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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

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A Brief Word...

On the cusp of spring after a less than spectacular winter.

Probably one last blast just to wake us up, then before we know it the green will begin to show once more.

As I write this, CONEXPO-CON/AGG looms and there will be lots of previews in this edition for those unable to attend. When we return there will be more news of the show and upcoming events.

So don't cast the mitts, toques and shovels off just yet, but start thinking about seeding the lawn and prepping the barbie.

If I don't win big on "The Strip" I'll speak to you again next month.

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On the cover: on construction projects involving space constraints, which are becoming increasingly common in the world's megalopolises, cranes with luffing jibs are used to lift heavy loads while avoiding other cranes and nearby buildings.

Linden Comansa has responded to that need with the launch of the LCL700, the largest in its range of luffing jib tower cranes to date.

DEXTER + CHANEY, PROCORE BRING INTEGRATED PROJECT MANAGEMENT AND ACCOUNTING SOLUTION TO CONSTRUCTION MARKET

Dexter + Chaney is pleased to announce that its bi-directional integration with Procore Technologies, Inc. is now available to all users.

The 2 companies began working together last year on the integration, with the goal of providing a consolidated project

management and accounting solution for the construction industry. That core integration is now complete and tested with client companies, meaning that users can now easily share relevant data between the two systems, while keeping specific processes and operations independent.

Procore's cloud-based construction project management platform is a powerful, easy-to-use solution that automates project management tasks and creates a

central hub for real time project information. Dexter + Chaney's Spectrum solution is a web-based ERP suite of applications for complete construction accounting, as well as equipment, service, and project management.

The seamless integration between the 2 systems allows clients to realize the full potential of a complete construction management solution.

"Procore and Dexter + Chaney hit a really good balance in their integration between where the accounting system should control the process and where the project management system should have control," said Eric Rose, president of EM Rose Builders, Inc., one of the early adopters using the integration between the 2 systems. "Now we're able to write our contracts where we are supposed to be writing them – in our project management software, and then getting them into accounting in a format that makes sense to construction people. We're all really excited about this here."

Mr. Rose added that the core functionalities of both software packages give companies a plug-in environment to get work done more efficiently now, while scaling for additional feature integrations in the near future. "For me, the integration between Spectrum and Procore is about keeping the project managers in Procore all day, every day, doing their jobs, and letting accounting do its job in supporting our projects," he said.

Another early adopter, EBCO General Contractors, Ltd, noted that working with both Dexter + Chaney and Procore on the integration was a smooth process.

"Working with the Procore/Spectrum integration team throughout the beta testing process has been incredible – we felt like part of the team," said Denice Allison, CCIFP, the company's senior manager of project accounting. "The improvement in the efficiency of our processes and the timeliness and accuracy of information is invaluable."

Eric Rose echoed those sentiments, noting that the teams at Procore and Dexter + Chaney demonstrated not only a commitment to a robust integration but, more importantly, a total commitment to understanding clients' business processes.

"The integration between these 2 platforms is very exciting for users because both developers have adopted an iterative

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programming approach. This approach means that user suggestions for features and functions and interoperability is on a much faster track than older development methods," said Mr. Rose. "We have seen through the integration process and in our dealings with both firms that application improvements and advancements are coming at a much faster pace. It is very exciting to see our ideas and those of other users become reality multiple times during the year instead of one big upgrade that often misses the mark."

Source: Dexter + Chaney

ROBIT ACQUIRES THE REST OF THE REMAINING HALCO COMPANIES

Robit Plc recently announced it has entered into an agreement to purchase a majority of Halco Brighthouse Ltd's shares, which is the operating company running Halco's Down-the-Hole operations in England. Robit Plc has the right and obligation to purchase the rest of the shares (49%) owned by Halco Brighthouse Ltd's management after a year on the basis of an option agreement. The purchase price of the remaining shares is linked to Halco Brighthouse Ltd's net sales in 2017. The maximum purchase price for the remaining shares is €0.35 million (\$0.48 million).

Robit Plc acquired Halco's operations in the U.S. via an asset purchase in January 2017. Hence, the latest acquisition complements and finalizes the Halco acquisition. Hereby, Robit Plc owns Halco's global operations, which were transferred from Caterpillar to private ownership around 2 years ago and further to 2 separate companies one in the U.S. and one in the UK.

As result of the agreement, Robit Plc has purchased 100% of the shares in Halco Drilling Ltd, which was established in August 2016 and acts as a machine rental company for Halco Brighthouse Ltd, and Paddico (320) Ltd, latter of which owns 51% of the shares in Halco Brighthouse Ltd. The agreed value of the transaction is €1.64 million (\$2.29 million), which is paid entirely in new Robit Plc shares. The target companies of this acquisition are free of

debt (interest-bearing debt) and cash.

Halco Brighthouse Ltd operates in a highly modern factory built by Caterpillar, and is located in Brighthouse, Middle England. The unit employs approximately 45 persons. The company manufactures a wide range of Down-the-Hole drilling consumables ranging from Down-the-Hole drills to bits and related accessories.

Halco is known as a pioneer brand in Down-the-Hole drilling and the brand name has its origins in Halifax Tool Co, UK dating back to 1948. Robit Plc will continue Halco's proud global brand as an independent business aiming at strengthening the brand to a significant provider in the global Down-the-Hole market.

Through this acquisition Robit Plc further strengthens its Down-the-Hole business as a complement to the acquisitions made in Australia and England in 2016. Robit Plc still emphasizes that it is a global company specializing in selling drilling consumables via its comprehensive distribution network in the global market.

Source: Robit Plc

CINTEC NORTH AMERICA CELEBRATES ITS 25TH ANNIVERSARY

CINTEC North America, a world leader in the field of structural masonry retrofit strengthening, repair, and preservation, announces its 25th anniversary. Since it began, CINTEC has grown to be a global company, providing systems and services through locations in the UK, Canada, the U.S., Australia, and India.

The principal activity of the company is the design and manufacture of the CINTEC Reinforcing Anchor System, a micro cement anchoring and reinforcing technique. CINTEC offers complete structural analysis and design services, turn-key solutions, as well as masonry repair and reinforcement anchors used for blast protection, seismic reinforcement, historic preservation and overall building strengthening.

As a representation of their accomplishments, CINTEC received the 2016 Construction and Engineering Award for Innovation in Engineering, Research and Development.

"CINTEC is proud to receive this award

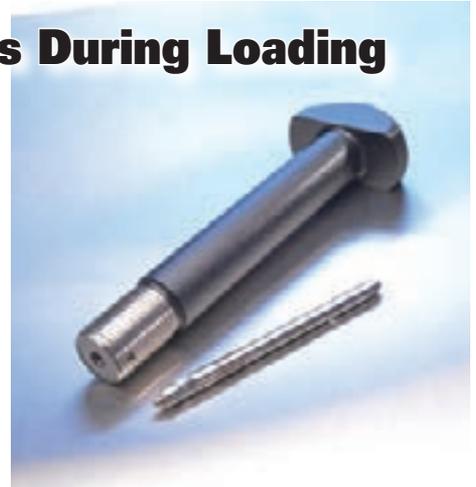
Weighing Containers During Loading

Speed is one of the main requirements in container loading. The weighing of the loaded containers that has been prescribed since last year by the SOLAS directive can be a time-consuming process. Two methods come into question for this: weighing the entire container just before loading or weighing the individual shipments, which are then added to the empty weight of the container. Because of the faster throughput time during the weighing process, the first method is increasing in popularity.

The optimum solution for determining the weight of the loaded container is the patented F9205 Twistlock sensor from tectsis. This records the weight directly at the spreader, and therefore makes it possible to weigh the container before loading. Terminal operators therefore save time, which keeps costs down. The sensor is integrated directly in the Twistlock pin, and is supplied by tectsis as an overall system consisting of a sensor, a pin and a signal amplifier as a Plug & Play solution. The system fits all spreader modules, and commissioning as well as retrofitting are extremely simple.

The sensor element has considerable long-term stability, low temperature dependency and high resistance to overload situations. An analogue interface (4...20 mA) or a CANopen interface is optionally available as an output signal. This means that the Twistlock sensor can be incorporated in existing measuring systems or a control architecture extremely easily. The sensor can be used in all applications in which containers are lifted using a spreader, and represents an ideal facility for SOLAS-compliant container weighing.

Source: tectsis GmbH



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and we will do everything in our power to ensure our production and service remains worthy of this high standard," said Robert Lloyd-Rees, COO of CINTEC North America. "We are excited to begin our 25th year supplying quality anchoring and strengthening systems."

Starting when Robert Lloyd-Rees visited America in 1990, CINTEC has made it a point to expand their dedicated service to North America. In 1992, Mr. Lloyd-Rees was appointed the COO of CINTEC and has been running thriving corporate offices ever since.

