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A Word From the Publisher

As usual, InfraStructures offers you a content rich in product news and technical articles that should interest you.

In the coming weeks, there will be plenty of activity in the industry. Not only will there be no less than two truck shows in Montreal, but it is also the time for bauma + mining, the biggest equipment show on earth.

With over 400 000 visitors from around the world gathering in Munich for a week, 3000 exhibitors, and 540 000 m³ of exhibit space, this trade show is something to be seen at least once in your life.

We are also preparing for the upcoming municipal equipment shows in Quebec and Ontario, we will report on them in the May and June/July issues.

Take a few minutes to contact us to update your coordinates. You can also add your colleagues to our mailing list. Send us an e-mail or a fax...

Enjoy your reading,

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Editor/Publisher



On the cover:

This big Peterbilt logging truck is the first of its kind equipped with an Allison automatic transmission. It was presented to representatives of the industry last Fall in the Lac-Saint-Jean region in Quebec.

This innovative concept uses a smaller engine and drivetrain components, while being able to cope with the rough working conditions to improve productivity.

RAYDAN MANUFACTURING COMPLETES LEHIGH CEMENT COMPANY CONTRACT ESTABLISHES NEW BUSINESS SEGMENT

Raydan Manufacturing Inc. announced recently that it has completed a modification contract for tandem axle spring conversions for Inland Kenworth of Surrey, in British Columbia. Over the past year, Raydan has completed a substantial number of tandem steer spring and air conversions for the Lehigh Cement Company. Several tandem/ tandem units equipped with Raydan's factory rear Air Link[™] have also been received for front air conversions.

"Kenworth supplies factory tandem spring 72" configurations," stated Ray English, president and CEO of Raydan Manufacturing. "To meet BC Department of Transportation interaxle regulations, Inland Kenworth required a 52" and 54" equalizing spring suspension for Lehigh's fleet of T800B mixers. Raydan was granted the modification contract because



we specialize in custom engineering and manufacturing," he concluded.

The Lehigh Cement Company and its related companies have become leading suppliers of cements and construction materials in the United States and Canada. Annual production places them among the top concrete producers in North America. Source: Raydan Manufacturing Inc.

CANADIAN CONSTRUCTION ASSOCIATION PRESENTS AWARD TO MAPLE REINDERS CONSTRUCTORS

The Canadian Construction Association (CCA) on March 9th presented the CCA Environmental Achievement Award to Maple Reinders Constructors Ltd. of Mississauga, Ontario for their ground-breaking Hamilton Centralized Compost Facility project. The award was presented as part of the National awards breakfast held during CCA's 89th Annual conference held at the Westin Rio Mar in Puerto Rico.

The Environmental Achievement Award is presented to a member firm who has demonstrated excellence in pursuing environmental actions or innovations within the Canadian construction industry. Given the heightened importance that Canadians have put on environmental issues, this award is an example of the increased environmental stewardship that the industry is pursuing.

"The Canadian Construction Association is pleased to recognize Maple Reinders with the highest honor it can bestow upon a company for environmental leadership," stated Alfonso Argento, outgoing chairman of the Canadian Construction Association. "By winning this award twice in the past three years, Maple Reinders has set itself apart as a leader within the construction industry for its commitment to preserving and enhancing the natural environment."

The \$30,7 million Central Composting Facility (CCF), completed by Maple Reinders in June 2006, is capable of processing 60 000 t of organic waste per year – about one-third of Hamilton's residential waste stream. Since start-up in May 2006, the Hamilton CCF has become a model operation, visited by representatives of municipalities from North America, Europe, Asia and Africa; all seeking comparable solutions for their waste management programs. Built on reclaimed industrial land and using a closed system that recycles water and contains odors through a 12 000 m³ biofilter, this facility is a model of environmental achievement. "Recognizing that landfill space is limited, Hamilton City Council adopted a Solid Waste Management Master Plan to achieve an aggressive goal of 65% waste diversion from landfill by the end of 2008," says Craig Murdoch, manager of Waste Disposal for the City of Hamilton's Public Works Department.

The construction and operation of the CCF is a key component of the Master Plan and is recognized as integral to the municipality's success in meeting its waste diversion target.

"We were pleased to be selected for this leading-edge project," notes John Haanstra, vice president (Environmental) of Maple Reinders. "Our understanding that we were not constructing a simple building, but a living machine, permeated every aspect of the project."

This is the second time in three years that Maple's work as leaders in environmental design is being recognized on a national level. In 2005, Maple Reinders was acclaimed with the same award for its wastewater treatment project in Jasper, Alberta. The prestigious award identifies, encourages and promotes technologies, products, designs and construction practices, which serve to protect or improve the environment.

Source: The Canadian Construction Association

CUMMINS ANNOUNCES APPROVAL OF B20 BIODIESEL BLENDS

Cummins Inc. recently announced the approval of biodiesel B20 blends for use in its 2002 and later emissions-compliant ISX, ISM, ISL, ISC and ISB engines. This includes the recently released 2007 products.

Cummins is able to upgrade its previous position on the use of biodiesel fuel, which limited the use to B5 blends only, up to B20 for three key reasons. First, the American Society of Testing Materials specification ASTM D6751 now includes an important stability specification for B100 biodiesel. Second, the availability of quality fuels from BQ-9000 Certified Marketers and Accredited Producers is growing rapidly; and third, Cummins has completed the necessary testing and evaluations to ensure that customers can reliably operate their equipment with confidence using B20 fuel.

"We have completed exhaustive analysis and test evaluations which enable Cummins to provide the necessary guidance and information to our customers for the proper and successful use of this fuel in our engine," said Edward Lyford-Pike, chief engineer - Advanced Alternative Fuel Programs. "This will enable our customers to have a choice that includes renewable fuel."

The popularity and use of biodiesel fuel continues to climb. Recent studies predict that, by 2008, 4,5 billion I of B100 biodiesel will be produced in the United States. Cummins will continue its efforts to ensure that future products will be compatible with biodiesel fuels, and will continue to participate in industry efforts aimed at the development of consistent quality throughout the biodiesel industry.

