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EDITOR / PUBLISHER
Jean-François Villard
editor@infrastructures.com

CONTRIBUTING EDITOR
Rob Holden

ADVERTISING SALES
MONTREAL
(514) 233-1295
montreal@infrastructures.com
TORONTO
(416) 795-1295
toronto@infrastructures.com

TELEPHONE
(514) 233-1295
(613) 862-1295
FAX: (514) 528-9932

MAILING ADDRESS
4330 Saint-Hubert Street
Montreal (Quebec) H2J 2W7

E-Mail
editor@infrastructures.com

INTERNET
www.infrastructures.com

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A Brief Word...

So, here we are nearing the end of the show season and charging ahead into demonstrations, equipment deliveries and the construction season kick-off!

Recently at the NHES, many were surprised, and delighted, not only at the attendance but the level of genuine interest in new equipment. Even at NPE and World of Asphalt/AGG1 there was an underlying positive current. Attendees were in a serious buying mode. Cost sensitive, as they seem to be, contractors are looking for ways to retain key workers, expand levels of service, and generally set their business on new or more stable ground. These are not the "mega contractors", who, like most monolithic automotons have been paralyzed by balance sheet projections, these are the lifeblood members of our industry, the "micro contractors".

So why then are we hearing cries of Woe, and calls for mega-spending on infrastructure and public works to avert disaster? Two words, Imagination and Bureaucracy. Micro contractors are dynamic, and thrive on imagination; they see their future dynasty in the making. Mega contractors can only see profit and loss statements and shareholder dividends; they no longer have the sweat equity an owner/operator has. The same analogy holds true for government, particularly provincial and federal levels. The intricate battles between policy and governance as portrayed in the BBC's Yes, Minister/Yes, Prime Minister television series illustrate the dilemma. Mega contractors and mega governance work along similar lines and follow surprisingly similar circuitous logic. Microbusiness and microgovernment are also similar in their approach, and as is the way of things, shall morph into Mega entities or go extinct.

Inertia and large government spending will benefit the Megacons directly, and provide the public with the sense that something positive is being done. Cunning and the preservation instinct will, as always, be the salvation of the Microcons, and the unsung hero of true recovery.



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On the cover:

Comacchio is based in Italy and has over 20 years of experience producing specialized equipment for geotechnical drilling.

Comacchio drills are now distributed in Canada by Ottawa-based Eastrock Inc.

LEICA GEOSYSTEMS ACQUIRES CT3

Leica Geosystems has entered into an agreement to acquire CT3, Inc.

CT3, Inc. a Southern California-based company is a leading provider of machine control products, repair services, training and technical support for professionals in the construction market space. Technologies such as total station machine guidance systems, GPS enabled machine control, rotating lasers and construction software is the core business of

this market leading organization.

"With our new innovative machine control product lines, construction customers nationwide are beginning to understand that Leica Geosystems offers them a choice in machine control solutions that they have not had in the past. The acquisition of CT3 is a continuation of Leica Geosystems' commitment and overall NAFTA growth strategy within the construction market" says, Ken Mooyman president and CEO of Leica Geosystems,

Inc. "CT3 will join with Surveyors Service Company (SERVCO), another market leading Leica Geosystems company, to provide one-stop-shop capabilities for surveying and construction professionals in the Southwestern U.S."

Kevin Murphy president of CT3 says "we are excited to be part of the Leica Geosystems organization. Joining with SERVCO and utilizing its 9 locations throughout the Southwest will allow us to continue to grow machine control solutions at a rapid rate while increasing the level of our service and support networks in this market area."

"We expect CT3 joining with Servco will open new construction markets and allow us to continue to be the premier supplier of precision measuring solutions and services to surveying and construction customers in the Southwest," says Stan Mahler president of Surveyors Service Company.

