds or plates. Check all of the "ball joint" attachment points around the blade linkage for shims as an indication of wear. Look closely at the tandem or drive wheels and where the final drive or chain box attaches to the drive axle. That box pivots and if the seal is leaking it could indicate a wear problem. Stand behind the machine and look at the drive wheels to be sure they do not lean if the seal is leaking.

• **Pavers:**

Pavers can be purchased in rubber tire or track versions and both drive systems should be inspected closely. Some pavers also have "front wheel assist" or a drive motor on one of the steer bogies under the hopper and this component should be reviewed if it is essential to the owner's operation.

The screed is where the most wear occurs, so screed plates may need replacing. This should not be a deal breaker as long as the screed is in good condition and



operates properly. Buyers should note whether attachment points for the screed and linkage are tight, aligned, and straight.

Pavers have large complicated wiring harnesses and most of the components are operated with electric over hydraulic controls. If there is a wiring issue, it can be a constant, ongoing source of problems, leading to unwanted repair costs. Prospective buyers should check all gates, augers, etc. to see that they operate properly. Owners planning to pave at night should also see if light kits are available.

It is important to note that inspections can be completed in person or through a detailed inspection report provided by a trusted independent company. In order to ensure the right purchase decision is made, buyers must take the time to thoroughly inspect the equipment. Often due to time constraints and travel costs it is not possible to inspect the equipment in person. Therefore, utilizing a reputable company that stands behind their inspection reports is critical.

CONDUCTING PRE-SALE MAINTENANCE

All sellers should keep in mind that buyers of used equipment want to purchase machinery that is well-maintained, clean, does not leak and is free of mechanical and/or structural problems. The better care owners take with equipment, the better off they will be when it comes time

to sell it. Owners should keep records on file because many buyers of used gear will pay a premium for machines with complete records. Before listing equipment for sale, sellers should review the same components that buyers will inspect before a purchase. In some cases, small repairs ahead of a sale can bring a greater return for sellers. And for faster time to cash, sellers can use an online marketplace to find a buyer in another part of Canada, or even a different country. This also eliminates the need for sellers to move equipment to a physical auction site. Instead, equipment is sold where it sits, saving both time and money.

Inspecting and maintaining key aspects of a piece of equipment ensures that both buyers and sellers know the true condition of equipment. As the days of cold weather subside and warmer temperatures emerge, road building will pick up once again across Canada. To prepare for projects both big and small, fleet managers should develop a strategy for acquiring and disposing machines that keeps the bottom line in mind.

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Finnish Experts Guarantee Snow in Sochi

"There will be snow in Sochi, we guarantee it," said Mikko Martikainen, managing director of Snow Secure confidently.

The Finnish company Snow Secure made sure there was plenty of snow at the Sochi Winter Olympics, no matter the conditions. Two other Finnish companies, Onninen and All-Weather SnowTek, were also prepped for the snowy task.

Snow Secure specializes in solving snow-related challenges and was in charge of the snow contingency master plan for the Sochi Winter Olympics. The company has been providing the Olympics organizers with expert snow services for the past three years. In this role Mikko Martikainen, has visited the mountains of Sochi dozens of times.

"It is always winter in Sochi, and its mountains offer ideal conditions for ski resorts. However, when it comes to the Olympics, they wanted to leave nothing to chance. Storing snow to ensure a sufficient supply of it is like having insurance," Mr. Martikainen pointed out.

In addition to normal conditions, the snow contingency plan addresses extreme weather conditions, such as the warmest winter in 150 years. Should the winter be warm, problems with snow may arise at altitudes less than 1,400 m, which was where many of the Olympic sports venues were located.

The amount of snow required for the Sochi Olympics exceeds 1 million m³. The amount of snow stored during the previous winter totalled some 450,000 m³ at the end of November, and thanks to the cold December weather, the ordinary snow-making systems could be used to create some more.

All snow-making equipment in modern ski resorts turn water into snow with the help of sub-zero outdoor temperatures. The condition of ski slopes can also be secured by storing snow over the summer or by making snow with equipment capable of functioning in above-zero temperatures.

Twelve years ago, Mikko Martikainen developed a snow storing concept, which is now in use throughout Europe for winter sports.

Storing snow is an ecological and economic way of ensuring sufficient snow. It creates savings and additional revenues

for the client. Snow is money.

The Sochi Olympics' ski jumping center also resorts to snow experts when it comes to ensuring snow supply.

The Finnish company Onninen won a tender for the production of snow for the Olympic Winter Games in Sochi in 2014. The tender was organized by SC Olympstroy, a company owned by the Russian government. The value of the snow making equipment is about \$6 million.

The requirements for the functioning of snow making appliance are high. The equipment should be able to produce snow even at +10°C outside temperature and during rain.

The SnowGen all-weather mobile artificial snow machines made by Onninen's partner All-Weather SnowTek Oy feature advanced technology, comprising three individual units, which includes a trailer and a snow separator. Refrigeration is unique and no harmful chemicals are used in the snowmaking process. The system has a unit capacity of approximately 200 m³/24 h,

or in this case a total of 600 m³/24 h.

Smaller units are also available.

In the hardware development work Canadian company IceGen Inc., manufacturer of ice slurry generators, was also involved.



The companies owning the venues are responsible for the detailed planning of the Olympics, and purchasing and operation of the snow-making systems. They are supported by several Russian and foreign snow expert companies and personnel.

Source: Snow Secure Ltd.,
Onninen Oy

Probst Paver Installation Machines at the Olympic Park in Sochi

Gigantic building projects have been heralding the Winter Olympic Games in Sochi for months – and in some cases even years. Hotels, athletes' villages and a complete train track were built in record time. This was in addition to 5 ice rinks and the central stadium in the Olympic Park. Russia has spent around \$55 billion on the project – almost five times as much as originally planned.

There were two centers at the 2014 Winter Olympic Games. The snow, bobsled and luge competitions took place at the Rosa Chutor ski resort, while all arena competitions were taking place in Sochi itself.

A special highlight: For the first time in the history of the Olympic Games, all sport arenas could be reached on foot – and in order to allow the Olympians and winter sports fans to get from one competition to the next as easily as possible, the routes in

the Sochi Olympic Park were completely repaved by Technologii Blagoustrojstwa (TB).