Source: Cummins Inc.

CARLYLE TO ACQUIRE GOODYEAR'S ENGINEERED PRODUCTS DIVISION

Global private equity firm The Carlyle Group recently announced that it has signed a definitive agreement to acquire The Goodyear Tire & Rubber Company's Engineered Products Division in an all-cash transaction



Conveyor belt scale CS 1000 wireless Servi valued at \$1,7 billion. The transaction is subject to customary closing conditions, including the receipt of regulatory approvals as well as completion of a labor agreement with the United Steelworkers union.

Founded in 1898, Goodyear Engineered Products manufactures hoses, conveyor belts and power transmission belts, as well as tank tracks for military and off-road vehicles. Following the transaction, the Company's headquarters will remain in Akron, Ohio and current management, including president and CEO Timothy R. Toppen, will continue to lead the business.

Carlyle managing director Daniel A. Pryor said, "We are extremely excited about this unique opportunity. Goodyear Engineered Products' served markets offer many opportunities for growth, both in the U.S. and internationally, and the company has achieved leading positions under Goodyear's ownership. We look forward to working with



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Goodyear Engineered Products' management and employees, as well as the United Steelworkers, to further build the business off this strong base."

Lehman Brothers and Latham & Watkins LLP advised Carlyle on the transaction. Financing for the transaction was arranged by Lehman Brothers, J.P. Morgan Securities Inc., and Goldman Sachs Credit Partners LP.

Source: The Goodyear Tire & Rubber Company

AECON AWARDED \$49 MILLION CONTRACT TO WIDEN 407 ETR

Aecon Group Inc. today announced that its Construction and Materials division has been awarded a \$49,1 million contract to widen the median of Highway 407 northwest of Toronto between Highway 427 and Highway 401.

The project will add two inside lanes along the 27 km stretch from Highway 427 in the east to Highway 401 in the west, expanding the central section of the highway and improving traffic flow during peak hours. This follows a similar project that Aecon completed in 2006 to widen 407 ETR between Highway 427 and Highway 404.

Aecon, one of the original partners in the development, design, construction and operation of 407 ETR, will reconstruct the highway median and perform the grading, drainage, hot mix paving and illumination work on the project.

Work on the project, which includes a very aggressive schedule and a commitment to minimize traffic disruption as much as possible during construction, is scheduled to be completed in September 2007.

"Aecon has worked on Highway 407 ETR since the beginning of construction of the original 407 project in 1994, and we are pleased to have been awarded this contract," said Teri McKibbon, president of Aecon's Civil and Utilities Group. "This contract award highlights the confidence that clients like 407 ETR have in Aecon's ability to deliver challenging projects within aggressive schedules."

"This is good news for customers as more lanes mean faster trips," said Antonio de Santiago, president and CEO of 407 ETR. "We're proud of our reputation as a fast, safe, reliable highway and Aecon's commitment to complete this project within our tight schedule requirements."

Source: Aecon Group Inc.

This Peterbilt Megaload Is Equipped With An Allison Automatic Transmission

Last Fall, in Quebec's Lac-Saint-Jean region people came from as far away as New Brunswick and Nova Scotia to attend an unusual event. Peterbilt dealers JDH Peterbilt, of Saint-Felicien, and Transdiff Peterbilt, of Quebec City, were showing off a 136 t GCW Peterbilt logging tractor. The event was supported by representatives of Allison Transmission and their distributor, Detroit Diesel Allison Canada East (DDA CE).

JDH Peterbilt specializes in heavy load applications with the support of the factory. They are accredited by Peterbilt to modify the vehicles in order to adapt them to the particular needs of the local customers.

Logging operations require extra heavy duty components such as planetary differentials and high capacity suspensions. These components are adapted and installed by JDH Peterbilt.

The truck featured here is owned by Les Déblayages GR Inc., of Girardville, Quebec. It

has been built for a heavy weight logging operation and, thanks to its 85 000 lb capacity planetary differentials, it is rated at over 300 000 lb. There are dozens of these impressive "megaload" loggers in the region. Meeting one of them on a logging road gives you a mixed feeling of concern as well as respect!

At the moment, the logging industry goes through a serious crisis and faces increasing

competition. In order to survive, operators must find ways to increase productivity in all aspects including transportation. Given these circumstances, the solution presented by JDH Peterbilt generates a lot of interest – as shown by the 100-person crowd who met in Girardville in order to attend the event.



The concept truck presented by JDH Peterbilt is a first in North-America as it is the first one of this type ever built with an electronic Allison fully automatic transmission. Peterbilt is innovating by showing that the combination of the Allison transmission with an auxiliary transmission that can shift on the run, matched to a smaller engine can of the Allison transmission that facilitates the initial starts – particularly on hilly or slippery roads. Also, thanks to a better acceleration brought by the constant flow of torque to the wheels, the truck was able to keep up with the traditional rig despite its 100 hp deficit.

But, the most important part of the story, according to Richard Pelletier, president



deliver similar performance and better fuel consumption than traditional rigs.

Spectators were able to see the concept truck (automatic / 500 hp) in real-world operating conditions and compare it to a more conventional vehicle using an 18-speed transmission and a 600 hp engine.

It was easy to appreciate the smoothness



of Les Déblayages GR Inc., is this concept truck's significantly lower fuel consumption as well as the ease of operation that reduces driver fatigue and improves safety.

Source: Allison Transmission, Detroit Diesel-Allison Canada East, Peterbilt Motor Company, JDH Peterbilt, and Transdiff Peterbilt



A video of this demonstration can be seen on www.infrastructures.com

InfraStructures English Edition April 2007 - page 7

Giving Energy Waste the SLPP: Ontario Mines Partner to Improve Energy Efficiency and Save Money

Brian Young, manager, Conservation Fund, Ontario Power Authority Special collaboration



Do you have a leaky hot water tap in your home? A drop here, a drop there...it's no big deal, right?