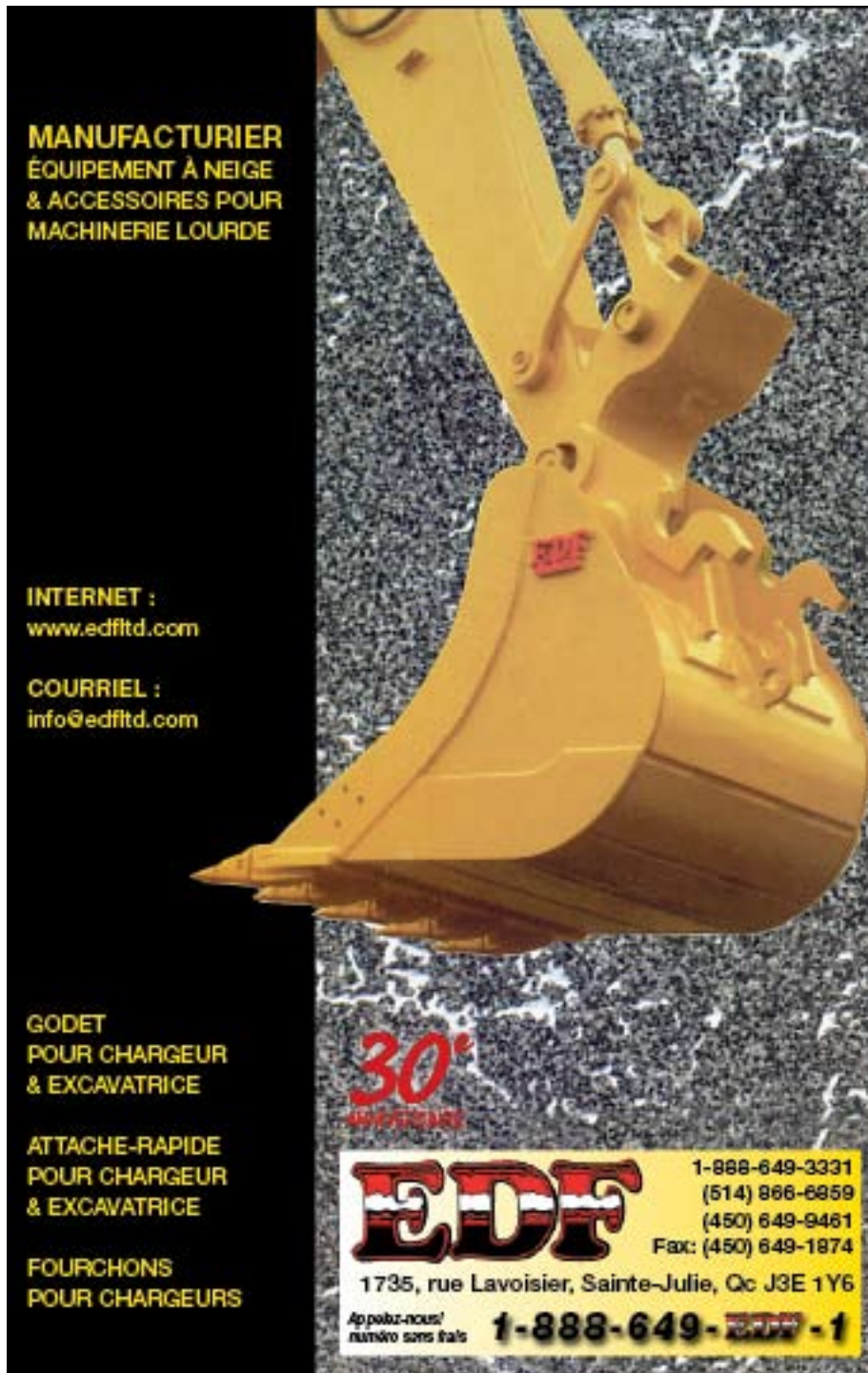
Source: Leica Geosystems Inc.

PURE TECHNOLOGIES ANNOUNCES NEW SMARTBALL® CONTRACT AND LICENSE AGREEMENT

Pure Technologies Ltd. announced recently that it has won a contract for approximately \$450 000 to perform pipeline inspection services in Australia using its SmartBall® inspection technology. The contract, which will be done in collaboration with Mouchel plc, a leading U.K. engineering consultant, involves commissioning inspection of a new pipeline constructed as part of a major regional water project in Queensland, and follows a smaller initial phase completed by Pure in December 2008. The work is scheduled for completion in the second quarter.

Pure also announced that it has signed a license agreement with CLH, a major Spanish oil pipeline operator, whereby CLH will use SmartBall® as part of its pipeline integrity program. The CLH oil pipeline network is more than 3800 km long, which makes it the most extensive civil pipeline network in Western Europe.