With 4 Probst VM-203 installation machines, the POWERPLAN PP screeding



machine, also by Probst, and an American Laser Grader, TB performed this task quickly and efficiently, smoothing the way for the sports mega event.

Tight schedules placed high demands on everyone – the Probst machines scored

PRINOTH at the 2014 Olympic Games

As the official partner of Rosa Khutor, the ski area hosting the downhill, super-combined, giant slalom, slalom, freestyle and snowboard races, all Olympic runs for the alpine competitions were prepared by PRINOTH snow groomers. Innovative technologies, impressive milling performance and the drivers' know-how mean perfect racing slopes. The machines were produced in Sterzing, Austria, and Granby, Quebec.

Following the Alpine World Ski Championships in Schladming, Sochi is the latest prestige project to date. "This major order shows us that people trust our technologies and that our snow groomers are totally reliable. PRINOTH has always committed to major sporting events, and we are pleased that our snow grooming will be used to provide the basis for successful races in Sochi as well," explained Werner Amort, Chairman of PRINOTH.

In order to ensure not only that the technology was problem-free, but also that the snow groomers were used correctly



and provided with the appropriate maintenance, PRINOTH made its knowledge of intelligent snow grooming available and sent two professional snow groomer drivers to Rosa Khutor to ensure perfect ski slope conditions before and during the Games. For both of them this was a return to old haunts since they provided the training for snow groomer drivers on site over the past year. To ensure that the event

took place without any problems, PRINOTH service technicians were also there on-site with a capable Russian partner.

Source: PRINOTH

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well thanks to their simple handling and the high degree of flexibility, efficiency and quality of work. Operators of the VM-203 installation machines appreciate the clear view of both the laying edge and towards the back of the machine, ensuring safety and high quality work. A low center of gravity guarantees optimal stability at any operating position. The installation machine is equipped with double articulated steering. This ensures that no horizontal forces are applied when turning even on freshly installed surfaces, since the wheels only roll over the pavers instead of twisting against them. Thanks to the different track widths of the front and rear axles, the weight of the machine is distributed so that no ruts are produced even if you drive over the same spot several times.

The paver installation machines are universal machines with a broad range of available attachments for different tasks: Kerb laying clamps, sweeping and sand watering systems, vacuum laying systems



for different concrete and natural stone slabs and many special tools. Different track widths of the front and rear axle ensure low degree of stress on uncompacted pavers.

The successor model of the VM-203 installation machine used in Sochi is the VM-301-PAVERMAX, which Probst presented at bauma 2013. The VM-301 is the result

of systematic enhancement and technical evolution of the VM-203 model. Apart from a facelift, the VM-301 is now available with an optional fully glazed tubular steel frame driver's cab equipped with a heater and windscreen wipers to protect the driver from the elements.

Source: Probst Greiftechnik Verlegesysteme GmbH

Commissioning of First Phase of the Largest Roof Top PV Installation in Canada

On January 15, 2014, OYA Solar Inc. announced the commissioning of its largest project with Atlas Tube. OYA Solar in conjunction with Atlas Tube has developed Canada's largest rooftop Solar Photovoltaic (PV) plant. The 718.08 kW solar plant, which spans over nearly 11,150 m² of roof top space (7 hockey rinks), is located at Atlas Tube, a division of JMC Steel Group located in Harrow, Ontario and is the first phase of a planned 3.5 MW rooftop project. Currently, the rooftop solar installation in Canada, will supply enough electricity to power 60 homes for a whole year, with an



annual power output of 897,128 kWh. The plant will offset over 400 t of greenhouse gas emissions, the equivalent of planting over 25,000 trees. The project features 2,244 solar modules and over 27 t of steel tubing supplied by Atlas Tube and Polar Racking's rooftop ballasted mounting system.

"This solar PV plant is a testament to

JMC Steel's continued corporate leadership and environmental stewardship. It showcases how traditionally energy intensive industries can make sustainable choices for their energy consumption and still benefit the bottom line. OYA Solar takes pride in our ability to engineer, deploy and finance large-scale solar solutions for our clients. We foresee the market for rooftop solar

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growing significantly across North America as commercial and industrial clients see the economic and environmental benefits of moving towards sustainable energy solutions,” said Manish Nayar, managing partner of OYA Solar.

In addition to the announcement, Polar Racking, one of OYA Solar’s sister companies, continues to forge its strategic alliance with Atlas Tube. It has incorporated Atlas’ steel tube to manufacture its second generation of ground mount racking systems which was presented at Intersolar North America 2013. Steel tube provides Polar with competitive cost, greater strength and structural rigidity over the use of aluminum as well as other benefits in solar applications.

In 2013 Ontario was the second largest market for Solar PV installations in North America. The industry has seen its ups and downs during the past year but OYA Solar continues to grow and play a leadership role in spurring North America’s solar PV growth.

Source: OYA Solar Inc.

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A Few Days Remaining to Register Sustainable Construction Projects for Holcim Awards competition

The Holcim Awards for Sustainable Construction, a \$2 million competition, recognizes innovative projects, community plans, buildings, technologies and ideas from around the world that deliver economic and social performance while considering environmental impact. Entries for the 4th cycle of the Holcim Awards must be submitted online at www.holcimawards.org before the close of registration on March 24, 2014 at 14:00 GMT. It is open to professionals, academics, students and project owners from around the world working in the fields of architecture, urban design, civil engineering, brownfield redevelopment, community planning and related fields.



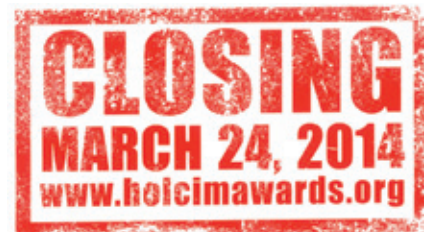
Past Canadian winners include Regional food-gathering nodes and logistics network, in Iqaluit, by Toronto architecture firm Lateral Office, Greening the Infrastructure at Benny Farm in Montreal by Quebec firm L'OEUF, Living with Lakes Centre for freshwater restoration and research in Sudbury, by Professor John Gunn and Architect Peter Busby, and Evergreen Brick Works in Toronto by Urban Planner David Stonehouse and Architect Joe Lobko.