Wrong! A leaky tap, at one drop per second, wastes 800 I of water per month, not to mention the extra money you are spending to heat it. It all adds up to the drip, drip, drip of your energy dollars going right down the drain. Fixing it is just as easy as replacing a rubber washer that costs a few pennies.

In much the same way, the Ontario Mining Association (OMA) and Ontario Power Authority (OPA) have teamed up to fix another kind of small, steady leak that wastes energy and costs mines thousands of dollars a year. In this case, it is not water but compressed air that is the energy-guzzling culprit.

The Sustainable Leak Prevention Program (SLPP) now underway at three northern Ontario mines will improve electricity efficiency, could help all mining companies save hundreds of thousands of dollars in their operations, and benefit other industries in Ontario that use compressed air in their operations.

Ontario's mining industry spends more than \$500 million each year for energy, and this ranges from 15 to 30% of operating costs depending on the type of mining operation. Compressed air systems, found in underground mines, are one of the largest contributors to electricity costs. Even small air leaks in these systems can increase electricity costs substantially by causing compressors to overwork, leading to wasted electricity and higher operating costs.

For example, a single tiny hole equal to 3 mm in diameter wastes air at a rate of about 12 l/s. Even at the low rate of 4 cents per KWh, this leak alone can waste more than \$1000 per year – and those in the industry know that most systems that use compressed air have many leaks. Some plants experience a leak rate equal to 20% of total compressed air production capacity.

In a \$532 000 project, the Ontario Mining Association will oversee audits of compressed air systems at the Williams Mine in Hemlo near Marathon, CVRD Inco's South Mine in Sudbury and FNX's McCreedy West Mine also in Sudbury.

At the Williams mine, one of the largest gold-producing mines in Canada, Employee/ Public Relations Coordinator Roger Souckey says, "Compressed air systems represent one of our greatest areas of operating and energy inefficiency." He notes, "The longer a leak goes undetected, the more compressed air and electricity we waste, and the less efficiently our equipment operates. A key deliverable of the program will be establishing a trigger mechanism that will prevent leaks by telling us that preventive maintenance is required."

The Ontario Power Authority was created to help develop a sustainable, competitive and reliable electricity system for the benefit of Ontario consumers, as well as to help build a "culture of conservation" in the province. Funding for 41% of the project comes from OPA's Conservation Fund, with the balance provided by the OMA and participating sites.

"It is our hope that this project will further the cause of energy conservation both at work, and then at home, as Ontario's mining workforce becomes more aware of the importance of saving energy in Ontario not just to help the environment, but support industry through greater energy efficiency," says Peter Love, OPA's chief energy conservation officer.

The Conservation Fund was established to mobilize as many sectors of the Ontario economy as possible to embrace a culture of conservation. The Fund focuses on enabling conservation education and electricity reduction pilot projects. The key learning points from each of the Conservation Fund programs then shared across all sectors help spark similar programs in other sectors or to build pilot programs into full-scale initiatives.

The Fund needs help designing future programs. Partnering with groups like the OMA helps better promote energy efficiency and a culture of conservation in Ontario. These projects also help build a community of practice which will lead to better conservation programs for everyone.

After little more than a year, the Ontario Power Authority's Conservation Fund has provided \$2,5 million to 37 electricity conservation projects in a variety of sectors of the Ontario economy.

"In addition to identifying benchmarks and developing 'best practices' for the mining



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industry to help them remain competitive in a global economy, one of the key components of this program is also the promotion of a culture of conservation within the mining industry itself," says project manager Ivor da Cunha of LeapFrog Energy Technologies Inc.

"Repairing compressed air leaks in the mine is a cost-effective way to increase energy efficiencies and to ensure ongoing lowcost nickel production," says Dave Tomini, divisional energy coordinator at CVRD Inco. "This initiative is in line with our continuing efforts to build a sustainable future."

Dave Secord, senior maintenance coordinator at FNX McCreedy West mine says, "With training, and the management of this program, we are hoping to detect the problems right away and turn this into a cost saving in electricity as well as maintenance on our compressors."

Key findings of the audits were presented to the OMA in March, with a final report submitted to OPA in May.

Ingersoll-Rand to Sell its Road Development Business Unit

Ingersoll-Rand Company Limited recently announced that it has agreed to sell its Road Development business unit to AB Volvo for approximately \$1,5 billion. The sale, which is subject to government regulatory approvals and other customary closing conditions, is targeted to close in the second quarter of 2007.

The Road Development business unit manufactures and sells asphalt paving equipment, compaction equipment, milling machines, and construction-related material handling equipment. In 2006 Road Development generated net revenues of approximately \$980 million, which included inter-company revenues of approximately \$173 million. The sale includes manufacturing facilities in Letterkenny and Shippensburg, Pennsylvania; Hameln, Germany; Wuxi, China; and Bangalore, India; as well as 20 distribution and service facilities in the United States. The business includes approximately 2000 people worldwide.

"The Road Development business has been a strong contributor to Ingersoll Rand's success for several decades and remains an industry leader with dedicated and talented employees," said Herbert L. Henkel, chairman, president and CEO. "However, the business' markets and products do not fit within our transformed portfolio of diversified industrial businesses."

"The sale of the Road Development business reflects our strategy to transition away from capital-intense, heavy-machinery businesses and improves the company's efforts to consistently achieve aggressive financial objectives over the long term. To that end, we will use the proceeds to make acquisitions and fund innovation and new product development efforts that will generate strong revenue and earnings growth. In addition, we will continue to implement our previously authorized share repurchase program."

Source: Ingersoll-Rand Company Limited



The Sterling Bullet™ Revealed at the World Truck Show

Sterling Truck Corporation has a tough new vehicle in its lineup: the Sterling Bullet[™]. This highly anticipated chassis-cab product was introduced today at the NTEA Work Truck Show 2007 in Indianapolis. The Bullet is the latest addition to the company's full line of Class 3-8 work trucks and will be available at select Sterling dealerships in late Fall 2007.