CINTEC's independent but collaborative engineering, design and consulting companies form a unique global presence together with partnerships and agents throughout the world. Its product range includes divisions such as Archtec and Blastec that offer clients turn-key engineering service packages, including design, engineering, and installation contracting.

Source: CINTEC International

CON CAST PIPE LAUNCHES NEW ENHANCED WEBSITE

Con Cast Pipe, a leading manufacturer of precast concrete pipe sewers, drainage products, and specialty precast pipe in Canada, announced recently the launch of their newly designed website. In response to the increased demand for mobile-friendly capabilities, the new website provides users with an enhanced online experience on both desktop and mobile devices, giving access to information such as products, pricing, contact information and the Con Cast Pipe blog.

Con Cast Pipe wanted to ensure their new website was modern and accessible to everyone. Understanding the need for a mobile-friendly platform meant acknowledging the convenience of accessing the website from any location on any mobile device.

Recognizing the need for a mobile-friendly experience, which encourages return visits due to ease and accessibility, Con Cast Pipe is pleased to offer a greater online experience for customers, clients and employees.

"We set out to guarantee that our website is easy to use no matter the location of the user," says Brian Wood, president of Con Cast Pipe. "Whether out on a job site, at an off-site meeting or working from home, the mobile-friendly capabilities provide our staff and customers the information they need in a convenient and efficient way."

The new website will also include an exclusive webpage dedicated to PERFECT PIPE, the latest innovation to be introduced to the infrastructure systems industry. Con Cast Pipe is the first precast and concrete pipe manufacturer in Canada to exclusively offer the PERFECT PIPE system. The exclusive webpage highlights the benefits and specifications of the PERFECT PIPE system, and includes PDF documents available for download.

Looking to expand on technological advancements, Con Cast Pipe's future goal is to promote their website capabilities and tracking services via a dedicated mobile app.

The app's primary functionality would be to allow projects and products to be tracked using a GPS system, among other efficient functionalities.

Source: Con Cast Pipe

PALFINGER DIVESTS SERVICE BODY BUSINESS IN NORTH AMERICA

The PALFINGER Group reached an important milestone in the restructuring of its business in North America. A purchase agreement was executed with the Reading Truck Group to transfer the service body distribution and upfitting business at 4 locations. Reading Truck Group will assume the customer commitments and specified assets at 4 PalFleet sites: Council Bluffs, Iowa, Indianapolis, Indiana, Louisville, Kentucky and Nashville, Tennessee. The transaction is expected to close this month.

Omaha Standard LLC will exit the service body business and continue the manufacturing and marketing of PALFINGER core products, primarily including the best-in-class PALFINGER brand PAL Pro Mechanics bodies, telescopic service cranes and Liftgates. The future strategic direction of PalFleet will include a strong focus on these same core products, in addition to the sales, installation and service of PALFINGER articulating cranes and truck-mounted forklifts through its remaining locations. With a strong commitment

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to these core products, PALFINGER will provide a differentiating value proposition to key market segments in North America. Such a focused strategy allows for future growth of these competitive product lines.

The service body has been part of PALFINGER's product portfolio since 2008, when it was acquired as part of Omaha Standard. In the course of the restructuring measures launched in 2016, the decision was made to optimize the product port-

folio and focus on the core business. The transaction with the Reading Truck Group will support the restructuring process.

Source: PALFINGER North America

inter airport Europe 2017: 80% OF EXHIBITION SPACE ALREADY BOOKED

inter airport Europe 2017, the 21st International Exhibition for Airport Equipment, Technology, Design & Services will take place October 10-13, 2017, at the

Munich Trade Fair Center in Germany. Currently, a net exhibition space of more than 29 000 m² has been booked indoors and outdoors. The current booking status reflects the positive development in the airport industry; an industry sector which is also influenced by prevailing industry trends like digitalisation and automation.

Airport operators looking for the latest equipment and tailor-made solutions for ground handling, terminal operations, airport IT and airport design visit *inter airport Europe* in Munich every 2 years in order to source the latest technology first hand. Visitors to the show are industry experts from airports, airlines, air cargo carriers and aviation-support.

"The economic situation of the airport industry is currently experiencing a rather promising development. Due to increasing passenger traffic at airports there is a rising demand for efficient security and passenger guidance systems and cutting-edge ground support equipment," says Nicola Hamann, managing director of Mack Brooks Exhibitions, the organizers of *inter airport Europe*. "To date some 420 exhibitors from 36 countries cover 29 100 m² of net exhibition space. As a result, 8 months ahead of the show, 80% of booth space has already been booked. The most important exhibitor countries after Germany are the U.S., France, Great Britain, the Netherlands, Italy, Denmark, Sweden, Spain, Switzerland and Belgium", explains Nicola Hamann further.

A large number of airports published record passenger figures at the end of 2016. On the one hand, this huge increase in passenger numbers means that airports need to further increase their capacities. On the other hand, data exchange across the entire airport is gaining significance as well. The requirements for cutting-edge digitalization and automation systems are greater than ever. *inter airport Europe 2017* therefore focusses on this important topic as this trend offers immense business potential for the airport industry and sets new standards which will lead to increased efficiency and improved passenger experience in the future.

For companies interested in exhibiting at this year's 21st *inter airport Europe*, a few booths are still available in the halls as well as the outdoor area.

Source: Mack Brooks Exhibitions Ltd

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RITCHIE SELLS \$55 MILLION OF EQUIPMENT AT FIRST TEXAS AUCTION OF 2017

Ritchie Bros. conducted its first multi-day auction of 2017 in Houston, Texas last month. More than 4,400 equipment items and trucks were sold in the February 15-16 auction for US\$42+ million (\$55 million).

The 2-day unreserved public auction attracted over 5,100 people from 57 countries to register to bid, including over 3,250 people registering to bid online – both of which are new Houston site records. Approximately 91% of the equipment in the auction was sold to U.S. buyers, including 51% sold to buyers from Texas, while international buyers purchased 9%. Online bidders purchased US\$22+ million (28.7 million) of equipment (53%).

“We saw record crowds here in Houston this week, including a record number of new bidders on site,” said Alan McVicker, regional sales manager, Ritchie Bros. “As

a result of the massive crowds we saw strong equipment pricing with incremental increases in pretty much every category compared to our auction in November 2016. It’s great to see such positive momentum leading into our massive 5-day Orlando auction next week and our 2-day Fort Worth auction next month.”

Equipment was sold in the auction for over 595 owners – a new site record. Highlights included over 260+ truck tractors, 80+ excavators, 75+ skid steers, 50+ cranes, 35+ dozers, 20+ agricultural tractors, 175+ aerial work platforms, 55+ telehandlers, and more.

Source: Ritchie Bros.

AEM LAUNCHES CANADA WORKING GROUP

AEM is seeking member representatives to offer strategic guidance and direction on the development and execution of AEM’s expanding Canadian advocacy efforts.

Participants will become part of AEM’s new Canada Working Group. Group participation is open to member companies conducting business in the Canadian market.

“Participating in the group will allow member company representatives the ability to help craft our industry’s positions on public policies affecting our industry’s growth and investment both on the provincial and federal levels,” said Alex Russ, AEM director, international and regulatory affairs.

Infrastructure investment, regulations, energy production, trade facilitation and agricultural policies are just some of the key issues that will be discussed.

Members interested in learning more about the Canada Working Group should contact AEM’s Alex Russ (aruss@aem.org or (202) 898-9006).

Source: Association of Equipment Manufacturers

Two New Carry Deck Cranes Launched at CONEXPO-CON/AGG

Broderson Manufacturing, North America’s leading small lift mobile crane manufacturer, introduced 2 new Carry Deck cranes at CONEXPO-CON/AGG 2017 in Las Vegas, Nevada.

Broderson is extending its market-leading Carry Deck crane line with 2 new models; the ic100, a 9 t crane with a 10.6 m main boom, and the ic600, a 27.2 t crane with 21.3 m main boom. Production delivery dates are scheduled for March, 2017 and August, 2017 respectively.

These cranes have compact footprints for use in tight spaces, easy operator exit and entry, Cummins Tier 4 final engine packages and state-of-the-art rated capacity limiter systems (LMI). Air conditioning is standard for operator comfort while precision controls increase performance efficiency.

The ic600, will be the largest capacity, longest reach carry deck crane on the market! An electronic joystick-operated, control system satisfies operator preference over hydraulic controls for a crane of this size.

The ic100 boasts a new boom design mounted to the same rugged structure, powertrain and hydraulic system of the legendary BMC IC80 work horse. Fully hydraulic controls offer smooth and precise operation and are easy to service and maintain. This new crane delivers more capacity for increased performance over the IC80 model.