“The Holcim Awards for Sustainable Construction are an excellent platform for raising the profile of innovative ideas and technologies in the field of sustainable development. Winning this prestigious competition has brought much needed support and publicity to the project, food scarcity in Canada's north and our firm. It has allowed us to share and learn from like-minded professionals from around the world and is a great opportunity for students and new and established professionals to share best practices and inspire one another,” Lola Sheppard, Partner, Lateral Office and Associate Professor, University of Waterloo. Regional food-gathering nodes and logistics network Gold-winning Project.

The Holcim Awards, an initiative of the Swiss-based Holcim Foundation, have two categories: a “Main” category for projects with a high probability of execution, for which construction must have started after July 1, 2013, and a “Next Generation” category and young professionals under the age of 30 to submit their visions and ideas at a conceptual level. Projects, ideas and technologies can be of any scale and created from any material however and project owners, teams and students can enter more than one project for the competition. Step-by-step instructions on how to enter the competition are available at: www.holcimawards.org/guides

Ten Canadian projects have already taken home awards. Could yours be next? Submit your innovative, project, technology or idea by March 24, 2014 at www.holcimawards.org.

Source: Holcim Canada Inc.



Keeping Airports Dry and Safe from the Ground Up

Kelly Slociak, GFA Marketing Communications, Special Collaboration



With the Middle East set to become just one direct flight away for 7 billion people by 2025, it is fast becoming the global center for aviation. As a result of this exponential increase in popularity, airports all over the Gulf region are being transformed at an unprecedented rate to meet these new demands.

As waterproofing usually only accounts for 3 - 5% of a construction project's total spend, its importance can be underestimated – especially at airports where safety and performance are considered more paramount. And as it is also responsible for more than 25% of problems in the post construction stage, it is crucial to get it right first time to protect the huge volume of passengers that pass through every day.

For almost 50 years, owners, architects, engineers and contractors at many of the world's most high-profile airports have turned to Grace for proven, high performance waterproofing solutions. With

the company's wide range of innovative products and fit for purpose solutions for all areas of the airport complex – both refurbishment and new-build – it is clear to see why.

Grace's fully adhered Preprufe® waterproofing membrane provides maximum protection against water pressure, ground settlement and contaminants. It is the ideal choice for airport developments in the most prestigious locations – including the Middle East where countries are spending billions of dollars to expand their airports to meet the future needs of a rapidly expanding sector.

FLYING THE FLAG FOR GRACE

A key project in Qatar's national development strategy, the Hamad International Airport (formerly known as New Doha International Airport) forms a gateway for millions of domestic, leisure and business passengers in Doha. When it opened in 2013, it became the world's first airport designed and built specifically for the Airbus double-decker A380.

Replacing an existing facility to increase passenger and cargo-handling capacity, the landmark development is set to handle up to 50 million passengers every year. It will see the creation of 2 runways, 80 contact gates, 25,000 m² of retail space and multi-level short-term and long-term parking facilities.

With a reported cost of over \$15 billion, the project required a proven, high

performance waterproofing system which is built to last. To meet these demands and deliver an airport fit for the future; approximately 500,000 m² of Preprufe® has been applied on all of the airport's new



buildings – including the control tower, road tunnels beneath the runways and terminal buildings.

Only 19 km north of Jeddah in neighbouring Saudi Arabia, the King Abdulaziz International Airport (KAIA) is the Kingdom's busiest and third largest airport facility. Serving 18 million passengers annually, the airport's three stage redevelopment began in 2006 and is scheduled for completion by 2035 – taking capacity up to 80 million annual passengers.

The first phase, which will increase airport capacity to 30 million, includes renovation of the existing 2 terminals, runway upgrades, 94 aircraft bays and a dedicated railway station serving Makkah and Madinah.

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With longevity, durability and proven performance vital, over 100,000 m² of Grace's Preprufe® membrane was applied to the new multi-level car park and number of ancillary buildings to prevent water penetration and migration around the development's substructures.

In neighbouring United Arab Emirates, developers at the Abu Dhabi International Airport turned to the expertise of Grace for the waterproofing protection of a new 750 ha main terminal building. Set to increase capacity of the airport from 17 million to 30 million, it is the largest single undertaking in aviation history, with a total value of close to \$3 billion.

Scheduled to open in 2017, the terminal building has been described by the CEO of the Abu Dhabi Airports Company leading the development as: "A challenge on a truly global scale with an opportunity to deliver one of the most ambitious infrastructure projects worldwide."

Over 200,000 m² of Preprufe® is being applied to both the main terminal building and a large logistics and baggage-handling basement. As the new substructure is



located beneath the water table, the membrane had to offer trouble-free resistance to hydrostatic pressure from groundwater, with the unique properties of Preprufe® once again fitting the bill.

Further east in Oman, the \$1.8 billion expansion of Muscat International Airport is set to increase passenger handling capacities to 12 million. The creation of a new runway, departure pier, civil aviation HQ and control tower is the largest project ever undertaken in the history of the

Sultanate, and is expected to be complete by April 2014.

Located a short distance from the Gulf of Oman, Grace's Preprufe® waterproofing membrane was specified to provide long term substructure protection against water ingress. Applied to the main terminal building's basement and roof, over 100,000 m² of the waterproofing membrane will provide outstanding protection to ensure airport operations run as smoothly as possible.

Yokohama Introduces Two New Radial OTR Tires at CONEXPO-CON/AGG

Yokohama Tire Corporation unveiled two new off-the-road (OTR) radial tires at CONEXPO-CON/AGG, held March 4-8 in Las Vegas, Nevada.

"The new RL45 and RL51 spotlight our latest technology in OTR radial tire tread design," said Tim Easter, Yokohama director, OTR sales. "Among the many benefits, the new treads are more durable and last longer."

The RL45 E-4 is made for articulated dump trucks and scrapers and the L-4 version is for front-end loaders. "It's the toughest radial for the most demanding applications," said Mr. Easter. "Many manufacturers combine the L-4 and E-4 into a single application, but Yokohama built a tire for each, so there is no compromise for either application."