The Bullet joins the low cab-over Sterling 360[™] to round out the company's midrange vehicle lineup. Competing in the Class 4/5 markets, the Bullet is ideal for demanding applications including construction, residential services, landscaping, municipal services, utility, and pickup and delivery.

"Together with the Sterling 360, the Bullet makes Sterling the only commercial vehicle manufacturer to offer a complete line of Class 3-8 vehicles," said Matthew Stevenson, director of light commercial vehicles for Sterling Truck Corporation. "We gave this truck the tagline 'Nothing Stops The Bullet' because there isn't an application this truck can't tackle. Like all Sterling trucks, the Bullet can be customized for the demands of any job."

Several impressive features come standard

on the Bullet, including a powerful Cummins 6.7 I ISB engine with exhaust brake, a power take-off prep package, and a rugged 86 cm wide, 50 000 psi frame for easy body builder upfit.

Boasting numerous options, the Bullet is offered as a regular cab in four wheelbases or as a quad cab in two wheelbases. It also features two- or four-wheel drive and optional snow plow and towing packages.

Drivers will appreciate the smooth shifting manual or the optional fuel-saving automatic transmission. Standard air conditioning, easy-to-read gauges, and an adjustable tilt steering wheel reduce operator fatigue, while driver and passenger airbags make the Bullet a safe operating environment.

The Bullet will be available at select Sterling dealers throughout the United States and Canada.

"Sterling dealers are work truck experts and are equipped to provide customers with all of the solutions they need to get the job done right," said Mr. Stevenson. "Plus, customers will get the kind of service they expect from a commercial vehicle dealer: service centers with longer hours, and technicians trained to get trucks back to work fast."

Source: Sterling Truck Corporation

Sterling Introduces New Truck for Vocational Market

At the World of Concrete in Las Vegas, Sterling Truck Corporation unveiled a new heavy-duty vocational truck specially developed for the construction and government markets. The Set-Forward Sterling[®] truck features an updated look, improved functionality, and increased visibility, plus it is easier to maintain.

The Set-Forward Sterling will stand out on any work site with its sturdy new chrome with a hood shape designed for a better sight range.

Constructed from polymer substrate, the hood provides improved durability and reduced weight over fiberglass. Plus, getting to the engine is easier with large hood access door openings.

An additional maintenance

feature on the Set-Forward Sterling is quick-change

headlamps - headlamps are easily serviceable from the front of the vehicle without bezel removal.

The Set-Forward Sterling was developed with body builders in mind. An updated quarter fender allows a 111" BBC model with a vertical framemounted exhaust to hold up to

450 I of fuel with a clean CA. The 101" BBC model can hold up to 265 I with a clean CA. "With leading market share in the govern-



ment segment and growing market share in the construction segment, we saw an opportunity to update our offerings for those markets," said Richard Saward, vice president of sales, Sterling Truck Corporation. "As the industry's only full-line provider of Class 3-8 work trucks, we're dedicated to providing our customers with dependable vehicles for every application. All of these features help the Set-Forward Sterling get to work and stay there."

Source: Sterling Truck Corporation



grille and chromed headlight bezels. The Set-Forward Sterling offers safety benefits for construction and government application

InfraStructures English Edition April 2007 - page 10

Cure for back-up blues

Memphis Stone and Gravel Company is improving community relations by removing noisy narrowband back-up alarms on its construction and mining vehicles. Dave Barton speaks with company geologist, Alan Parks.

Construction and mining work, in close proximity to established communities, brings its fair share of headaches – paperwork, compliance and plant noise. Although the inconvenience of bureaucracy is accepted for the sake of the greater good, factors like noise pollution are not. Development and planning committees are becoming increasingly stringent with such issues.

Suburban development has meant excellent growth for construction and mining companies like Tennessee-based Memphis Stone and Gravel Company. The company ensures it does everything it can to ensure professional conduct and corporate responsibility. One of MS&G's top priorities is reducing noise pollution, and switching its existing reversing alarms to bbs-tek® broadband sound back-up alarms has been a positive step.

Permitting for building and mining work can take from a few months up to several years in Tennessee, but can be much longer in other states. Approval is required at the local, state, and federal level. The initial phase is of crucial importance. This concerns the local authorities and takes into account the length of time a jobsite will last, and estimates potential work's impact upon local communities.

"When it comes to back-up alarms, a lot of people have the impression of blaring sirens – the beep, beep, beep stereotype" says Alan Parks, geologist of MS&G. "Installing bbs-tek broadband sound alarms to our growing fleet of mobile construction equipment has improved our dealings with the local community, removing many fears about our continued development and the effects noise may have on nearby residents. By actively addressing our noise pollution issues, the planning process has become more comprehensive." bbs-tek alarms are made by Brigade Electronics, they emit sound across a broader frequency than traditional reversing alarms. This allows alarm sound to be better detected in the immediate vicinity of danger. In addition, these alarms emit an audible, directional hiss as opposed to a noisy, narrowband siren that can be heard in a wider, but less effective vicinity. The overall result is a locatable and safe solution that offers minimal inconvenience and noise pollution.

MS&G is currently piloting a program that involves installing bbs-tek systems as start up alarms on raw material conveyor belts.

Memphis Stone and Gravel was founded in 1910 and operates in 10 locations across western Tennessee and northern Mississippi. Facilities include large processing plants for the production of construction aggregate, crushing operations, and road base-gravel production sites.

Source: Brigade Inc., a wholly owned subsidiary of Brigade Electronics plc



Utility of Bri-Mar Low Profile Heavy-Duty Dump Trailers Saves Time and Money

General and landscape contractors deal with materials like wood, stone, dirt, scrap and debris to be hauled and dumped. Light equipment, such as skid steers, mowers, mini-skids and compact utility loaders, must be brought to the jobsite. Consequently, dump trucks and trailers are necessary tools of the trade. Buying, insuring and maintaining both vehicles is expensive and non-productive as either can stand idle when not in use. Bri-Mar's Low Profile Heavy-Duty dump trailers combine both functions. They are more efficient and cost-effective, allowing full utilization of all equipment and manpower.