Source: Broderson Manufacturing Corporation



CONEXPO-CON/AGG & IFPE REACH OUT TO NEW EXHIBITORS

New exhibitors are a proven magnet for trade show attendees.

“New exhibitors drive much of the growth and innovation within the industry and provide ‘ah-ha’ moments on the show floor for attendees who may not have known about a vendor’s product or technology,” said Mary Bukovic, AEM director, exhibitor engagement services.

Often, however, new exhibitors are small or mid-size companies that are not used to the enormous exposure they receive at CONEXPO-CON/AGG & IFPE over the course of just a few days. To support their efforts and improve their show experience, show management has partnered with trade show strategist Jefferson Davis and his team at Competitive Edge.

Competitive Edge will evaluate new exhibitor booths during the shows and provide feedback on areas such as exhibit presentation, product/service presentation and booth staff. In addition, Competitive Edge has put together a webinar that outlines 10 strategic success factors enabling new exhibitors to meet their objectives.

Both the webinar and booth evaluations are available to new exhibitors at no charge.

Source: Association of Equipment Manufacturers

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Fleet Test Proves Quality of sunliquid® 20 Fuel

Clariant, Mercedes-Benz and Haltermann Carless, tested the use of sustainable cellulosic ethanol from agricultural residues in a fleet test with Mercedes-Benz series vehicles over a period of 12 months for the first time in Germany. sunliquid® 20 was used for the test – a fuel produced by Haltermann Carless with a cellulosic ethanol content of 20% by volume (E20) from Clariant’s sunliquid plant in Straubing, in Lower Bavaria. The cellulosic ethanol allows greenhouse gas emission savings of up to 95% across the entire value chain without competing with food production or tying up agricultural land.

In the fleet test with Mercedes-Benz vehicles, sunliquid 20 exhibited very good combustion properties with a high degree of efficiency and identical consumption compared to today’s standard E10 fuel. Due to the slightly lower energy density of E20 compared to E10, slightly higher fuel consumption was expected under the same operating conditions. The tests performed under laboratory conditions demonstrated variability in the consumption analysis in which additional consumption between 0 and 3% was observed.

“Developing and bringing solutions to the market for more sustainable mobility is one of the most important tasks in the



transportation sector today. We are very pleased that sunliquid 20 has proven its high quality in the field test – with the same range and the same driving comfort,” says Dr. Martin Vollmer, chief technology officer at Clariant. “Cellulosic ethanol from agricultural residues is a carbon-neutral fuel with great potential, which can be cost-effectively produced and used today. So that energy transition can succeed in the transportation sector, we urgently need stable framework conditions, such as the mandatory blending rate for advanced biofuels within the EU member states.”

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are delighted to be able to produce a fuel with outstanding specifications and environmental properties that can demonstrate its usefulness in existing engines with existing infrastructure without any issues," emphasizes Dr. Bruno Philippon, senior vice president Performance Fuels at Haltermann Carless.

In addition to the proven performance, an improvement in particle count emissions by around 50% was measured for sunliquid 20 versus the EU reference fuel Euro 5. The tests have confirmed the positive properties of the sunliquid 20 fuel.

The 20% cellulosic ethanol by volume has another decisive advantage. In addition to the higher CO₂ savings and reduced emissions, it gives the fuel a significantly higher octane number of over 100 (RON). With a widespread introduction of E20, engines could be adapted in the future so that the quality advantage of the fuel could be used to improve engine efficiency and thus further reduce fuel consumption and CO₂ emissions.

The cellulosic ethanol portion comes from Clariant's sunliquid precommercial plant in Straubing, where approximately 4,500 t of agricultural residues such as cereal straw or corn stover are converted into cellulosic ethanol each year. At the Haltermann Carless production site in Hamburg, the bioethanol is mixed with selected components to form the innovative fuel whose specifications represent the potential for the quality of E20 fuel in Europe.

Source: Clariant

Small Series Urban eTruck Starts in 2017

Following the presentation of the Urban eTruck at the International Commercial Vehicle Show in 2016, the first vehicles will be delivered to customers this year.



Zero emissions, quiet as a whisper and with a payload of 12.8 t: The Urban eTruck offers an impressive economical and environmentally-friendly concept. The vehicle will initially go in a low 2-figure number of units to customers in Germany – and later in Europe too. It will be used in real transportation applications there.

The Urban eTruck is part of a comprehensive electric initiative from Daimler Trucks. The light-duty electric truck Fuso eCanter will be in use in a global small series in 2017. Around 150 vehicles will be handed over to selected customers in Europe, Japan and the U.S. Daimler Trucks is thus covering a wide application portfolio of electric trucks all over the world.

Source: Daimler Trucks

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SENNEBOGEN Material Handler Duo Keeps Production Neat & Tidy at Busy Ohio River Terminal

Already long-established as one of the Ohio River's premier port terminals, new ownership brought new equipment opportunities for the busy River Road Terminal in the transportation hub of Louisville, Kentucky.

Within weeks of Watco Terminal and Port Services acquiring the 3rd-generation family-owned business in the spring of 2016, modified excavators used for unloading barges "as a stopgap measure" were replaced by 2 purpose-built SENNEBOGEN mobile material handlers.

"Excavators aren't really what we need to use," explains Paul Lawson, Terminal manager, a 34-year veteran of the facility who heads up the 11-member Louisville team that remained pretty much intact during the ownership transition. "The motion of the excavator versus the long boom and the clamshell of the SENNEBOGEN is just not conducive to the type of work we do here."

The type of work Mr. Lawson and his

crew do in Louisville is the unloading of bulk material such as fertilizer, salt, coke and assorted coal types like anthracite and lignite. The materials are loaded either directly into trucks or, in the case of fertilizer, into hoppers for storage and later distribution. The River Road Terminal is in a prime location within a kilometer of Interstate 71 that, with its nearby intersection with both Interstates 65 and 64, can facilitate quick and simple material distribution in all directions of Middle America.

In an "average" month, the single-shift Louisville operation will unload a brisk 40,000 t of material at the terminal's expansive 381 m of Ohio River frontage, which can accommodate 3 barges at once.

Having worked with other Watco facili-

ties in the region, Brandeis Machinery, the local SENNEBOGEN dealer, surveyed the River Road Terminal yard to properly outfit the 14 ha facility on Louisville's busy east side.



In order to maximize production at the Louisville site's riverfront, to which machines can strategically sit within 3 m, the resulting equipment solution was the duo of a rebuilt SENNEBOGEN 850 M and

CEMCO's Turbo™ 80 VSI Crusher Produces Consistent Material Economically and Efficiently

The Turbo™ 80 VSI Crusher, from CEMCO Inc., is an efficient, highly productive vertical shaft impact crusher capable of processing a variety of aggregate materials and industrial minerals. Available in 2 models, the Turbo 80 offers a mid-sized option powerful enough to process materials up to 10 cm wide into a uniform, cubical, crushed, high-quality product. Fully customizable, from internal components to portable or stationary configuration, the Turbo 80 is ideal for multiple industries including aggregates, energy production, mining and recycling. CEMCO featured its VSI crushers during CONEXPO/CON-AGG in Las Vegas.

The standard Turbo 80 features a single-drive motor with input capabilities up to 400 hp. A compact yet powerful option, this model weighs 8,600 kg and produces throughputs up to 275 t/h.

Featuring an optimally balanced V-Twin™ motor design, the Turbo 80 V-Twin offers

greater power input and higher product output. The dual-drive Turbo 80 is available with up to 600 hp, weighs about 11,350 kg and offers production capabilities up to 350 t/h.

By producing a consistent, ideally shaped product, the Turbo 80 ensures higher production of saleable material with less waste. Not only is this more efficient and economical, it is crucial in meeting ever-changing state DOT specifications. Cubed fines provide stronger asphalt in comparison to slivered or elongated material.

CEMCO provides VSI crushing equipment in more than 29 countries to the



majority of the world's largest producers and green-friendly companies. Its complete line of VSI crushers ranges from the Turbo 35 to the Turbo 175 and is available in diesel, electric, stationary and portable options.

Source: CEMCO Inc.

a new SENNEBOGEN 860 M. The mobile material handlers are equipped with 2.3 and 3.8 m³ clamshell buckets respectively.

The hydraulic elevated cabs on the wheeled machines provide the operators with a clear view into the barge hold, supported by cameras outfitted to each unit's boom, with skid steer loaders cleaning up inside the barges while the SENNEBOGEN material handlers reach in from the shore.

The ability to position the machine "close to the pool" further helps keep things tidy at the facility, says Paul Lawson. The site is serviced by a pair of wheel loaders, in addition to the 2 skid steer loaders and 2 SENNEBOGEN material handlers.