The RL45 is available in size 26.5R25. It features an advanced tread composition which provides improved wear, low-heat generation and cut-resistance while the zigzag-shaped groove provides better traction on rock and gravel surfaces. Its

non-directional block pattern provides abrasion- and cut-resistance on stone and gravel surfaces.

The RL51 L-5 application is designed for front-end loaders and graders.

Available in size 23.5R25, the RL51 also features a non-directional block pattern which offers traction and stability – same performance in forward and reverse – as well as abrasion- and cut-resistance on rock and gravel surfaces.

Also on display at CONEXPO-CON/AGG were the RT41™ E-4 with a new CPUG (cut protective underground) tread compound for articulated dump trucks and scrapers.

"The CPUG compound was specially developed for underground usage. It helps increase the life of the tire and offers protection from cuts, punctures and wear," said Mr. Easter.

The RT41 CPUG is constructed with four steel belts to resist punctures and add stability, and features buttress side protection, which prevents sidewall damage. It is available in three sizes: 23.5R25, 26.5R25



and 29.5R25.

Source: Yokohama Tire Corporation

WATERPROOFING YOU CAN TRUST

Preprufe®, which incorporates Advanced Bond Technology, consists of layers of HDPE film, synthetic adhesives and a weather resistant coating, providing an impermeable barrier, in which water, salt and sulphates cannot pass.

Unlike other membrane systems, the Preprufe® waterproofing membrane does



not rely upon hydration processes or swell in contact with water, and can withstand a 70 m head of water, therefore is truly waterproof. It remains sealed to the structure, regardless of the ground settling, and is lightweight, flexible and versatile.

It can also be applied on wet substrates or in extreme heat and is immediately

ready without protective layers to receive rebar installation, proving to be a faster and simpler application than many other waterproof membranes. Preprufe® is actually more than five times faster to install than a traditional loose-laid PVC system – a key requirement at airports.

Speed of installation is crucial as almost every airport is on a fast track process



for both design and construction. Delays can mean the airport opens late or suffers additional downtime, which is not only embarrassing for the client and all involved but expensive for the contractor. Whether caused by leaks during the operation of the airport, or in baggage handling areas, passenger transfer tunnels, access routes – it

can massively affect the airport's operations and in turn their profits.

So it is absolutely crucial to specify a waterproofing system that is proven to work in the most challenging environments. Applied to buildings exposed to a variety of different climates and weather conditions, Preprufe® has been used at high-profile and widely varying airports all over the world, from projects throughout the Middle East to John F Kennedy Airport in New York, London Heathrow in the UK and many more.

The success of global airport projects which have used Preprufe® perfectly demonstrates the importance of specifying a geomembrane which is fit for purpose, economically and environmentally sustainable and delivers waterproofing performance like no other system on the market. Proven to deliver in the most challenging environments, Preprufe® continues to be chosen to protect many of the world's most important buildings and structures.

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Powerful Product Solutions for the Construction Industry

Robust product solutions for the construction industry were the focus of ContiTech at the CONEXPO in Las Vegas. Innovative products for various applications – from heat-resistant conveyor belts and high-performance hose lines to air spring systems for construction and agricultural vehicles – were on display. The technology company opts for solutions that are both effective and eco-friendly. The complex technologies for the American market are manufactured locally – in numerous factories in the U.S, Mexico, and Brazil.

TAILOR-MADE CONVEYOR BELT SOLUTIONS FOR HIGH TEMPERATURES

The ContiTech Conveyor Belt Group offers unique conveyor belts for the transportation of hot bulk materials being utilized by industrial companies worldwide. These belts can be used to transport extremely hot materials (up to 530°C). The conveyor belt can be manufactured using different components and compounds depending on the type of application, thus ensuring tailor-made solutions. For example, the new HEAT CONTROL insulating layer reduces the transmission of heat from the surface of the conveyor belt to the strength members of the carcass by as much as 40°C.

NEW DEVELOPMENTS IN ENCLOSED CONVEYOR BELTS

With the MegaPipe, ContiTech sets new standards in closed-trough belt technology. The maximum dimension of the MegaPipe is up to 90 cm in diameter, while standard brands do not exceed an external diameter of 70 cm. Thus, the capacity of the conveyor system is increased by more than 100% compared to conventional closed-trough belts.

With this new development, the ContiTech Conveyor Belt Group now provides an enclosed conveyor belt solution which can transport large lump sizes. MegaPipe can be utilized immediately after a primary crusher application.

COMPREHENSIVE MATERIAL AND PROCESS EXPERTISE

ContiTech Fluid Technology has developed ultra heavy-duty hot-end fuel lines

specifically for modern high-performance engines. They can withstand pressures of up to 35 bar and operating temperatures of up to 180 °C.

“Thanks to our comprehensive material and process expertise, we are also a development partner and original equipment manufacturer of tailor-made complete solutions for fuel applications including hoses, pipes, tubes, fittings, and quick couplings designed to transport media such as gasoline, diesel, hydrogen, and LPG in engine fuel supply systems,” says Achim Liecker, sales manager for Industrial Vehicles. Elastomers and plastics are used here, combined with materials such as textiles, steel, and aluminum.

The ECO AC refrigerant circulation system from ContiTech Fluid Technology can be used to clearly optimize the air-conditioning systems in commercial vehicles. This ranges from a performance improvement for the air-conditioning unit and lower consumption through to reduced pressure losses and enhanced design.

LARGE HOSES IN ALMOST EVERY LENGTH

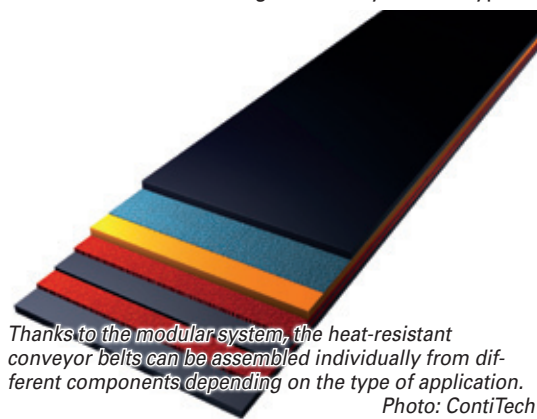
Concrete-handling hoses from ContiTech are tough. In mining, tunneling, and structural and civil engineering, large hoses from ContiTech ensure that process water, oil, cement, and bulk material can be reliably transported even under pressure.