Designed for a wide range of applications and capacities, Bri-Mar's Low Profile Heavy-Duty dump trailers have the deck positioned between the wheels. The tires and fenders are located outside the frame and body of the trailer, producing a wider, more stable wheelbase and lower center of gravity.

The Low Profile deck is closer to the ground and minimizes the angle of ramp incline. This makes it better suited for general, landscape or hardscape contractors who transport equipment and haul materials.

Bri-Mar offers four different Low Profile Heavy-Duty dump trailers. Variations between the models exist to provide the best combination of features to meet unique towing requirements. All have 205 cm wide beds that

are 3,65 m, 4,26 m or 4,87 m in

length. Small backhoes, skid steers and mowers plus extra equipment are easily accommodated. A deck height of 68 to 78 cm and 1,8 m ladder ramps facilitate loading and unloading of equipment in tight spaces. Mulch, soil, wood, rock and construction supplies might occupy the same amount of space yet weigh much differently. Bri-Mar LP HD dump trailers have a GVWR of 4500 to 6350 kg, and generous trailer

payloads ranging from 3000 to 4400 kg. The optional

gooseneck models are capable of higher payloads as the towing

vehicle offsets the trailer weight. A Bri-Mar LP HD trailer has a larger volume capacity than a typical mason dump truck. This translates into fewer trips to move bigger loads. The dump bed reaches a 42-45° angle; it has a remote control power lift but engages a gravity release to extend battery life.

Bri-Mar LP HD dump trailers are coated in a durable powder-coated finish and carry a two-year warranty. Low maintenance and reliability are built in to ensure years of service.

Source: Bri-Mar Manufacturing

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www.infrastructures.com

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Easy-Jack Presents 'The Golden Jack'

Easy-Jack, a unique range of lightweight aluminium jacks designed to lift, lower and manoeuvre heavy loads offered exhibition attendees the opportunity to win a 'Golden Jack'

worth \$1000 at The World of Concrete.

Easy-Jack who was also exhibiting at The Rental Show in Atlanta, successfully launched their range of lightweight jacks last year at The World of Concrete and The Rental Show.

The two gold anodized 6,5 t jacks were specially created by Easy-Jack's Engineering Department for the American exhibitions to complement Easy-Jack's movie themed exhibition stand.

"Only two Golden Jacks exist in the world and we believe that in time the Golden Jacks will become a collectors item!", said John Pollock, vice president of sales for Easy-Jack.

Easy-Jack is a range of lightweight

aluminium hydraulic jacks. The product range offers the versatility of plain, claw lift or screwed ram (to mechanically secure the load). The lifting capability ranges from 6,5 to 100 t.

They are used in construction, bridging, demolition, general and civil engineering.

The Easy-Jack product range is lightweight making them much easier to carry than conventional mechanical jacks. Placement of the Easy-Jack is more accurate in load positioning than traditional jacking methods.

The base area of the Easy-Jack range is larger and therefore the loaded jack is more stable than when using traditional jacks.

The Easy-Jack product range is easily maintained and is extremely durable. With normal care expected life is exceptional.

Source: Easy-Jack



InfraStructures English Edition April 2007 - page 12

Ditch Witch Skid Steer Defies the Term "Mini"

The Charles Machine Works, Inc., manufacturer of Ditch Witch[®] underground construction equipment, has released its most powerful and productive mini skid steer to date.

The Ditch Witch SK650 is designed to be more efficient and accomplish more tasks than any mini skid steer in its class. Equipped with a 31 hp Kubota engine, the SK650 is the only mini skid steer that directs 20 hp (net) to the attachment, enabling this relatively small platform unit to outperform other machines of comparable size, even riding units.

"The SK650 has a number of features that really make the operator's life easier," says Mike Lumbers, product manager, "For example, both the fuel and hydraulic tanks are mounted on the outside of the machine's frame. Because the fuel tank is exteriormounted, we could make it larger, and we did. With an 30 I capacity, most jobs can be completed without stopping to fuel. Also, with the hydraulic tank on the outside we could increase its capacity for more efficient hydraulic performance."

Nor does the operator have to shut down the machine to change attachments. Quick-disconnect attachment fittings enable attachments to be changed with the hydraulic system under pressure, which speeds productivity. The SK650 is also equipped with a foot pedal auxiliary control that allows the operator to drive the attachment by foot, freeing up his hands to control depth and ground speed.

To further enhance the accuracy and efficiency of each SK650 attachment, Ditch Witch engineers mounted an attachment-level indicator to the attachment lift frame, allowing the operator to see from the operator's station if the attachment is level. "We've also included a float section on the auxiliary valve to enable the operator to make more efficient use of attachments such as the carry-all leveler, box blade, vibratory plow, and other attachments that follow the contour



of the ground," says Mr. Lumbers.

Greater operator comfort was a top priority when designing the SK650. Pilot control valves for ground drive provide highly responsive steering with little or no vibration through the control handles, minimizing operator fatigue.

The SK650 is designed for use by landscapers, general contractors, rental yards and others with light-to medium-duty construction needs.

Source: The Charles Machine Works, Inc.



B&D's Portable Align Boring Machines are unmatched with a 3-year warranty'



EPA'07- Certified Detroit Diesel Engines

Freightliner LLC has initiated the build of EPA'07 emissions-certified heavy-duty Detroit Diesel Series 60[®] engines.

The new EPA regulations will drive significant near-term improvements in truck emissions and air quality. Series 60[®] engines compliant with the new regulations emit 95%

less particulate matter and 50% less nitrogen oxide than comparable engines in 2006.