Source: Pure Technologies Ltd.



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GENIVAR INCOME FUND ACQUIRES WIEBE ENVIRONMENTAL SERVICES INC.

The GENIVAR Income Fund is pleased to announce the acquisition of Wiebe Environmental Services Inc., a firm specializing in environmental services. GENIVAR has more than 550 employees in Western Canada, including 310 in Alberta.

Wiebe Environmental Services Inc. was founded in 1994 and has a staff of 40 employees in its Calgary, Edmonton and Grande Prairie offices, Alberta. The firm provides extensive range of services in environmental management services, from program design and liability assessments to well site reclamation and spill remediation. Wiebe has a longstanding client base in Western Canada, including companies in the oil and gas market.

Source: GENIVAR Income Fund

WINALTA INC. COMPLETES ACQUISITION OF ENVIROCORE'S CONSTRUCTION ASSETS

Winalta Inc. completes the previously announced acquisition of Envirocore's construction assets, located in Fort St John, BC.

"We are very pleased to add the Envirocore assets to our existing oilfield construction business. This acquisition is a natural way for Winalta to geographically expand its growing construction business into the Fort St John area. It also facilitates our ability to participate in the growth and opportunities presented in northeastern BC," says Artie T. Kos, president and CEO of Winalta Inc.

Winalta's acquisition of the Envirocore Assets has an effective date of January 1st 2009.

Winalta Inc. is a fully integrated company with two main divisions: Industrial and Homes. The Industrial Division manufactures and leases industrial accommodations, provides construction services that include excavating, aggregate trucking and paving. The Homes Division manufactures CSA approved homes, develops land and builds communities.

Source: Winalta Inc.

ELLISDON'S AGO WINS TCA'S BEST OF THE BEST AWARDS

EllisDon was awarded with the Toronto Construction Association's (TCA) "Best of the Best" award for the Art Gallery of Ontario (AGO). The company's AGO won the award in the category of Project Achievement. The awards were handed out at the TCA's 141st Annual Meeting that was held on January 29 2009, where EllisDon's president and CEO

Geoff Smith was a guest speaker.

The "Best of the Best" awards are given to projects that have a unique adaptation/approach of a non-product, on-site process, technology, technique or implementation of a concept; and they are awarded in a number of categories including Innovation, Outstanding Safety Performance and Green Building Culture. In the Project Achievement Award, EllisDon beat out a number of other competitors with their AGO project, when

judged against the award's rigorous evaluation criteria including outstanding features, performance, cooperative team/partnership approach, safety and innovative techniques.

Specifically, the elements that helped secure the win for EllisDon were the AGO's many outstanding features including the Gallery's Feature Stair, Barnacle Stair; and the Dundas Promenade (Galleria Italia), a structure where no two pieces of timber are the same, making it the most technically

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Additionally, the cooperative team/partnership approach that EllisDon employed on this project received high marks. "Working collaboratively with the architects, consultants and subcontractors, we were able to address issues and come up with solutions that were innovative and constructible – truly a testament to the way we think at EllisDon," said Jack Stelpstra, construction manager for EllisDon.

The success of this cooperative team/partnership approach is echoed by EllisDon's client. States Matthew Teitelbaum, director and CEO of the Art Gallery of Ontario: "In the end, it is the people that make all the difference in whether a project succeeds or fails. EllisDon gave this project their best people and considerable attention from the top leaders in the company. Geoff Smith made himself available to the project team as advisor, mentor and to the Gallery director and the Head of the Building Committee as an equal stakeholder. The success of the project shows the strength of his commitment."

Source: EllisDon

NEWFOUNDLAND & LABRADOR GEARING UP FOR WIDENING AND PAVING OF TRANS LABRADOR HIGHWAY

In preparing for a busy construction season of widening and hard-surfacing Phase I of the Trans Labrador Highway, the Provincial Government is seeking an engineering firm to manage the project.

Dianne Whalen, Minister of Transportation and Works, announced recently that her department will issue an Expression of Interest (EOI), inviting qualified firms, or groups of firms, to provide contract administration and quality control for the \$45 million Trans Labrador Highway project.