High Performance Air Springs for Suspensions in Heavy-Duty Vehicles, Agriculture Applications, Cabins and Seating

Off-Highway vehicles are increasingly fitted with air springs, or air bags, to ease the ride comfort and to protect the vehicle body due to the nature of the off-road conditions. Rolling lobe piston-style air springs and convoluted air bellow actuators are used in axle suspensions on agriculture, construction and mining vehicles.

Air springs can also be used in agri-

culture implements like boom sprayers, seeders and trailers to stabilize the boom, provide suspension or serve as a low cost actuator with high reliability. Sleeve type



Thanks to the modular system, the heat-resistant conveyor belts can be assembled individually from different components depending on the type of application.
Photo: ContiTech



Alongside its SCR lines – tried and tested a million times over – ContiTech now also offers an advanced second generation version with heated quick connectors.
Photo: ContiTech



Double convoluted air springs are used in the axle suspension of agricultural vehicles and in construction and mining machines, among other applications.

Photo: ContiTech

air springs used in cabin suspensions perform better than conventional steel-springs due to their low natural frequency, which greatly enhances a commercial vehicle's riding comfort. Driver's seats fitted with air spring systems give the operator's workplace a more ergonomic and comfortable design, thereby reducing fatigue and work-related health risks.

Source: ContiTech AG

Famous 1952 Indy Race Car Highlights 95 Years of Cummins Innovation

Cummins Inc. took one of the most famous diesel-powered race cars of all time to Las Vegas, with the Cummins Diesel Special 28 proudly displayed in the Cummins booth at CONEXPO-CON/AGG. This highlighted 95 years of innovation since the company was founded in February 1919. The number 28 created a sensation at the 1952 Indianapolis 500 by setting a four-lap record qualifying speed of 138 mph (222 km/h) to take the coveted pole position on the grid at the legendary Indianapolis Motor Speedway. To achieve that distinction, the race car with a Cummins JB-600 diesel engine had outperformed some of the fastest gasoline-powered race cars in the world.

The number 28 race car demonstrated the potential of the diesel engine to perform in a way that few outside of Cummins believed was possible at the time. With

The diesel engine came with two major advantages: first, performance was boosted by a turbocharger, used for the first time by a race car at the Indianapolis 500; and second, it featured the revolutionary pressure-time (PT) fuel system, which at that time was newly developed by Clessie Cummins and the engineering team at the Cummins headquarters in Columbus, Indiana, located just 80 km from the Indianapolis Motor Speedway.

With the PT fuel system, the pump supplies the fuel at low pressure to a common rail and is then injected at high pressure

by unit injectors to each cylinder. The PT system was not only much smaller and lighter, but it also enabled the engine to operate at a faster engine rpm. That major advantage set Cummins diesels apart from others for decades to come.

The driveshaft was offset to left side of the car to accommodate the engine and for a better center of gravity on the left-only turns at the

speedway. The number 28 was the first Indy 500 race car to be tested in a wind tunnel, which helped to further enhance the sleek profile.

The result was a highly aerodynamic race car powered by a very strong, turbocharged diesel. Although experimental, and unknown before the race, the number 28 had achieved pole position at the world's foremost car race – to the astonishment of the industry.

POLE POSITION AT THE INDIANAPOLIS 500

With fearless driver Freddie Agabashian at the wheel, the Cummins Diesel Special 28 attracted national attention positioned



at the front of the starting line. With the race underway, the heavier Diesel Special fell back from pole position as the turbocharger took its time to get the engine up to full power. Steadily, the diesel racer climbed back up the field to fourth position as the diesel engine strength and aerodynamic design took effect.

Unfortunately, at the 175-mile mark, the number 28 was forced to retire from the race due to damage resulting from the intake of tire debris on the track – ending hopes of victory for the many thousands of Columbus residents who attended the race to cheer on the race car.

After the race ended, the entry rules were changed, effectively making number 28 the last diesel race car to compete in the Indianapolis 500. However, the Diesel Special had by then achieved its purpose of showcasing the true potential of the diesel engine and had highlighted the ability of both Cummins innovative turbocharging and the new PT fuel system to transform diesel performance. The publicity achieved by the number 28 immediately boosted sales of Cummins diesels, with the recognition that it was the engine that had sat on the pole at the Indianapolis 500.

Source: Cummins Inc.



Cummins Diesel Special 28 with its race team.

its radiant red-and-yellow color scheme, the Cummins Diesel Special 28 took to the track with a radically different Kurtis-Kraft roadster style chassis with a lower and longer profile. The six-cylinder Cummins JB-600 diesel was horizontally oriented as a “flat” engine within the highly streamlined body. The race car was built so low that the tires stood higher than the body.

For the race car, the JB-600 engine output was increased to 420 hp and made extensive use of lightweight materials, although it was essentially the same 6.6 l engine that had recently entered service in trucks and would later appear in construction equipment.

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Western Star 4700 Now Available with Allison 4700 RDS Transmission

Western Star Trucks, Inc. recently announced that the Allison 4700 Rugged Duty Series (RDS) series automatic transmission is now available for the Western Star® 4700. Ideal for rugged off-road and vocational applications such as construction, dump and oil field, the combination of the Western Star 4700 with the Allison 4700 RDS provides enhanced and more efficient vehicle performance.

The Allison 4700 RDS transmission features 2nd Reverse, which offers a second "deep reverse" in addition to the standard reverse to provide greater control and engine braking during operation on steep grades. Other benefits to the Allison 4700 RDS include primary and secondary shift schedules to enhance fuel efficiency; seamless full-power shifts for faster acceleration; and ease of startability.

"When paired with the Allison 4700 RDS, the Western Star 4700 is a cost-efficient yet powerful solution for the most demanding



of jobs," said Peter Schimunek, marketing segment manager for Western Star. "This new offering further broadens our ability to provide a wider range of options for our vocational customers."