The SENNEBOGEN 860 M not only offers the additional heft to handle the fertilizer needs of today, but has additional production opportunities that Mr. Lawson is planning to pursue once the River Road Terminal site completes an ongoing physical reorganization. For example, with a quick attachment change, the machine will



come in handy for handling wire rod.

The SENNEBOGEN 850 M, with about 11,000 hours of service, was rebuilt by Brandeis Machinery. Beyond regular preventive maintenance which Watco conducts itself, the terminal will rely on Brandeis for all service of both SENNEBOGEN machines, says Paul Lawson.

With an ever-growing network of facilities, the Watco Terminal and Port Services division of Watco Companies LLC is a lead-

er in bulk, break-bulk and liquids rail/truck transloading, as well as railroad switching, warehousing, liquid tank storage, and barge and vessel loading/unloading. The company's ports and terminals handle more than 350 different products including dry bulk, waste materials, chemicals and crude oil, always handled in the most safe, cost-effective and environmentally-friendly manner.

Source: SENNEBOGEN LLC

Diesel Air Compressor/Generator Combination Unit

Mi-T-M Corporation announces the release of the new diesel 113.5 l air compressor/generator combination unit. With the convenience of 2 machines in 1, the new air compressor/generator unit is perfect for industrial applications that require electrical power and air.

The new air compressor/generator features a 9.1 hp Kohler KD420 diesel overhead valve engine with electric start and glow plugs for easy starting in cold temperatures. The unit includes a 3.0 kW generator and 2 stage compressor with a powder-coated ASME coded receiver tank.

With a brushless alternator and a total harmonic distortion of less than 6%, the powerful generator features 100% copper windings, comes standard with 120 V and 240 V receptacles and provides power for industrial and contractor needs.

The built-in air compressor features a splash lubricated compressor pump, large canister intake filter, regulator and 2 gauges for tank and outlet pressure and a 42 cm flywheel. It is built to provide high capacity air flow to power a multitude of air tools.

Source: Mi-T-M Corporation



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Eskom Rotek Industries Makes TII's Biggest Buy for South Africa

Eskom Rotek Industries has purchased 128 axle lines of the proven SCHEUERLE-KAMAG K25 H, making this buy the biggest order of K25 H modular trailers with 1,830 mm axle distance the TII Group ever obtained from the African continent. The vehicles will support the Eskom Rotek Industries Logistics Services fleet, offering road transport, material handling, warehousing and logistics services to move electricity generation, transmission, distribution and building equipment to and from site.

Eskom Rotek Industries has a rich history of electricity maintenance support spanning more than a century. Based in Rosherville in the south of Johannesburg, the company has a national footprint in the form of smaller regional and project site

offices. It is a dynamic business with operations clustered around Bulk Material Services, Turbo Generation Services, Construction Services, Logistics Services and Transformer and Switchgear Services.

"Continuously expanding our business opportunities is part of our growth strategy. Our new



Rainer Sasse, Key Account manager TII Sales, Wiseman Musekiwa, head of department Multi Axles/Lowbeds at Eskom Rotek Industries, Friedrich Messer, head of Approval SCHEUERLE, Dr. Axel Müller, president TII Group, Sitsabo Kuhlase, general manager Logistics Services at Eskom Rotek Industries and Ajanthas Kumarathas, area manager Sales after approval of the first vehicle lot.

Payload Increase for PANTHER T6, T8 and T12 Models

PRINOTH announces an increase in payload up to 20% for its PANTHER T6, T8 and T12 models in the dump box and flatbed configurations. This establishes PRINOTH as the leader in the industry for payload capacity.

"We are always looking for ways to move further, to push boundaries and productivity is always at the center of our customers' needs," said PRINOTH's Tracked Utility Vehicles product manager, Jonathan Thibault. He went on to say; "Our customers' requests are crucial at PRINOTH and we always try to listen to their needs, to answer by providing simple yet efficient solutions with them and for them."

Whether in mud, gravel or snow, the PANTHER carriers are reliable tools for extreme use in extreme environments. In addition to their huge payload, these vehicles can be equipped with a multitude of specialized attachments. This makes them ideally suited for all types of operations in construction, mining, electric utility, oil and gas, and many more industries. With its 1 or 2-person cab, large deck space as well as ease of implement installation, the PANTHER is ready to perform without fail in all sectors.

PRINOTH recently introduced a new model in the PANTHER series, the PANTHER T14R Rotating Dumper. Offering the highest speed combined to the highest payload in its class, it sets new standards in productivity and mobility.

Source: PRINOTH Ltd.



modular transporters will enable us to move abnormal loads for mega projects and of equipment that exceed the prescribed dimensions and mass permissible on South African roads faster, safer and easier," says Sitsabo Kuhlase, general manager Logistics Services at Eskom Rotek Industries.

The SCHEUERLE KAMAG K25 is a modular platform trailer with which a wide range of transport assignments can be covered. The vehicle is used as a trailer, semi-trailer or self-propelled transporter and has set new standards in its segment. SCHEUERLE-KAMAG vehicles are a cost-effective addition to create self-propelled transport units together with other K25 H vehicles. Their advantage is not only found in the low and robust construction but also in the sophisticated and ingenious control technology. In particular, operators of non-driven K25 H fleets greatly appreciate the SP and SPE models which can easily be coupled with the pulled versions thus realizing self-propelled vehicle combinations for on-site transportation assignments, and in the process open up new areas of business.

Source: TII Group



Spectacular Transport in Guatemala

The route up to the windy heights of Viento Blanco Wind Farm is 10 km long and leads past an active volcano. It follows a narrow winding mountain road lined with trees and rock overhangs and gradients of up to 18% uphill and 13% downhill. Seven Vestas V 112 wind turbines are being installed at the wind farm. The rotor blades were transported over a distance of 80 km from the Guatemalan port of Puerto Quetzal to the Viento Blanco site by the Daco Heavy Lift de Centroamérica, S.A., a Guatemala City-based haulage company using an FTV 300 blade transport device from Goldhofer.

It was a logical choice: The FTV 300 met all the requirements for handling such a demanding operation with ease, i.e. without having to blast any rock along the mountain road, cut the power to overhead lines or fell any of the trees that form a dense curtain on both sides of the road.

With the FTV 300, Daco's heavy haulage experts were able to raise the rotor blades

to any angle up to 60°. That made it possible for the narrow bends to be negotiated at walking pace without the risk of contact with the embankments.

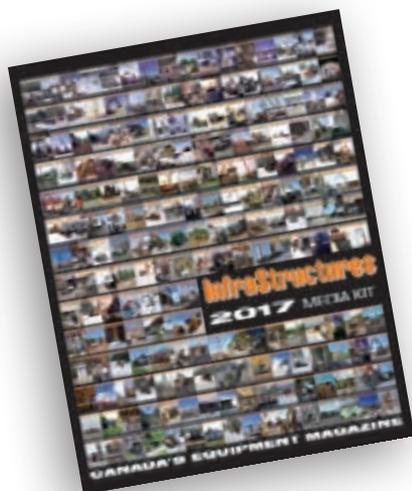
An additional challenge was presented by the dynamic wind forces acting on the rotor blades in the raised position, when they are up to 50 m high. That meant Dacotrans had to have a wind force specialist continuously monitoring the FTV 300's integrated anemometer. In order to ensure that the rotor blades are always correctly positioned for the optimum wind attack angle, the FTV 300 has a 360° pivot system that permits the attached blade to be rotated around its own axis as required.

Thanks to this combination of flexible tilt angle and blade rotation, all the critical sections of the mountain road were negotiated with ease, while passages under the numerous overhead power lines were handled by simply reducing the angle of tilt.

The first 70 km of the journey were relatively easy, with motorway driving all the way. Handling the last 10 km without a single hitch, on the other hand, involved a total of over 16,000 man hours for Daco Heavy Lift, who completed the operation with all the rotor blades in 40 days. Thanks to painstaking preparations, a detailed

inspection of the route, extensive safety measures and - last but not least - effective cooperation with the Goldhofer Service team, this exceptional transport operation ran smoothly from start to finish!

Source: Goldhofer AG



The 2017 Media Kit is available for download on www.infrastructures.com

ALLU Introduces the World's Largest Material Processing Bucket

Continuing development from its large ALLU M-Series material processing buckets for mining and process industries, released in 2014, ALLU Group recently launched the even larger ALLU G-Series bucket for very big carriers in material processing and mining. The goal with the new G-Series is to streamline customer processes and provide an opportunity for cost savings and environmental benefits – both hot topics in the mining industry. The first model released in the G-Series, is the 32 t, heavy ALLU G 4-32 F, with a payload of over 50 t, which is designed to be mounted on 250-300 t front-shovel mining excavators.