The Department of Transportation and Works is currently in the second year of a five-year plan to widen 530 km of the Trans Labrador Highway between Happy Valley-Goose Bay and Wabush, including the application of a hard surface.

"We hope to start these projects in early May and finish in early December," said Minister Whalen. "To meet these timelines, we will supplement our in-house project management staff with private consulting services to manage this significant undertaking."

"The Provincial Government began the hard-surfacing project alone last summer and worked hard to ensure the Federal Govern-

ment came on board to cost-share funding. Those efforts will bear fruit this construction season."

This summer, the Department of Transportation and Works will continue widening of the Trans Labrador Highway, which began last summer and pave 30 km of the highway from

Happy Valley-Goose Bay towards Wabush.

The deadline to submit an Expression of Interest is April 8, 2008, at which time the Provincial Government will evaluate proposals received through the EOI process.

Source: Department of Transportation and Works, Newfoundland & Labrador

Flying start for WIRTH's Mining & Construction Unit

WIRTH's recently restructured Mining & Construction business unit reports a positive start of 2009, with the booking of several orders. The M&C division was created by merging the previous Tunneling, Mining and Foundation business streams. The advantages of the new structure are the combination of efficient resource planning and global presence, as well as the technology mix that creates new possibilities

within the marketing

strategy. This will ensure WIRTH's position as one of the most innovative and reliable technological partners in the market, whilst upholding the customer advantage in terms of productivity, safety and low operating costs.

The new orders have been reported in different product lines of M&C.



- One T3.20 roadheader for Sochi – OOO Tonneldorstroy – A new machine to construct the required infrastructure for the host-city of the Olympic Wintergames in 2014.
- Two T3.20 roadheaders for a railway tunnel in Algeria – OHL – Two fully equipped roadheaders to support the construction of the Ras el Má and Guessaba tunnels, on the railway alignment between Ramdane Djamel and Annaba.

- One T3.20 roadheader for a roadtunnel Val Badia in Southern Tirol, Italy – Oberosler – A specifically sensitive project in Italy with a roadheader to excavate the E66 road passing underneath the Sonnenburg Castle. Delivered with an extremely short delivery time.
- Four PBA 818 pile top drill rigs, with drill string and special equipment for Wolfs Creek Dam restoration in the U.S. – JV Trevi-Bachy – A challenging project to install a sheet wall, founded into the rock base, in order to reinforce the dam structure.
- One 3.9 m Gripper Tunnel Boring Machine for Sardinia – Todini S.p.a – New hard rock TBM to excavate the rescue tunnel of the SS125 roadtunnel project on Sardinia from Capo Boi to Terra Mala. Delivery will be in October 2009, when it will start to excavate the tunnels of Marapintau and Matineddu.