Available with the Detroit™ DD13®, Cummins ISC or Cummins ISL engines, the Western Star 4700 model is all Western

Star. The rugged 4700 truck features the durability and reliability that customers expect from Western Star, in a mid-BBC configuration. The Western Star 4700 can also be spec'd with Allison 3000, 4000 and 4500 RDS transmissions.

Source: Western Star Trucks Sales, Inc.

NTEA Celebrates 50 Years Serving the Work Truck Industry

The NTEA, the Association for the Work Truck Industry, is celebrating 50 years of serving the work truck industry.

The Association started in 1964 in Cincinnati, Ohio, as the Truck Equipment & Body Distributors Association with 6 member companies. In 1978, the growing Association moved to its current headquarters to suburban Detroit, the heart of the nation's automotive industry. In 1979, based on its changing industry-wide perspective and service offerings, changed its name to the National Truck Equipment Association, or the NTEA.

The legislative office opened in Washington, DC, in 1988 to represent member interests on Capitol Hill.

The NTEA, now 1,600 member organizations strong, is the leading organization representing the work truck industry.

Through the years, the association has grown its capabilities to include:

- Technical services for engineering, installation, compliance and certification support;
- Advocating on behalf of the work truck

industry to protect and advance the industry's regulatory and legislative interests;

- Enhancing our market data and research offerings to help member businesses succeed;
- Offering education, training and networking opportunities
- Delivering industry information on demand.

"We're dedicated to continue representing the hard working group of individuals and companies who have helped build the Association and the industry into what it is today," said Steve Carey, NTEA executive director. "As we begin our next 50 years, we will continue to provide the tools and services to help our members succeed."

The celebration culminated during The Work Truck Show® 2014, North America's largest work truck event, March 5-7, 2014 at the Indiana Convention Center in Indianapolis, Indiana. The Work Truck Show ranks among Trade Show Executive magazine's Gold 100 Honorees, Class of 2013.

In recognition of NTEA's 50-year celebra-

tion, NTEA members have graciously contributed historical images of their businesses through the years – showcasing the work truck industry's evolution from the 1960's to modern times.

Established in 1964, NTEA, the Association for the Work Truck Industry, represents companies that manufacture, distribute, install, sell and repair commercial trucks, truck bodies, truck equipment, trailers and accessories. Buyers of work trucks and the major commercial truck chassis manufacturers also belong to the Association. NTEA provides in-depth technical information, education, and member programs and services, and produces The Work Truck Show. The Association maintains its administrative headquarters in suburban Detroit and a government relations office in Washington, DC.

Source: National Truck Equipment Association

BOLT Locks Available for 2014 GMC Sierra and Chevrolet Silverado

STRATTEC® Security Corporation's BOLT® Locks are now available for the 2014 Chevrolet Silverado and GMC Sierra. BOLT's patented technology adds security and convenience by only needing the truck ignition key to protect tools, gear and trailers.

BOLT locks feature Breakthrough One-Key Lock Technology, which permanently programs the lock to a vehicle's ignition key. When owners insert their ignition key into the BOLT Lock cylinder, spring-loaded plate tumblers move up and down to uniquely code the cylinder to that specific key. All BOLT products have a limited lifetime warranty.

"We are excited to announce the availability of our advanced technology for the



2014 Chevrolet Silverado and GMC Sierra," said BOLT Locks sales manager Erika Garcia. "We have further advanced our Breakthrough One-Key Lock Technology to work with higher-security center cut keys, which are difficult to duplicate." With the 2014 Chevy or GMC pickup igni-

tion key, users can access multiple BOLT locks, including the Padlock 2.0, Receiver Lock, Cable Lock and Toolbox Latch, making it practical for vehicle owners with numerous locks on their trucks and trailers.

"Additionally, the Silverado is great for towing and with our products vehicle owners are able to secure their hauler and equipment without adding more keys to an already overloaded key ring," said Ms. Garcia.

Source: STRATTEC Security Corporation



World of Concrete 2014 Show Results

Celebrating 40 years of industry excellence, World of Concrete 2014 wrapped up another successful show January 20-24 at the Las Vegas Convention Center. The signature event for the concrete industry drew over 48,000 registered professionals, and featured more than 1,250 companies exhibiting across more than 53,000 m² of space.

World of Concrete also presented the results of World of Concrete India, which took place in Hyderabad, India in October 2013, and announced more details on the launch of World of Concrete Europe, which will take place at Intermat in April 2015. Details on both shows can be found on the World of Concrete website.

CIM (Concrete Industry Management) held its annual unreserved silent and live auctions at World of Concrete 2014 with all proceeds benefiting the CIM Program. The silent and live auctions raised \$810,000 and were deemed a major success.

The 12th Annual "Most Innovative Products" Contest showcased the best new products of 2014. Attendees browsed product entries at participating exhibitors' booths and cast their votes at the show or online to determine the most "innovative product of the year." Winners will be announced online at www.votemip.com.

Source: Hanley Wood

New Options Now Available for Western Star 4700



Western Star Truck Sales, Inc. recently announced that a frame rail mounted vertical exhaust stack is now offered as an option for Western Star® 4700 set-back and set-forward truck and tractor models. This configuration is now available in combination with the Western Star aerodynamic roof and side fairing options.

Preferred by vocational fleets that pull dry van and reefer trailers, the addition of the new frame mounted vertical exhaust, combined with the aero fairings, provides fleets with enhanced ability to achieve greater fuel economy with Western Star regardless of their desired exhaust configuration. In addition to the new vertical exhaust, Western Star also has a cab-mounted vertical exhaust and a horizontal tail pipe option.

Hand-built and available with a broad range of engine choices and many other options, the Western Star 4700 is the ideal highway solution for bulk haul and construction applications.

Source: Western Star Trucks Sales, Inc.

Waterloo Engineering Launches Graduate Diploma in Green Energy

The University of Waterloo's Faculty of Engineering, Canada's largest engineering school and a leader in green energy research, will launch a graduate diploma in green energy to provide professional development for working engineers through real-time online learning.

The Green Energy Graduate Diploma is the first of its kind to be offered in Canada. Waterloo's extensive network of private sector partners, utilities, government and the non-profit sector, collaborated on the development of the program in partnership with the Waterloo Institute for Sustainable Energy.