With the ALLU G 4-32 F, the excavator is used as a material processor, screening the ore or waste rock in mining cells at the same time that it loads the screened ore onto transport dump trucks. In many mining operations, the utilization of this unique

method makes it possible to leave the majority of waste rock found in the ore at its original location in the mining cell, without ever needing to transport the waste. When the waste material or side rock can be left behind in the mining cell, in its original location, the operation realizes great savings in fuel, transportation equipment wear/tear and equipment maintenance costs. The combination of the excavator and the ALLU G-Series bucket transforms the carrier machine into a truly mobile heavy processing machine. The method also creates environmental benefits through reduced transportation and processing of waste material at the surface.



Keeping the tough conditions presented in mining applications in mind, the G 4-32 F is built using highest quality standards and materials. As with the ALLU M-Series, the ALLU G-Series is also equipped with the ALLU DARE data reporting system, which enables remote monitoring of the equipment condition and material processing performance via a mobile uplink.

Source: ALLU Group

Atlas Copco's Bucket Crusher Range Expanded

At Bauma 2016 Atlas Copco launched its next game-changing generation of bucket crushers, the BC 2500 and BC 3700, offering higher output with significantly less maintenance than the previous attachments.

With the new BC 2100 and BC 5300, the range now includes bucket crushers with service weights of 2000-5300 kg, suitable for carriers weighing 18-54 t.

Bucket crusher are often an efficient alternative to a mobile jaw crusher for small demolition, recycling and road construction applications, offering a high level of flexibility in terms of operating reach, depending on the mobility of the carrier.

A unique circular crushing cycle gives BC bucket crushers in the next generation unmatched performance with up to 30% higher output than previous models. The advanced twin-drive system comprises 2 powerful hydraulic motors. The sturdy timing belt is designed for long service life and the system provides huge torque right from the start. Full loading capacity can be used without risk of blockages and the absence of slippage during start-up

ensures constant power transmission and no extra load on the bearings.

The automatic anti-lock mechanism gives continuous repositioning of the material, ensuring that even larger pieces are guided automatically in the direction of the crushing jaw.

If the material gets jammed, the reversing function enables the operator to change the rotation direction, push the material back into the inlet and thus easily remove the blockage.

Adjusting the crushing size (granulometry) on the new BC bucket crushers is easy. Intuitive functionality eliminates the need for long experience or special craftsmanship. In very little time, the user can adjust



the required jaw outlet correctly without special tools.

Source: Atlas Copco

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Kerr Crane Service Adds Demag® AC 250-6 All Terrain Crane

Kerr Crane Service of Timmins, Ontario, recently expanded its crane fleet with the addition of a new Demag® AC 250-6 all terrain crane. With a 79.8 m main boom and impressive load chart, the Demag AC 250-6 crane is the most compact 6-axle crane, which will give Kerr Crane's better maneuverability in confined working areas and easy over-the-road transportation. The new unit joins an extensive fleet of mobile cranes ranging in size from 25 t to 360 t capacity.

"We wanted a crane that could handle a variety of demanding lifts, was easy to transport between jobs and didn't require a lot of setup time," explains Logan Kerr, vice president at Kerr Crane Service. "The Demag AC 250-6 all terrain gives us the biggest bang for the buck. The crane sets up quickly, has user-friendly controls with a simple operation control system and is cost effective to transport. We save on labor costs, which makes our company a better business partner on future projects."



From l. to r.: Bill Finkle (Cropac Equipment), Logan Kerr (Kerr Crane Service), Joel Hunt (Cropac Equipment)

Kerr Crane ordered the Demag AC 250-6 crane from Cropac Equipment, the Terex Cranes distributor located in Oakville, Ontario. Mr. Kerr says the 79.8 m boom is exactly what they need for their most challenging jobs, and the team at Cropac Equipment has been a responsive business partner for many years. "Cropac always makes things easy for the customer," he adds.

The Demag AC 250-6 all terrain crane is currently being put to work at the Harmon Generating Station in Kapuskasing, Ontario, installing gates in the power house.

Kerr Crane Service is a division of J. Logan Kerr Limited. Since its inception in 1972, Kerr Crane Service has continued to grow and earned the reputation as a leader in the construction industry.

Source: Terex Corporation

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Rolls-Royce Moves Into Excavator Market with MTU Engines for JCB

For the first time, Rolls-Royce will be supplying MTU engines for use in excavators, having won an order from JCB. A new JS 370 excavator equipped with a MTU 6R 1000 unit was unveiled at CONEXPO-CON/AGG in Las Vegas.

MTU's Series 1000 engines are compliant with Tier 4 final emissions legislation



and are to be used to power new excavators in JCB's JS 300, JS 330 and JS 370 series. The construction machinery manufacturer is choosing MTU for its excavators for the first time. The MTU brand is part of Rolls-Royce Power Systems.



The excavators weigh between 30 and 37 t and each is to be powered by a 6-cylinder Series 1000 inline engine from MTU delivering up to 280 hp. Also driven by MTU Series 1000 units is JCB's new 457 wheel loader, which was launched on the market 2 years ago.

"JCB already uses MTU engines in its flagship 457 wheeled loaders. The introduction of the engine into 3 of our JS excavators will offer customers fuel savings of up to 10%," said Tim Burnhope,

JCB chief Innovation and Growth officer.

"Use of our engines in JCB's new excavators marks our entry into another very important and high-volume segment of the C&I market, and we are very proud that JCB is choosing to endorse our units. This is another step forward in our long and successful partnership," added Bernd Krüper, vice president Industrial Business including Construction & Agriculture at MTU.

Source: Rolls-Royce Power Systems AG

DEUTZ Xchange to Supply Engines for Terex AWP Reconditioning Services

DEUTZ Corporation will provide Terex Aerial Work Platforms (AWP) Reconditioning Services with DEUTZ Xchange remanufactured engines for reconditioned Genie® equipment, including boom lifts, scissor lifts and telehandlers.

"Terex was impressed with the 3-year transferrable warranty that we offer with our DEUTZ Xchange engines," said Robert Mann, DEUTZ Corporation's president and CEO. "That warranty, our proven track record as a trusted supplier of quality product, and the fact that DEUTZ remanufactured engines can be serviced by any DEUTZ distributor were critical factors in selecting DEUTZ for the business."

"Terex AWP Reconditioning Services provides customers with a cost-effective alternative to purchasing new machines," said Bob Bartley, Genie senior director of Product support and Reconditioning for Terex AWP. "The increasing popularity of reconditioned Genie aerial equipment is supported by a same-as-new warranty, short lead time and strong service network.

DEUTZ Xchange engines mirror the fundamental qualities integral to these reconditioned units.

"Due to the rapid expansion of the reconditioning business, Terex needed to partner with a supplier that has a long, proven track record of supporting our operation's growth. The reconditioning business is highly dynamic due to the wide variety of Genie aerial equipment models available. It would be challenging to grow this business without a flexible, capable supplier."

DEUTZ's remanufacturing facility was able to ramp up supply to Terex within 2 weeks of receiving the initial order. Existing Terex production logistics channels were leveraged to smoothly add the incremental demand from the company's reconditioning operations. Beyond engine supply, DEUTZ Xchange operations will



provide a "plug-and-play" dressed engine including mounting components and ancillary system installed to minimize cycle time and manufacturing complexity for the Terex reconditioning facility.

"We're honored to partner with Terex," said Steve Corley, chief sales officer for DEUTZ. "Our combined efforts with Terex will both grow and strengthen the relationship with our broad, shared, end-customer base."

Source: DEUTZ Corporation

Avant Tecno Introduced Multi-functional Loaders at CONEXPO-CON/AGG 2017

Though Avant Tecno USA is celebrating its 5-year anniversary in North America this spring, it was their first time exhibiting at CONEXPO-CON/AGG. Avant, manufactured in Finland, is well-known in Europe and in over 50 countries worldwide.

The North American team was showcasing Avant's 200, 400, 500, 600, and 700 series loaders along with various attachments suited for professionals in the Construction, Demolition, Landscaping, and Mining markets.

The Avant loaders are truly multi-purpose, multi-functional machines. With hundreds of attachments to choose from, there is a solution for every market segment from Landscaping and Property Maintenance to Material Handling and Farming. They are especially popular amongst municipalities and many tree-care specialists.

In the Construction and Demolition market, the loaders utilize many attachments

in a variety of configurations including concrete mixers, soil screening buckets, vibrating plate and brick paver installation clamp for construction

projects; hydraulic breakers, cutter crusher, and an asphalt grinder for demolition jobs. Avant's backhoes, trenchers, and augers are ideal tools for digging applications within construction projects. In seconds, with Avant's unique attachment coupler and hydraulic multi-connector, you can release the attachment and hook up a bucket to carry the debris away.