Source: WIRTH GmbH

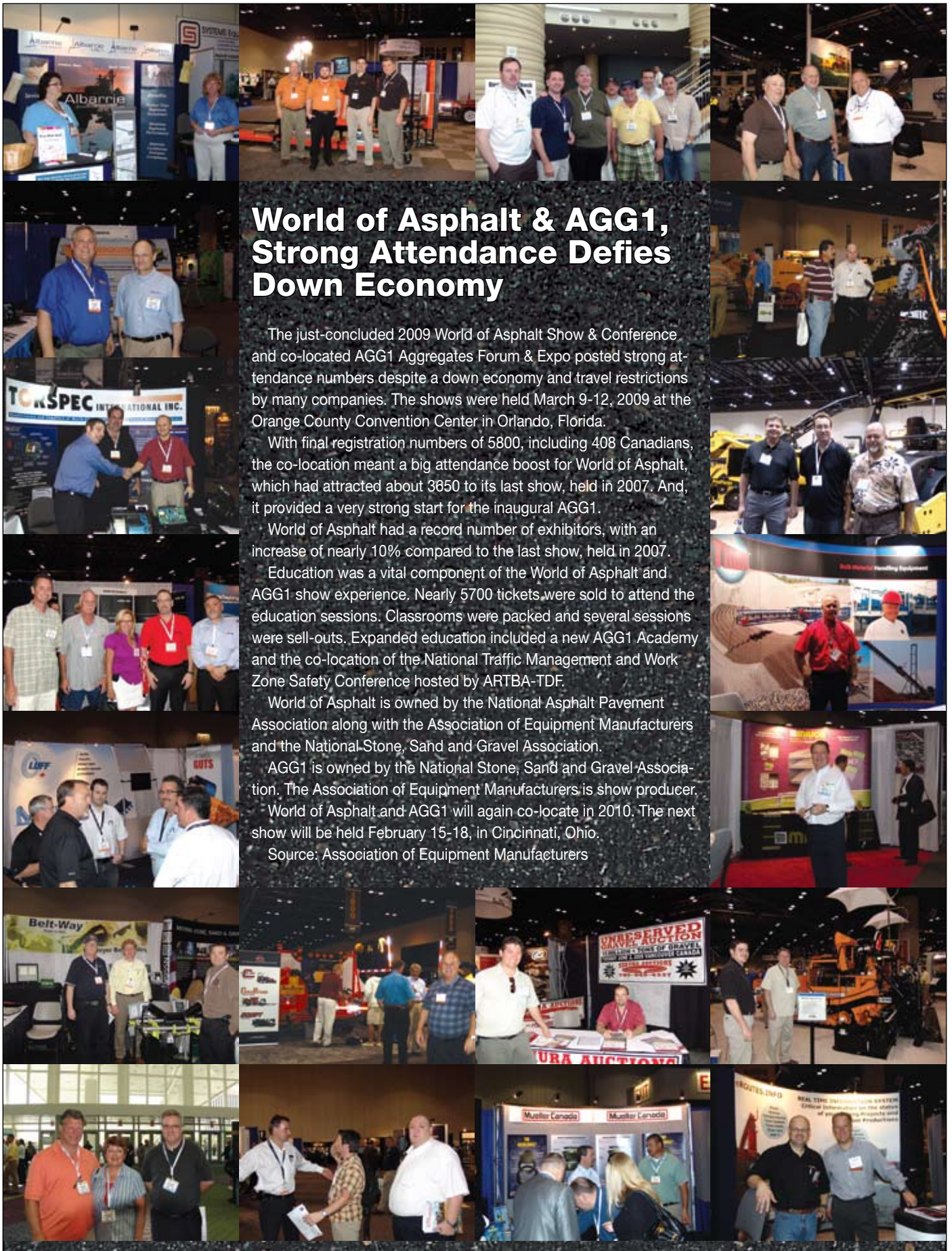




Mobile Crushing and Screening in Action

The unification of the Extec and Fintec brands into the Sandvik group of companies has created the world's largest, most comprehensive, and dynamic line-up of mobile crushing and screening equipment in the world. The Sandvik Mobile Screens and Crushers range now delivers all the familiar characteristics of productivity, versatility and exceptionally low running costs combined with levels of durability and aftersales support that are synonymous with the Sandvik name. New name, improved service, same great product.





World of Asphalt & AGG1, Strong Attendance Defies Down Economy

The just-concluded 2009 World of Asphalt Show & Conference and co-located AGG1 Aggregates Forum & Expo posted strong attendance numbers despite a down economy and travel restrictions by many companies. The shows were held March 9-12, 2009 at the Orange County Convention Center in Orlando, Florida.

With final registration numbers of 5800, including 408 Canadians, the co-location meant a big attendance boost for World of Asphalt, which had attracted about 3650 to its last show, held in 2007. And, it provided a very strong start for the inaugural AGG1.

World of Asphalt had a record number of exhibitors, with an increase of nearly 10% compared to the last show, held in 2007.

Education was a vital component of the World of Asphalt and AGG1 show experience. Nearly 5700 tickets were sold to attend the education sessions. Classrooms were packed and several sessions were sell-outs. Expanded education included a new AGG1 Academy and the co-location of the National Traffic Management and Work Zone Safety Conference hosted by ARTBA-TDF.

World of Asphalt is owned by the National Asphalt Pavement Association along with the Association of Equipment Manufacturers and the National Stone, Sand and Gravel Association.

AGG1 is owned by the National Stone, Sand and Gravel Association. The Association of Equipment Manufacturers is show producer.

World of Asphalt and AGG1 will again co-locate in 2010. The next show will be held February 15-18, in Cincinnati, Ohio.