"These engines pass the 'white handkerchief test' where a white hanky placed over the exhaust pipes of the running truck shows there

is no soot or odour emitted. They also demonstrate Freightliner and Detroit Diesel's commitment to clean air and environmental progress," said Tim Tindall, director of Sales.

Freightliner LLC has made a significant investment in the innovation of this new technology in its Detroit Diesel engines, including

extensive validation with laboratory and field testing. Since the inception of the develop-

ment program in 2004, Series 60 engines that are EPA'07 compliant have accumulated the equivalent of over 22,5 million km, with 4 million of those in actual customer vehicles

executing revenue service.

"This is the most thoroughly tested engine and vehicle combination that Freightliner LLC has

ever released," continued Mr. Tindall.

The engine and aftertreatment technology developed for Detroit Diesel engines in conjunction with the

newer 15 ppm ultra low sulfur diesel (ULSD) fuel spearheaded by the U.S. EPA, provides exceptional, world-class performance in reducing diesel emissions. Last December 29th, Freightliner LLC's Detroit Diesel plant in Redford, Michigan began



building engines for some of Freightliner's largest customers – leaders and innovators in the field of transportation who have shown their dedication to social and environmental responsibility and their willingness to invest in this tested and proven new technology. These first 2007 emission-certified engines have been installed in vehicles delivered at the end of January.

Source: Freightliner LLC



Bayne ETL 208 Series Tippers Provide More Ground Clearance

The new ETL 208 series of hydraulic cart tippers from Bayne Premium Lift Systems provide 50% more ground clearance than similar models. As a result, they are less

susceptible to damage when mounted on rear loaders being driven over uneven roads or at the landfill. ETL 208 lifters pick up Europeanstyle carts.

The ETL 208 was designed so that the cart-support arm tucks up compactly at idle, positioning the lifter more than 50 cm above the ground, explains Billy Bayne, research and development manager for Bayne Premium Lift Systems. The ETL 208 also uses a sweeping action that

automatically compensates for uneven terrain. The sweeping action prevents operators from having to manually pick up and place carts onto the lifter.

The series also features a lift capacity of 170 kg. A better clamping angle secures the cart when it's tipped 45°, reducing the chance of the cart breaking free before the 8- to 10-second lift cycle is complete. The ETL 208 also boasts a broader cart pick-up envelope that compensates for the two sizes of European carts.

Other attributes of an ETL 208 are that it won't interfere with the packer blade on most rear loader models, and its compact design matches well with commercial container lift bars. The ETL 208's thin profile permits it to work in conjunction with commercial container latch kits, enabling one truck to pick up both residential and commercial refuse on the same route.

Source: Bayne Premium Lift Systems, a Dover Industries Company.

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Indian Iron Ore Processing

Roger Murrow, Extec Screens & Crushers Ltd Special collaboration



Extec initially began marketing to the Indian iron ore mining sector at the start of 2004. The industry at that point in time was beginning a rapid transition from outdated, low capacity, static crushing and screening plants, to fully mobile, high productivity screening and crushing equipment. The impressive growth found within the Indian economy, combined with increasing market demand for high quality products, have helped incentivise this radical upgrading of equipment in this most traditional of market places.

Extec has been able to supply the iron ore market with a world-leading range of mobile crushing and screening equipment through a truly outstanding existing sales and distribution network. The Extec distribution network possesses an unrivalled local knowledge of the specific market conditions for mined iron ore within India. This market knowledge is based on many years' experience of application engineering and an impressive after sales support infrastructure, with particular emphasis on technical support, spare parts and machinery service.

The mixture of market knowledge, stateof-the-art equipment and customer driven service, has resulted in companies throughout India finding new ways to ensure that their iron ore processing is more productive and hence more profitable.

Extec engineers have worked in close association with iron ore producers on their

specific requirements. The flexibility and productivity inherent in the Extec product range allows for the devising of bespoke configurations that have proved to be the most suitable for the specific location and application. Experience has proved that is vital to design systems with the flexibility to quickly specific mineral and product demands found within the Indian iron ore mining industry. Amongst the many 'firsts' are:

The use of tracked impact crushers



adapt to the changing feed material character and final product demand.

The Extec plants have been tailored to the specific market conditions and geared towards maximizing productivity and minimizing machine down time. These operations have now become the backbone of iron ore processing in India. New additions to the set

ups have been incorporated continuously to allow for increased capacity, new product specifications and new applications.

A key feature of the inherent flexibility of Extec operations has been the nature of the machinery itself. All Extec equipment is fully hydraulic, crawler mounted, self propelled and fully self

contained. Thus the Extec machinery may be used in complementary flexible combinations or as stand alone units, depending on the specific requirement.

Extec in India has been at the forefront of both introducing and customising, mobile screening and crushing technology to suit the in both a primary and secondary crushing application

Configuration of screening and crushing systems in order to produce virtually 100% fines from ROM through a very high reduction ratio in close circuit.

Single stage on track close circuit systems for virtual 100% conversion to fines and



calibrated ore from ROM.

Two and three stage on track close circuit mobile plants with jaw-cone-impactor-screen; system possesses flexibility to adapt to changes in product profile via a wide range of possible set-up configurations.

Extec's renowned Double-Screen systems

for efficient screening of a diverse range of material characteristics. The unique configuration and design of the Double-Screen box allows a possible five product fractions to be produced through its unique segmented high frequency screen box.

Due to the combination of the Extec product line and the operating structure of the distribution network, Extec has grown during a relatively short period of time to be the major supplier of mobile crushing and screening systems for iron ore in India. As of December 2006, Extec has placed over 125 mobile screens and crushers operating within the iron ore industry. Extec machines are to be found at all the major iron ore mining locations in India; they may be found in the Hospet-Sandur-Belary belt in southern India, Goa in western coastal India and the Barbil belt in eastern India.

The Extec installations working in India on iron ore cover a wide array of materials within the generic "iron ore". Low specification grades, as well as high grade ores of various material and character together with differing product specifications are all processed. Applications where Extec machinery is found include: hard lumpy iron ore; soft/medium hard ore; friable ore; blue dust; dump screening/crushing; and ore with lateritic content.