The lightweight design of the Avant also makes it ideal for work inside buildings. They can be lifted onto a roof, take



the freight elevator to the basement, and perform tasks in tight spaces that usually requires manual labor. The hydrostatic drive system, offset telescopic boom providing great visibility, and multi-function joystick give you full precision control for the best possible results.

These versatile machines have multiple cab options, provide excellent lift to weight ratio, and offer low operating and maintenance costs.

Source: Avant Tecno USA

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BKT Showcased its Impressive Earthmax Lineup at CONEXPO-CON/AGG

BKT was on the international stage at CONEXPO-CON/AGG 2017, Las Vegas, Nevada, to display the top-of-the-range tires of its Earthmax tire lineup for construction, mining and earthmoving vehicles.

Visitors had the opportunity to take a close look at some outstanding members of the great Earthmax product family, which has been growing more and more to meet even the most demanding user requirements. These BKT tires are designed for the purpose of favoring best load distribution on the ground when fitted on dumpers, wheeled loaders, dozers, or graders.

All Earthmax patterns have a common feature: the All Steel structure conferring major resistance to the casing and hence against impacts such as punctures and penetration of foreign matters. These features are of essential importance when facing obstacles on the ground, which might expose the tire to the serious risks

of puncture or casing deterioration. The Earthmax lineup satisfies user needs on difficult terrains such as those belonging to large construction sites, quarries, pits and mines.

Yet, the most spectacular tire in the Earthmax range, is Earthmax SR 45 Plus. One cannot be but amazed at the sight of Earthmax SR 45 Plus, BKT's new giant tire. A real eye-catcher with its stunning diameter dimensions of 2.70 m (size 27.00 R 49). Specifically engineered for rigid dumper, this giant radial tire is ideal for long-haul operations. Additionally, the strong All Steel casing structure ensures excellent stability and makes it particularly resistant to any kind of impacts such as cuts, tears and abrasions, whatever the operating conditions are.

The Earthmax SR 22 is a tire designed for loaders and graders operating on snow-covered terrains that was displayed in size 20.5 R 25. The large footprint area provides



excellent performance during snow-clearing operations. In addition, the combined action of the compound, the aggressive tread design and its grooves provides

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outstanding traction and road grip on snowy grounds.

The Earthmax SR 30, engineered for articulated dumpers and wheel loaders, were showcased in size 20.5 R 25. Its special compound, resulting from a particular production process, enables the tire to resist to cuts and abrasions as well as to quickly dissipate the heat developed during operations.

For articulated dump trucks, the Earthmax SR 41 was also on display in size 20.5 R 25. This special tire shows a deep tread with reinforced connecting elements, which provide better lug stiffness resulting in increased stability. The special lug design also ensures excellent traction – an

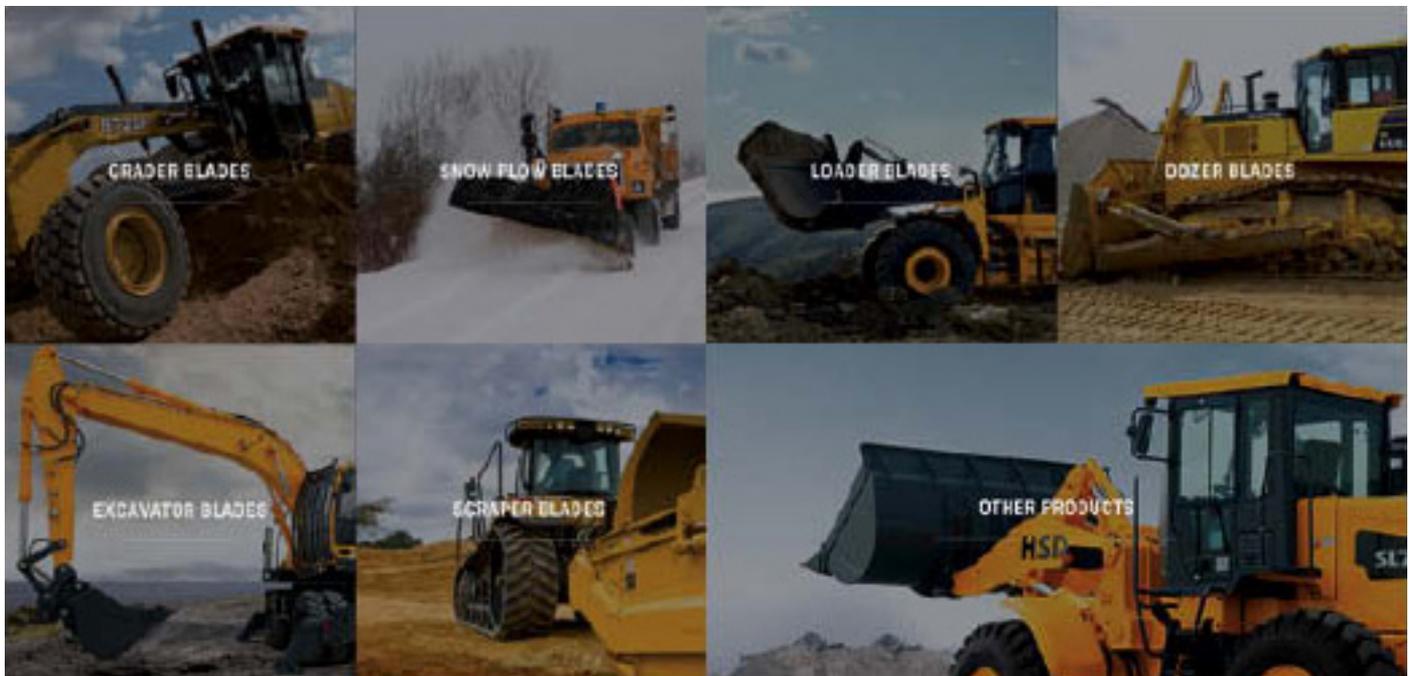


essential feature for articulated dump trucks operating on the toughest terrains under severe conditions. Moreover, Earthmax SR 41 benefits from the ultimate BKT compounds, which stand for best product performance and durability.

To complete the lineup on display, the Earthmax SR 49 was showcased in size 33/65 R 33. It has been specially designed for loaders and dozers operating in severe mining operations requiring exceptional

traction. Thanks to the L-4 deep tread, this tire offers an extended product life-cycle and provides a longer tread wear in addition to excellent resistance to rock cuts, and punctures. The Earthmax SR 49 is characterized by a special cut-resistant compound enhancing the tire's cut resistance on extremely tough terrains.

Source: Balkrishna Industries Ltd. (BKT)



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Camso Tires Keep Skid Steers Rolling in Massachusetts

A large construction company in Massachusetts recently chose to fit its skid steer fleet with the new Camso SKS 532 tires for a balance between traction and service life. After putting the SKS 532 to the test, the J. Masterson Construction Corporation quickly saw its value.

"This tire really gives us a good middle ground for traction, performance and service life as well as reduced cost per hour benefits," says Kevin McGuire, Masterson Construction's fleet manager.

With their large fleet of equipment doing all different jobs, J. Masterson Construction was having a hard time finding a tire that would give them the performance and quality they need for general duty jobs. On any given day, the company is operating between 20 and 40 skid steers on different surface conditions. And this is above and beyond the skid steers the company owns through its equipment rental division, MasterRents.



COST SAVINGS IS NOT ABOUT BUYING THE LOWEST-PRICED TIRE

Durability is the key factor affecting Mr. McGuire's choice in tires. Buying the lowest-priced tire often means that staff must spend more time doing tire repairs and putting on replacements while dealing with customer complaints. If any one of the skid steers is down due to a flat or damaged tire, it could cost Masterson Construction thousands of dollars.

Understanding Kevin McGuire's need for durability, Masterson Construction's tire dealer recommended the Camso SKS 532. Camso designed the SKS 532 for optimal durability and traction with extra-deep directional tread and curved tread lugs. Its unique stepped tread pattern provides excellent mud clean out for better off-road traction and comes with new void

guard tread protection to reinforce and protect the carcass from punctures and flats.

Mr. McGuire decided to try them out. He asked his operators to test the tires in the company's materials area. The skid steer operators ran the SKS 532 tires on everything from mud, dirt and rocks, to steel debris and concrete while lifting heavy loads. The SKS 532 proved to be a winning solution for Kevin McGuire. "These tires have a better rubber com-

pound than their previous generation of Solideal Xtra Wall as well as a good tread design. They give us the traction that we need without sacrificing service life," he says.