Source: Association of Equipment Manufacturers

New BOMAG BF6615 Commercial Paver

The new BF6615 self-propelled asphalt paver from BOMAG offers the power and capacity that commercial paving contractors need for larger, high-production paving projects. The new paver was displayed at World of Asphalt in Orlando, March 10-12, 2009.

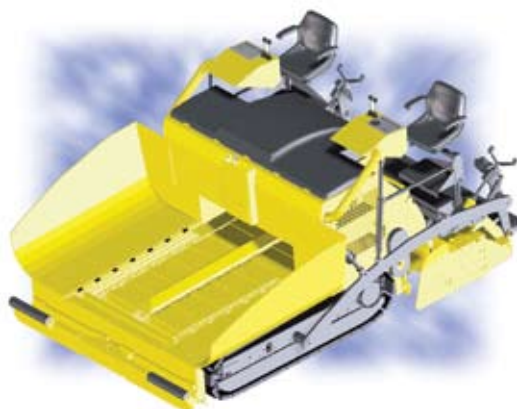
Weighing in at 9300 kg, the BF6615 features a 99-hp Cummins water-cooled turbodiesel engine. The engine's ECO-mode feature saves fuel and reduces noise by automatically lowering rpm's during stops and pauses. At the same time, an exclusive load-sensing hydraulic system lowers fuel costs by delivering power only when needed.

The new design, UNIMAT 2 full-width floating screed has a standard 2,43 to 4,57 m paving width. The screed is electrically heated, eliminating the need to change pro-

pane bottles in the middle of a large project.

Dual vibrators provide 2500 VPM.

The generous 9 t hopper capacity on the BF6615 allows high-production paving to continue between trucks. Even with its power saving system, the new paver can push asphalt feeder trucks while maintaining working speeds up to 55 m/min.



The BF6615 also features a crawler style track drive system undercarriage with standard bolt-on polyurethane track pads. The weight of the machine is carried by 8 sealed rollers per side, while bolt-on rock guards installed on the inside and outside of each track drive prevent asphalt from loading up on the chains. Each of

the track drives is bolted to a cross member frame structure and can be removed individually for maintenance. The entire undercarriage structure can be removed as well.

The screed on the BF6615 features abrasion-resistant, extendable, reversible and independent hydraulic augers. Evenly distributing a uniform layer of asphalt across the mat, the 2 augers extend with the screed extensions, providing consistent material control at all paving widths and minimizing the need for hand labor.

Screed extensions can be adjusted for a 5 cm crown or invert. Screed wear plates are 1 cm thickness abrasion-resistant 400 Brinell hardened steel. Designed to withstand harsh job-site conditions, screed plates are bolted on for easy replacement.

The BF6615 features dual operating positions for control from either side of the paver. The engine is positioned low in the machine, giving the operator outstanding visibility from either side. Engine shroud is standard for heat and noise reduction. Fail-safe brakes are also standard.

Both the augers and dual hydraulic slat conveyors offer full automatic control with manual override. This allows the operator to precisely control the amount of material being sent to the screed if paving wider or thicker on one side or the other.

Source: BOMAG Americas, Inc.

Vögele Pavers at Intermat

Joseph Vögele AG, the world market leader in the field of asphalt pavers, is renowned for its unrivalled range of machinery. The company will provide an overview of its unique product range at the 2009 Intermat trade fair with a total of six pavers and various screeds.

The SUPER 800, a compact machine, excels in inner-city road construction and is ideal for tasks in the landscaping sector with a paving width of 0,5 m to 3,2 m.

Vögele will also be presenting its SUPER 1300-2, a paver in the compact equipment class, as well as their smallest wheeled paver, the SUPER 1103-2.

Two machines from the "SUPER 1800 class" range will also be on show in Paris: a SUPER 1800-2 with AB 500-2 TP1 High Compaction Screed and a SUPER 1800-2 spray paver with SprayJet module for paving thin layers on spray seal, hot on hot. Despite its special-purpose equipment, the spray paver is not a special-purpose machine in the strictest sense. Rather, it is a standard machine that is ready for the special application of paving thin layers. Thanks to the modular design, it can be quickly converted back into a normal asphalt paver.