"This diploma provides working engineers with the skills and knowledge to transform our energy future," said Professor Jan Huissoon, chair of the Department of Mechanical and Mechatronics Engineering at Waterloo. "The energy issues facing our society are pressing, and the Green Energy Graduate Diploma equips industry

leaders with the necessary background to tackle these issues in cost-effective ways."

Diploma courses will enhance technical knowledge and training in green energy systems such as bioenergy, fuel cells, air pollution and greenhouse gas management, solar and wind energy, and building energy performance. A Bachelor's degree in engineering or a related area of study is required and students must complete the program within two years.

"We face a global challenge in finding new ways to meet energy needs while protecting the planet. Tackling this grand challenge requires engineering and scientific advancement, but also core industry engagement and programs that directly involve working engineers in areas such as bioenergy and smart grids," said Professor Jatin Nathwani, Ontario research chair in Public Policy for Sustainable Energy Management at Waterloo. "Waterloo's green energy diploma does this, encouraging

engineers and employers to problem solve for sustainable energy solutions while confronting day to day issues."

Drawing on the expertise of more than 90 researchers, the Green Energy Graduate Diploma will be delivered from a state-of-the-art interactive instruction facility called Live-Link. This remote learning environment, enabled through the use of smart boards and multi-point interactive video conferencing, provides an immersive, real-time experience where working students participate with the professor and classmates as if they were in the same location.

Applications are currently being accepted for Fall 2014. Inquiries regarding the program can be addressed to greendiploma@uwaterloo.ca.

Source: University of Waterloo

National Awards of Landscape Excellence

Winners of the National Awards of Landscape Excellence were announced at the 11th annual gala ceremony in St. John's, Newfoundland & Labrador, on January 29. Seven awards were given out to members across the country that showcased excellence in the landscape, garden center and nursery sectors of the industry.

Landscape Newfoundland and Labrador hosted the event in conjunction with its provincial Awards of Landscape Excellence. Competition was fierce in the landscape category, with 41 entries coming in from across Canada.

The National Awards of Landscape Excellence were presented to the following companies:

- *Caterpillar Award for Commercial Construction/Installation* to Year Round Landscaping Inc. in Alberta;
- *Caterpillar Award for Residential Construction/Installation* to Edengrove Landscapes Ltd. in Ontario;
- *DynaSCAPE Award for Landscape Design* to Betz Pools Ltd. in Ontario;
- *John Deere Award for Commercial*

Maintenance to Boot's Landscaping & Maintenance Ltd. in Ontario;

- *John Deere Award for Residential Maintenance* to Shades of Summer Landscaping & Maintenance.

Since its inception in 2003, the national awards have expanded to include three other awards of excellence. This year, Sheridan Nurseries in Toronto, Ontario won the *Garden Centre of the Year Award* for their commitment to growing teams, gardens, sales, environment, gardeners, technology and connections within the retail sector. CD's Trees in Newfoundland and Phoenix Perennials in British Columbia also received honorable mentions in the garden center category.

Winkelmolen Nurseries Ltd. in Ontario won the prestigious *Grower of the Year Award*. Their entry will be submitted to the *International Grower of the Year Award* competition, hosted by the International Association of Horticulture Producers in London, England later this year.

The final award of the evening was presented to the Veterans Memorial

Parkway Community Program (VMPCP) for their commitment to the betterment of a public green space. Barry Sandler, executive director of VMPCP and Grant Harrison, president, accepted the *Green for Life Community Award*. This program has seen to the planting of 800 large calliper trees along the parkway, with hopes to double that number by Canada's sesquicentennial in 2017. This is the second *Green for Life Award* to be presented at the national awards.

The National Awards of Landscape Excellence are a way for Canada to recognize those companies that have actively participated in significantly raising the level of professionalism in the landscape industry. Congratulations to all of the winners who truly represent the high caliber of work and expertise the public has come to expect from this industry.

Source: Canadian Nursery Landscape Association

Appointments

Terex Construction announces the promotion of **Ernie Ferguson** to division sales manager and the addition of **Todd DeWindt** and **Craig Goodfellow** as regional sales managers for Terex® compact construction equipment products in North America. In these roles, they will focus on developing compact equipment sales and strengthening the company's distributor network.

"We are excited to welcome Todd and Craig to the team, as well as to expand Ernie's role within the company," says Ken Doan, director of Compact Sales, Terex Construction Americas. "As we continue to offer products, services and programs to meet the growing needs of our North American customers, our sales force plays an extremely valuable role in finding, developing and maintaining relationships with new and existing customers. These gentlemen's unique skill sets and experiences will add to and complement the wealth of industry expertise and knowledge already in place within our sales team."

Source: Terex Corporation



Bob Lutz, the former vice president of General Motors, has been named chairman of the board at **VIA Motors**, the company that's been putting electric powertrains into Chevrolet trucks, van and SUVs since 2013.

Known as the "father of the Chevrolet Volt", Mr. Lutz is replacing retiring chairman Carl Berg, who will remain VIA's largest shareholder after serving the company for five years.

"I believe VIA is electrifying the right end of the business and is implementing a very sound business strategy," said Mr. Lutz. "If we are going to see main stream adoption of electric vehicles, the technology must deliver a good return on investment to the largest segment of the auto business, namely trucks, vans & SUVs. That's why I am so confident in VIA and I'm pleased to serve as Chairman," he said.

Source: VIA Motors



IPD, a leading aftermarket provider of engine components for heavy-duty diesel and natural gas powered engines, is proud to announce the addition of **Jorge Lucero** and **Charlie Kramer** to IPD's Sales Management team.

Jorge Lucero will be based in IPD's California headquarters, and will be helping in the expansion of sales and growth of accounts in the Latin America Region.

Charlie Kramer will be based in Minneapolis, Minnesota, and will be responsible for sales and business development throughout the Upper Midwest states.

"Jorge and Charlie come to IPD with many years of sales, sales management, and business development experience, and will be instrumental in helping achieve IPD's continuing growth objectives," according to Jamie Fiffles, senior director of sales and service - Americas at IPD.

Source: IPD

Linden Comansa America has named **Bill Carbeau** as vice president - Business Development. Mr. Carbeau has over 30 years of experience working in the tower crane and concrete pump industries, with experience in sales, management and operations. He was previously general manager of Business Development for Liebherr Tower Cranes in North America.