Mr. McGuire noted that in their MasterRents rental operation, a lot of the skid steer tires come back off rent with sidewall damage. Through research, Camso discovered that impact to the sidewall is actually the leading cause of premature failure in skid steer tires. To protect against sidewall damage, the SKS 532 incorporates Camso's impact guard sidewall design that deflects objects and debris away from the tire.

Camso introduced the next-generation, bias-ply SKS 532 last October to provide the lowest operating cost solution for general duty applications on soft soil surfaces.



"Camso is continually improving and expanding on its industry-leading selection of skid steer tires and tracks," says Mike Dembe, Product Management director, North America and Latin America – Construction. "We've taken durability to a new level with the Camso SKS 532. It surpasses its predecessor, the Solideal Xtra Wall, with 30% longer life."

"In a large fleet like ours with over 300 machines, 30% longer life can make a huge difference in operating costs," says Kevin McGuire.

THE RIGHT TIRE FOR THE APPLICATION

"At Camso, everything we do is designed to provide our customers with their lowest operating cost solution. By providing customers with the widest range of skid steer tires on the market, we give them the ability to find the best tire to suit their particular application," says Mr. Dembe.

Kevin McGuire appreciates the choice. "Between the SKS 532s and some of the other options Camso has for us, it gives us a full toolbox to pick from. It allows us to put the right tires on the right machine for the right job," he says.

Source: Camso

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Allen Introduces its New 255T4 Triple Roller Tube Paver

Allen a leader in professional quality site prep and concrete placing and finishing equipment, announced the debut of their newest form riding paver. The 255T4 is a high production, triple roller tube paver that is great for concrete streets, parking lots, shoulders, ramps, approaches, airfields and more.



The Allen 255T4 is powered by a 49.5 hp Tier 4 final (T4f) Hatz 4H50TIC diesel-engine. It can do the work of larger more expensive pavers in many applications. The paver is easy to transport and setup due to having a lighter weight than traditional slip-form pavers. The 255T4 also supports our optional gang vibration system which helps properly consolidate the concrete during the paving process.

Allen Engineering Corporation (AEC) is headquartered in Paragould, Arkansas. The family-owned company designs, engineers, manufactures and markets concrete and related equipment that is sold and rented through a network of dealers and rental centers around the world.

Source: Allen Engineering Corporation

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Elgin Sweeper Renews NASCAR Green Partnership

Elgin Sweeper has renewed its partnership with NASCAR Green™ for 3 years and will continue to serve as the Official Sweeper of NASCAR Green.

“Elgin Sweeper has provided trackside support for NASCAR for more than 15 years. Since we entered into our NASCAR Green partnership 4 years ago, we have experienced incredible success,” said Mike Higgins, vice president and general manager of Elgin Sweeper. “Our company shares NASCAR’s passion for, and commitment to, protecting the environment through sustainable practices.”

As the Official Sweeper of NASCAR Green, Elgin Sweeper is present at each NASCAR race event weekend to support NASCAR’s Air Titan equipment to dry rain-soaked racetracks, saving jet fuel and reduce NASCAR’s overall carbon footprint. In addition to supporting the Air Titan equipment with the revolutionary Elgin Crosswind® Specialty Track Sweeper, the

company helps clean and dry the tracks during caution periods when necessary.

In 2016, the Elgin Track Sweeper helped with drying rain-soaked tracks and vacuuming up standing water, rubber and debris around the pit area at 76 races of the National Series and more than 200 National Series practice sessions.

“Based on our Crosswind GRS unit used to vacuum liquid glycol from airport runways, the Elgin Track Sweeper includes unique technology features developed specifically for a racetrack setting,” said James Crockett, product manager at Elgin Sweeper. “These features include a thermal imaging camera that helps the operator locate liquids that may be camouflaged from the naked eye; a side air-blast nozzle



capable of moving air at 434 km/h for locations such as grass on the inside field, pit areas and weepers; a reverse sweep system equipped with radar; a 566 m³/min rated fan; a hydraulically-driven side broom with plastic bristles; and a soft-wall attachment to vacuum out behind the cracks on the racetrack and the soft wall before and after each race.”

By speeding up the time it takes to clean and dry the track, the Elgin Track Sweeper assists the overall process of keeping the race event on schedule.

Source: Federal Signal Corporation

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Vactor Updates RamJet® 850 Series Truck Jetter

Vactor Manufacturing has introduced updates to the popular Vactor RamJet® 850 Series truck jetter used by sewer cleaning professionals for more than 40 years in sewer blockage and preventive line maintenance applications. Featuring a choice of front- or rear-hose reel locations, and unique productivity-enhancing options such as an aluminum rear shroud and an optional JetRodder® water pump-heated cabinet, the updated Ramjet 850 truck can be configured to match the customer's needs.

"The RamJet 850 continues to raise the bar for truck jettors in the industry" said David Brockman, associate product manager at Vactor Manufacturing. "The evolution of this product since the 1970s is due to Vactor's ongoing commitment to innovation and technology to meet the changing needs of our customers. Every Vactor RamJet 850 is built with quality, tested components and backed by the most experienced dealer network in the



industry."

An integral aluminum rear shroud with heavy-duty, see-through Lexan windows is available. Large service access doors on both sides of the shroud enable easy greasing, maintenance and service.

"Operating with the doors closed optimizes the heat containment for cold-weather protection, better than any jetter in its class," said Mr. Brockman. "The innovative rear shroud keeps the hose and

components warm and protected, which is a big advantage for operators who need to quickly set up and clean while working in extremely cold conditions."

The JetRodder® water pump is located at the side of the unit below the top of the chassis frame, allowing 100% of the water to gravity feed the pump to optimize water pump efficiency and eliminate the potential for water pump damage due to cavitation. The pump location provides complete access for operation and maintenance from ground level.

Designed specifically to clean sewers, Vactor's exclusive JetRodder water pump uses a slow pump stroke to deliver maximum, continuous flow and pressure with minimal wear. This jackhammer action provides optimal cleaning capability, and since the pump is hydraulic and uses a single piston, no components or belts prone to breakdown are required.

The RamJet 850 comes standard with a certified flow of 0 to 300 l/min at a variable pressure up to 172 bars (2,500 psi) at the hose reel for the flexibility to clean any size line.

In addition to the Vactor RamJet 850 truck, Vactor offers a full line of RamJet trailer and skid-mounted jettors specially designed for cleaning municipal sewer, drain and pipe lines and culverts.

Source: Federal Signal Corporation

Ring-O-Matic Introduces Compact FT150 Vac-Ex Unit

Ring-O-Matic's new compact vacuum-excavator unit gives rental agencies and start-up contractors an economical, versatile hydro-excavator to use on jobsites too small for typical vac-ex rigs. The Ring-O-Matic FT150 with 568 l spoils tank mounts easily in the bed of a pickup or can be mounted to a skid steer via an attachment plate for easy access even in the tight confines of many urban residential properties.

"The FT150 completes a range of sizes available for applications in a wide array of restrictive environments, including those in which larger rigs just won't fit or are too confined to maneuver a larger rig once it's on location," said Brian Metcalf, Ring-O-Matic CEO.

Mr. Metcalf said the FT150 is also well suited to the entry-level contractor who needs a versatile yet economical hydro-excavator with Ring-O-Matic dependability.

Source: Ring-O-Matic Inc.



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Watch for the  logo

Appointments

Hartington Equipment is pleased to announce the hiring of **Mario Tremblay** as sales representative for their Perth location. With over 30 years' involvement in the heavy equipment industry, he brings valued knowledge and experience to the sales department.

In his position, Mr. Tremblay will promote and sell the Kubota brand throughout Frontenac and Lanark County and take on Eastern Ontario with the Doosan line of Wheel Loaders and Excavators.

Mr. Tremblay attended the ROC (Doosan's Real Operating Center) in Arizona and is ready to put that knowledge to work on this new territory.

He started his career in Toronto as a heavy-duty service technician then later as shop lead hand. He transferred to the Ottawa region in the 1990s and worked various positions as road service technician, service manager, rental representative, compact equipment sales specialist and most recently as a business partner for a local compact equipment dealership.

"We are excited to see him take on this new challenge and know he is looking forward to dealing with a great new and existing customer base," says Troy Emery, manager at Hartington Equipment.

Source: Hartington Equipment



MMFX® Steel Corporation of America announces the addition of 2 sales managers to its North American sales team. **Jon Walter** joins the company as regional sales manager in the Northeast region, and **Charles E. Noonan** joins the company as regional sales manager in the North Central region. They will be responsible for driving sales and expanding the use of MMFX steel products throughout their assigned regions.

Both Mr. Noonan and Mr. Walter bring a wealth of technical sales and business development talent to the MMFX regional sales team that will help serve MMFX's customers.