The number of new customers converting their existing installations to Extec screening and crushing systems, together with high percentage of the repeat orders from existing customers, underlines the competitive advantages of the Extec equipment in the Indian iron ore industry. The Extec success story has been customer driven, customer led, but developed through the right products and served by the right people.

MS Sales Receives an Award from Dynapac

At the ARA Show in Atlanta, last February, Dynapac awarded its 2006 Light Sales Award to M.S. Sales Ltd of Burnaby, British Columbia.

On the picture, Tony Rothwell, general manager of Dynapac Canada, centre, is seen with Felix Pasqua, left, and Drew Wood, right, of M.S. Sales.

M.S. Sales Ltd. helped Dynapac to a record sales year in 2006. The company represents Dynapac in British Columbia, Alberta, Saskatchewan & Manitoba.

Source: Dynapac Canada Ltd



Schwing's New S 52 SX Concrete Pump with RZ5 Boom

Schwing has announced the introduction of a new concrete pump with placing boom. The S 52 SX with RZ5 Boom combines the best features of two boom types, Overhead Roll and Fold[™] and Z tip section, in a unique five-section boom. The new machine promises to set new standards for placing concrete at distances of more than 51,8 m vertically and 48,7 m horizontally.

The RZ5 boom benefits from a full 180° working range of the main section allowing operators to position the first section away from the pour and maneuver the remaining sections deep into buildings. This process is aided by a Z tip section that offers 270° of articulation where it can be the most advantageous.

The new machine also incorporates Schwing's exclusive Super X Outriggers® that set-up fast and maximize horizontal reach. The curved front outriggers telescope out and around obstacles while providing a compact and stable pumping platform.

The Standard Schwing Vector Control system is the only system that can match the versatility of the RZ5 boom. Twin joysticks provide proportional boom control for pin-point accuracy. In addition, Vector is also the only system providing two-way communication between the pump and operator. An LED display on the remote box informs the operator of operational conditions, includlow-maintenance, long-lasting high performance unit that provides long slow-stroking action. This is the highest output concrete pump operating with the fewest strokes. The all-hydraulic design utilizes the Schwing Big Rock Valve™, promoting maximum filling

ing: hydraulic pressure; PTO rpm; strokes per minute; hydraulic oil temperature and hopper grate status. Control functions from the remote box include: engine rpm and start/stop;



pump delivery rate; pump forward/reverse and boom speed. The Vector System also records critical data that tracks yards per hour to more accurately schedule maintenance and extend machine life.

The Generation 3 concrete pump is the

efficiency of the material cylinders even with harsh mixes. Schwing's open circuit design provides continuous hydraulic oil flow for better filtration and cooling.

Source: Schwing America, Inc.

Link-Belt's HTT-8690 Exhibited at Bauma

Link-Belt Construction Equipment Co., announced plans to exhibit a telescopic truck terrain crane at Bauma in Munich, on April 23-29. The Link-Belt exhibit will focus on the North American market-leading HTT-8690, 81,6 t telescopic truck terrain crane that features job proven all wheel steer capability for operating in tight, congested



areas for optimum crane maneuverability, both on and off the job. Link-Belt will share exhibit space 1202/4 with its sister company, Hitachi Sumitomo.

The HTT-8690 Telescopic Terrain crane is a study in power, maneuverability, and simplicity. Following are some of the reasons why this model dominates its class in the North American market.

This crane features Link-Belt's innovative five-section, 42,7 m formed boom. Maximum tip height is 72,2 m with two 4,9 m lattice inserts between the boom head and the optional 10,7–17,7 m, bi-folding lattice. All attachment combinations have offset positions of 2, 15, 30, and 45°.

The standard modular-style counterweight package is 5216 kg. Optional 12 020 kg, 14 742 kg, and 17 917 kg packages further extend the crane's lift performance. The operator can raise and lower the counterweights from the comfort of the cab. Maximum lifting capacity is 81 648 kg with 14 742 kg of counterweight.

Other key feature of this crane is its outstanding roadability provided by its 445 hp engine and ZF AS-tronic automated transmission, as well as its maneuverability. Steerable rear axles in conjunction with super single tires make the HTT agile in tight places. Four steering modes allow this crane to move in and out of any jobsite constraint. The HTT's turning radius is under 9 m (29 ft) at the edge of the tire. And with the transverse differential locks, traction in difficult terrain is easy.

Highly successful for over 100 years, Link-Belt is a leading crane manufacturer in the North American market with a product line that consists of a full range of rough terrain, all terrain, and telescopic truck and crawler cranes as well as lattice boom crawler and truck cranes.

Source: Link-Belt Construction Equipment Company

Appointments

Venetor Equipment Rental Inc., the largest 100% Canadian privately owned equipment rental company in south-central and southwestern Ontario, is pleased to announce that **Gary Barbosa** has joined Venetor as an account manager in the Cambridge branch.

Mr. Barbosa will be responsible for helping to grow the Kitchener-Waterloo and Cambridge areas along with current account managers Jeff Carruthers and Neil Cabral.

Vince Oddi, sales manager of Venetor Equip-



ment Rental Inc. says "Along with Gary's knowledge and experience in the rental industry, he brings with him a strong commitment to customer service which compliments one of our core competencies. Customer service is what differentiates Venetor from its competition."

The Venetor Group of companies has been family-owned and operated serving Hamilton's Industrial Core and the Golden Horseshoe Area since their inception in 1975. The co-founders, Louis and Miranda Beraldo, together with their three sons, Alvi, Tom and Dennis, direct the day-today affairs of the group. The Venetor Group consists of the Crane Rental Division and Venetor Equipment Rental Inc., renting and selling Aerial Work Platforms & Contractor's Tool. The Venetor Group has operating facilities in Hamilton, Toronto, Cambridge, Windsor and now Oshawa.