The SUPER 2100-2 handles laydown rates up to 1100 t/h. This tracked paver is the ideal choice for large job sites. Its maximum paving width of 13 m allows jointless surfacing of motorways, airfields or large traffic areas. The modular design of the pavers allows special-purpose machines to be converted back into standard machines for conventional road construction within a short period of time.

All Vögele machines are equipped as standard with ErgoPlus®, the operating system for easy paver handling. This ergonomic and user-friendly concept encompasses the operator's platform, the consoles for paver and screed operators and Niveltronic Plus®, Vögele's own system for automated grade and slope control.

Source: Joseph Vögele AG



INTERMAT H2 B 011

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The 2009 Edition of The National Heavy Equipment Show A Success

The big iron was gleaming and the floors of the International Centre were jam packed as the National Heavy Equipment Show rolled into Toronto on March 5-6, 2009.

Over 10 000 visitors came through the doors of this massive event and they were not left disappointed.

Exhibitors put on a show that could only be described as awesome with all the major manufacturers and brands well represented with impressive displays featuring the latest and most innovative machinery and products on the market to date, many pieces that will certainly be purchased to deal with the infrastructure windfall that is sweeping across the nation.

Hall 5 was a new addition to this year's event and many positive comments were made about the "Gravel Pit" which was a huge draw to those in the Aggregates and Road building Industry and showcased the mammoth machinery used. Aggregates and Road Building Magazine were proud to sponsor this section and also produced the high caliber show guide.

The backhoe rodeo filled the bleachers once again with some of the best backhoe operators in the area taking the controls and doing the seemingly impossible with these machines. We would like to congratulate Octavio Miranda the winner of the 2009 NHES Backhoe Rodeo.

We now look towards 2011 and our next National Heavy Equipment Show and wish all of our visitors and exhibitors continued success until then.

Source: Master Promotions



New Graders Offer Unrivalled Choice, Productivity

John Deere has revolutionized motor graders with its new G-Series, offering users a choice of console-mounted industry standard controls or armrest-mounted industry standard fingertip controls, as well as features like cross slope control, automatic differential lock and a rearview camera.

Using extensive customer input and the successful D-Series as a platform, Deere is introducing six G-Series models, ranging from 185 to 275 hp, each engineered for increased productivity, reliability, durability, serviceability and low daily operating costs.

With its G-Series graders, Deere is offering the industry unequalled choices. In controls, choose from the console-mounted low-effort industry standard control pattern or intuitive and easy-to-use armrest-mounted industry standard fingertip controls. If an operator specifies the fingertip controls, he will still have a choice between using lever steering or the ever-present steering wheel.

Either way, G-Series controls provide a smooth, predictable response and plenty of

power whether the application calls for heavy blading or fine grading.

There is also a choice of ground-engaging tools. G-Series graders are available with a front- or mid-mount scarifier, or a rear ripper/scarifier.

For road builders, larger site prep contractors and counties with many road miles to maintain, the G-Series' Grade Pro package offers a suite of productivity-enhancing features for high-production grading.

Grade Pro models have industry-standard pattern fingertip controls, located on the armrest. They offer lever steering and the steering wheel for operators who prefer traditional steering.

With the push of a button, operators can engage return-to-straight, bringing the rear frame back to center. Exclusive cross slope

control allows operators to select a desired slope and maintain it with just one blade lift lever. Slope control technology can assist



less experienced operators.

All John Deere G-Series Grade Pro units are grade-control ready. These machines can accept Trimble® or Topcon® grade control systems, whichever manufacturer the customer prefers. All automatic grade control buttons and controls are integrated into the control levers.

Source: Deere & Company



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New CAT Interface Module Simplifies Installation of Leica Geosystems Machine Control Solutions

Leica Geosystems announced recently the release of the CI-14 CAT Interface Module, designed to greatly simplify and reduce cost of installation of its Leica Geosystems 2D & 3D machine control systems on modern Caterpillar® earthmoving equipment.

CI-14 eliminates the cost and effort of installing add-on hydraulic valves in order to control various Caterpillar® K and T Series dozers and M Series motorgraders. In addition, the CI-14 can be used in conjunction with 2D machine control applications (laser, slope, or ultrasonic) and 3D machine control applications (GPS/GNSS as well as the Leica PowerTracker total station sensors). PowerGrade with the CI-14 interface saves money from the start with “plug and grade” operation.