"Bill has proven track record for developing sales and building long relationships with companies and their clients. He has the expertise to help customers take their tower crane projects from concept through completion. We are confident he will bring these qualities to our business", said Dennis Kenna, managing partner of Linden Comansa America.

Source: Linden Comansa America



Mike Rhoda has been named chief executive officer of **Sany America Inc.** He replaces Tim Frank, who resigned as chairman in October.

As CEO, Rhoda has overall responsibility for manufacturing, sales, marketing and support for all Sany equipment products in the United States, Canada, Mexico and Central America.

Prior to being named CEO, Mr. Rhoda was chief technology officer with Doosan Infracore Construction Equipment. He also served at Volvo Construction Equipment as vice president of product development, and then president and CEO of the excavator business line. Mike Rhoda previously served in various senior management positions at Ingersoll Rand.

Mr. Rhoda holds a master's degree in mechanical engineering from Purdue University.

Source: Sany America Inc.



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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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Agenda

- Canadian Rental Mart**
March 18 - 19, 2014
Toronto, ON Canada
- NASCC: The Steel Conference**
March 26 - 29, 2014
Toronto, ON Canada
- SMOPyC 2014 International Show of Public Works, Construction And Mining Machinery**
April 1 - 5, 2014
Zaragoza, Spain
- Journée Expo-Bitume - Change of venue!**
April 3, 2014
Shawinigan, QC Canada
- Atlantic Heavy Equipment Show**
April 3 - 4, 2014
Moncton, NB Canada
- Truck World 2014**
April 10 - 12, 2014
Toronto, ON Canada
- NASTT's 2014 No-Dig Show**
April 13 - 17, 2014
Orlando, FL USA
- IFAT**
May 5 - 9, 2014
Munich, Germany
- BtpExpo**
May 8 - 10, 2014
Liège, Belgium
- SaMoTer & Asphaltica in Verona**
May 8 - 11, 2014
Verona, Italy
- APOM Technical Day**
May 9, 2014
Saint-Basile-le-Grand, QC Canada
- CIM Convention 2014**
May 11 - 17, 2014
Vancouver, BC Canada
- AORS Municipal Trade Show**
June 4 - 5, 2014
Arnprior, ON Canada
- road&traffic - International infrastructure and public transport exhibition / Transcaspian 2014-Transport and Logistics exhibition**
June 12 - 14, 2014
Baku, Azerbaijan
- International Rental Exhibition (IRE) / European Rental Association (ERA) convention / APEX 2014 (aerial platform exposition)**
June 24 - 26, 2014
Amsterdam, the Netherlands
- Hillhead 2014**
June 24 - 26, 2014
Buxton, UK
- APWA 2014 International Public Works Congress & Exposition**
August 17 - 20, 2014
Toronto, ON Canada
- APOM Technical Day**
September 5, 2014
Asbestos, QC Canada
- Pacific Heavy Equipment Show / TRUXPO 2014**
September 19 - 20, 2014
Abbotsford, BC Canada
- International Mining Conference & Exposition (IMEX2014)**
September 23 - 25, 2014
Las Vegas, NV USA
- INTERROUTE & VILLE**
October 7 - 9, 2014
Lyon, France
- WaterSmart Innovations Conference and Exposition**
October 8 - 10, 2014
Las Vegas, NV USA
- Expo-FIHOO 2014**
October 29 - 31, 2014
Montreal, QC Canada
- World of Asphalt & AGG1**
March 17 - 19, 2015
Baltimore, MD USA
- inter airport South East Asia – Singapore**
March 18 - 20, 2015
Singapore
- INTERMAT 2015**
April 20 - 25, 2015
Paris, France

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& VILLE 2014**
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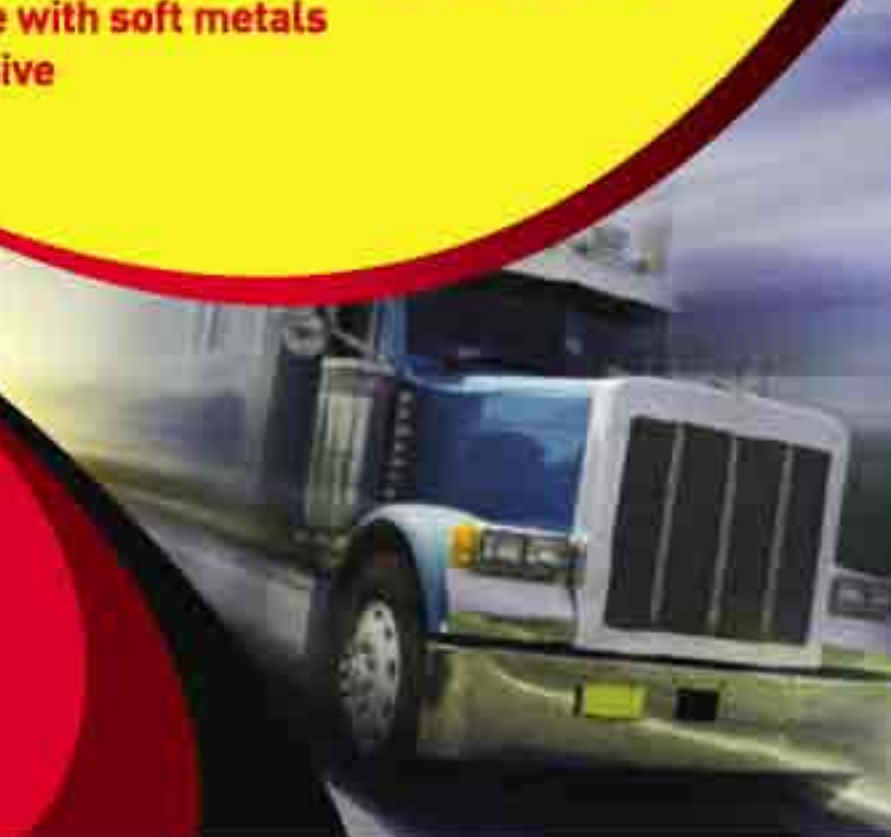


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