"Each has demonstrated his individual ability to establish strong relationships and apply technical solutions to meet customers' challenges," said Sherry Sweitzer, vice president of Sales and Marketing at MMFX Steel Corporation. "This talent will serve customers well in applying MMFX solutions to reduce construction and maintenance costs and extend structural service lives."

Most recently, Charles E. Noonan was regional sales manager, Northeastern U.S. and Eastern Canada for TESTO, a manufacturer of portable combustion and emission analyzers, where he grew relationships and met customer needs in a broad range of industries. Prior to that, he was national sales manager with



Wellington Drive Technologies in the industrial motor business and also held key regional sales manager positions with industrial manufacturers in the assembly automation, industrial coatings, and electric motor businesses.

Prior to joining MMFX, Jon was national sales manager for the North American rail industry with ERA-Contact USA, where he coordinated the company's resources to provide technical electrical solutions to rail transit customers. He also held a key regional parts management position with TransAxle in the transmission and hydraulic components industry. Prior to that, he held account, branch and operation management positions for several service companies.

Source: MMFX® Steel Corporation of America



Scott Raffaelli has been named the new vice president and general manager of **Pettibone/Traverse Lift, LLC**. In his new position, Mr. Raffaelli will oversee all company activities, including engineering, operations, sales and aftermarket.

Scott Raffaelli has held previous roles over the past 7 years – including vice president and director of manufacturing and continuous improvement – for the Pettibone Heavy Equipment Group, which includes Pettibone/Traverse Lift and 2 sister companies. Before that he spent 6 years in the aerial work platform division of Terex Corporation. Mr. Raffaelli has a Bachelor of Science degree in mechanical engineering from Michigan Technological University.

"It's an honor to be taking the reins at Pettibone," said Scott Raffaelli. "Our goal is to continue to carry on the legacy that Pettibone has established with its material handling products for over 135 years, while continually improving our internal processes and striving to provide innovative and high-value solutions for our customers."

Source: Pettibone/Traverse Lift, LLC



The Timken Company has announced the appointment of **Sean Hazelton** to managing director of Canada. In his new position, Mr. Hazelton will lead Timken's business operations in Canada. He reports to Brian J. Ruel, vice president for the Americas.

Sean Hazelton joins Timken from Canadian Bearing where he was the strategic business manager. Previously, he worked at Emerson Canada for 17 years in various leadership positions including sales, marketing, business development and operations.

Source: The Timken Company



Nissan NV Cargo X Concept at the Chicago Auto Show

The Nissan NV Cargo X concept was built for Nissan with the help of Ian Johnson, an off-road modification expert and host of the TV show "Xtreme Off-Road".

Starting with a stock NV 2500 HD Cargo – and its rigid, fully boxed ladder frame – Ian Johnson and his team set out to build a custom vehicle that could handle everything from maintenance to mayhem. They kept the



stock leaf springs out back and slapped on an off-road suspension system that boosted ground clearance to 55 cm. There is enough space in the wheel wells to fit 37" General Grabber X3 off-road tires.

The concept van is powered by the Cummins 5.0 I V8 turbodiesel from the Nissan Titan XD pickup. It puts out 310 hp and 555 lb-ft of torque. The NV Cargo X also borrows the Titan XD's heavy-duty Aisin 6 speed transmission and 4-wheel-drive system.

Nissan gave the NV Cargo X a special paint, LED lights, a steel-



tube front bumper, a skid plate and a 4,500 kg winch.

With 6.6 m³ of available cargo space, the build team decided to go all out – equipping it with all the goodies usually found in an off-road support vehicle. The custom build-out utilized the NV Cargo's standard reinforced mounting points and standard cargo containment system. Ultimately, the cargo bay was filled with an onboard air system, fluid containment and storage, full-size spare, recovery rope, recovery tracks, high-lift jack, portable welder and the always important tool bag.

Source: Nissan North America, Inc.



New Genuine Mack Engine Oil Extends Drain Intervals, Reduces Customer Costs

Mack Trucks recently announced extended engine oil drain intervals for customers using its newly formulated genuine Mack® Engine Oil EOS-4.5. Depending on the application, oil drain intervals have been extended by up to 24,000 km compared with previous formulations, helping reduce customer maintenance costs. Introduced as the factory fill in Mack's 2017 engines, genuine Mack Engine Oil EOS-4.5 also extends drain intervals for all 2011 and newer Mack engines.

"There is a misconception that Mack Engine Oil EOS-4.5 is simply a rebranded version of the other engine oils on the shelf, and nothing could be further from the truth," said Scott Barraclough, Mack technology product manager. "Mack Engine Oil EOS-4.5 is a proprietary formula that is tested and approved with

Mack equipment, which allows us to extend drain intervals."

With Mack Engine Oil EOS-4.5, drain intervals have been extended to 96,000, 80,000 and 64,000 km for long-haul, regional-haul and heavy-haul applications respectively. During the life of a Mack truck, these extensions allow customers to skip between 4 and 16 oil drains, helping save hundreds of dollars per year per truck.

Mack Engine Oil EOS-4.5 is available in 10W30 and 15W40 weights and meets Mack's stringent EOS-4.5 engine oil



standard, which offers protection above and beyond the new American Petroleum Institute (API) CK-4 specification by requiring enhanced performance for oil oxidation and oil aeration control. It is also formulated with a lower viscosity, helping improve fuel efficiency, even under high loads and high ambient temperatures.

Mack Engine Oil EOS-4.5 can be used anywhere API CK-4 oils are recommended and is also fully backward compatible with all API CJ-4 applications.

Source: Mack Trucks



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Agenda

- ICRI 2017 Spring Convention**
March 15 - 17, 2017
Montreal, QC Canada
- NASCC: The Steel Conference**
March 22 - 25, 2017
San Antonio, TX USA
- WASSERLEBEN - Wasser Berlin International 2017**
March 28 - 31, 2017
Berlin, Germany
- SMOPYC.**
April 4 - 7, 2017
Zaragoza, Spain
- Journée Expo-Bitume**
April 6, 2017
Drummondville, QC Canada
- National Heavy Equipment Show**
April 6 - 7, 2017
Toronto, ON Canada
- ExpoCam, Canada's National Trucking Show**
April 20 - 22, 2017
Montreal, QC Canada
- APWA - 2017 Snow Conference**
April 23 - 26, 2017
Des Moines, IA USA
- APEX**
May 2 - 4, 2017
Amsterdam, the Netherlands
- APOM Technical Day**
May 18, 2017
Sorel-Tracy, QC Canada
- IRT Asia 2017**
May 25 - 27, 2017
Bangkok, Thailand
- Canada North Resources Expo**
May 26 - 27, 2017
Prince George, BC Canada
- 2017 AORS Municipal Public Works Trade Show**
June 7 - 8, 2017
Milverton, ON Canada
- INTERMAT ASEAN**
June 8 - 10, 2017
Bangkok, Thailand
- Atlantic Truck Show**
June 9 - 10, 2017
Moncton, NB Canada
- SIMA Snow & Ice Symposium**
June 20 - 23, 2017
Montreal, QC Canada
- Minexpo Africa**
August 10 - 12, 2017
Dar es Salaam, Tanzania
- APOM Technical Day**
September 14, 2017
Charlesbourg, QC Canada
- International Construction & Utility Equipment Exposition (ICUEE)**
October 3 - 5, 2017
Louisville, KY USA
- inter airport Europe 2017**
October 10 - 13, 2017
Munich, Germany
- Waste & Recycling Expo Canada / Municipal Equipment Expo Canada**
October 25 - 26, 2017
Niagara Falls, ON Canada
- InfraTech**
January 10 - 12, 2018
Essen, Germany
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March 13 - 16, 2018
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- INTERMAT Paris**
April 23 - 28, 2018
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A newcomer in the Class 7 & 8 Cabover category

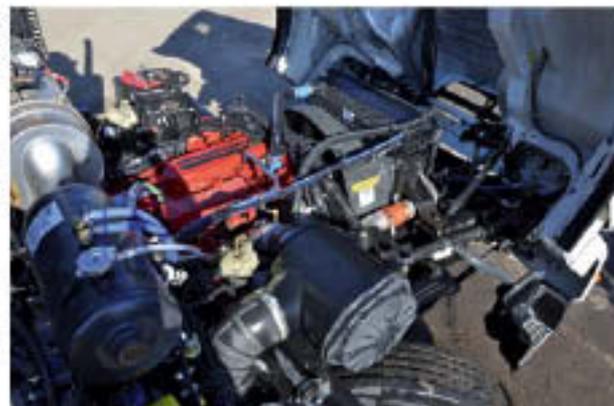
The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.



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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