Source: Venetor Equipment Rental Inc.

Tony Rothwell, general manager of **Dynapac Canada Ltd**, is pleased to announce that **Keith Bernier** has been appointed regional service manager by Dynapac Canada Ltd.

In his new position, Mr. Bernier will provide service support to Dynapac's dealer and rental company partners across Canada.

Keith Bernier brings more than 25 years of experience in the heavy equipment industry including the past 8 years with a major wholesale supplier.

Dynapac of Malmo, Sweden, is a global supplier to the paving, roadbuilding and rental industries. Source: Dynapac



Hirschmann Automation and Control (PAT) is pleased to announce that Tim Martin has joined the company as a Customer Service Representative. He will be responsible for working primarily with Hirschmann's crane OEM accounts, providing support for Hirschmann's line of crane operator aids.

Tim Martin comes to Hirschmann from the manufacturing industry where he worked as an on-site representative, responsible for planning and customer service.

Hirschmann is a leading manufacturer of informa-

tion, monitoring and control systems for mobile construction equipment. Source: Hirschmann Automation and Control Inc.



World of Asphalt 2007 Show and Conference a Success

The World of Asphalt 2007 Show and Conference was the gathering place for the asphalt industry March 19-22, 2007 in Atlanta, Georgia at the Georgia International Convention Center.

More than 3600 asphalt, highway maintenance and traffic safety industry professionals attended the event, with almost 14% international attendance. Some 222 exhibitors used 6250 m³ of exhibit space to display the latest equipment, technologies, products and services.

World of Asphalt featured more educational programming than ever before, and offered a wider array of products and suppliers on the show floor.

The 2007 show's expanded education included worker certification courses for traffic control technicians and OSHA construction safety as well as a "hot topics" program on the very latest in asphalt industry trends. The show also hosted two of the industry's leading conferences, the People, Plants and Paving Training Program and the Asphalt Pavement Alliance's Asphalt Pavement Conference. More than 4000 tickets were sold for all of the World of Asphalt learning programs.

New exhibit pavilions in 2007 highlighted traffic safety products and information technology resources, and joined testing equipment and "new product" pavilions, providing additional opportunities for attendees to compare and discuss product advances and capabilities with leading industry suppliers.

"This was one of our best shows ever in terms of numbers and most importantly, quality, with an energetic buzz throughout the show," noted World of Asphalt chairman Richard Moore, president of Lehman-Roberts Co., Memphis, Tennessee. "We continued our momentum as a showcase for the latest education and technology innovations in our industry."

World of Asphalt 2007 concluded with a well-received continuing-education tour of the renowned National Center for Asphalt Technology, which was another value-added learning opportunity for show participants.

World of Asphalt 2007 international attendees came from more than 50 countries worldwide and from all major world regions. The show hosted three delegations of Russian visitors, including one from that country's Ministry of Transportation.

The show attracted a highly qualified audience – of those providing job-classification titles, more than 60% were in management roles such as president, owner, vice president, general manager, chief financial officer and purchasing/sales/marketing management.



World of Asphalt 2007 had the support of more than 20 U.S., Canadian and worldwide trade associations as well as leading U.S. state and federal government agencies, including the Federal Highway Administration.

More than 20 industry executives served on the show's management committee to ensure that the event continued to target industry needs.

The next World of Asphalt will be held March 9-12, 2009 in Orlando, Florida. The event is held annually except in years when









the CONEXPO-CON/AGG exhibition is staged.

World of Asphalt co-owners are the Association of Equipment Manufacturers (AEM), National Asphalt Pavement Association (NAPA) and National Stone, Sand and Gravel Association (NSSGA).

Source: Association of Equipment Manufacturers



TAIM-TFG Will Take its Mine Maintenance Facilities to bauma 2007

TAIM-TFG will attend bauma 2007. The stand of the Spanish company will be inside "bauma mining", the pavilion reserved especially for the mine equipment industry (pavillion C2 #401).

TAIM-TFG will promote its bulk material handling facilities for the mining industry. The company will present its bulk handling equipment range which focuses especially on conveyor belt systems for mines and quarries, stockyard machinery (stacker and reclaimer machines), and train-, truck- and ship-loading and unloading stations and terminals.

On show will be an impressive scale-model of a complete facility at a port terminal in Iran for iron ore concentrate, consisting of 3 areas (ship unloader, stockyard machinery and train loading station) with a capacity of 5 million t/y.

There will also be ample graphic material illustrating other installations from the mining industry.

At present, TAIM-TFG is executing projects in these sectors, undertaking important facilities in countries such as Morocco, Iran, Chile, Venezuela, Argentina, Portugal and France.

Source: TAIM-TFG S.A.

Agenda

ExpoCam April 12 - 14, 2007 Montreal, QC Canada

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

6th Annual Road Salt Symposium of The Freshwater Society April 20, 2007 Navarre, MN USA

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

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

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

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

11th Annual Conference and 6th Railway Expo - TRAQ May 1 - 2, 2007 Quebec City, QC Canada

Technical Day - APOM May 4, 2007 Quebec City, QC Canada

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

3rd International Conference on Durability & Field Applications of Fiber Reinforced Polymer Composites for Construction May 22 - 24, 2007 Quebec City, QC Canada

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

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

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

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

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

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

3rd Golf Tournament of Bitume Québec September 18, 2007 Joliette, QC Canada

MINExpo® 2008 September 22 - 24, 2007 Las Vegas, NV USA

ICUEE 2007 October 16 - 18, 2007 Louisville, KY USA

CONEXPO Asia show December 4 - 7, 2007 Guangzhou, China

28th International Irrigation Show December 9 - 11, 2007 San Diego, CA USA

CONEXPO-CON/AGG 2008 March 11 - 15, 2008 Las Vegas, NV USA



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44th CANADIAN FLEET MAINTENANCE SEMINAR DOUBLETREE INTERNATIONAL PLAZA HOTEL TORONTO, ONTARIO



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