The CI-14 module provides simple and rapid plug-in installation for the latest CAT® machines. It is compatible with both ARO-prepared and non-ARO bulldozers, as well as

reliable operation and simple diagnostics.

“Leica Geosystems is committed to delivering further OEM interface options by working in close cooperation with leading



motorgraders. There is no CAT® SEA license activation fee to pay. The CI-14 module is suitable for 2D and 3D automatic control with failsafe operation and full operator override at any time. Robust, field-proven hardware and field-programmable software allow for future enhancements. The CAN-Bus design ensures

OEMs to achieve our vision of being the leading provider of innovative machine control solutions” according to Rich Calvird, product marketing manager.

Source: Leica Geosystems Inc.

Topcon Announces GRS-1

Topcon Positioning System's new GRS-1 is the world's first fully integrated dual-constellation, network-enabled RTK rover system. It is an all-in-one handheld GNSS receiver and field controller with high-speed processor, increased memory, built-in camera, compass and bar code reading function.

Features also integrated into the new system are an SD memory card slot, optional internal GSM or CDMA modem, and wireless connectivity via Wi-Fi and Bluetooth technology.

The GRS-1 (Geodetic Rover System) was designed with two primary system design goals: Smaller size and weight, and lower-than-expected cost. According to Mark Contino, vice president of survey and GPS sales, the GRS-1 “picks all the power of a full GPS + GLONASS dual-frequency receiver, cellular modem and Windows PC into a very small, very powerful package.”

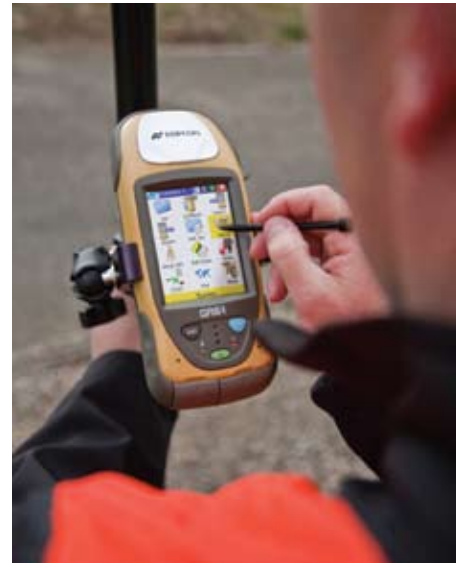
Designed primarily as a GPS network rover receiver, the GRS-1 “provides a small, lightweight rover and a price to fit any budget,” he said. “The new receiver has DGPS capability with an internal L1 antenna for

GIS and navigation. Add the PGA-1 external antenna and connect to your local GNSS network via the internal modem, and instantly move to dual frequency, dual constellation GNSS centimeter RTK accuracy. The GRS-1 can also be used as a static post processed receiver system.”

The GRS-1 uses the Windows Mobile™ 6.1 operating system to run TopSURV, Topcon's popular surveying software. TopSURV 7.2 adds new features and functions that are unique to the GRS-1. The receiver and field controller also has a 9.4 cm, touch screen display and its rugged construction is rated to stand a one meter drop.

In addition to the network rover configuration, the GRS-1 also has an optional RH-1 radio module that can be configured to work with existing Topcon GNSS receiver systems that are already in the market today. The RH-1 is available in digital UHF, spread spectrum and frequency channel scan UHF varieties.

All forms of radio correction that current and legacy Topcon GPS+ systems offer are supported within the RH-1 module of the



GRS-1 system. This means that if a customer purchased a previous system from Topcon they can be backwards compatible.

Mark Contino said, “With the GRS-1 network rover, no additional modem or equipment is needed... it's all built in. The user can access an RTK network for sub meter to sub foot mapping. By attaching an easy-to-connect external antenna, centimeter accuracy is instantly achieved.”

Source: Topcon Positioning Systems

The Innovation That Revolutionizes Site Operations

The world leader in the construction and sale of jaw-action bucket crushers, MB S.p.A. manufactures four basic models for excavators in the 8 to more than 28 tons.

MB produced the world's very first bucket crusher, thus inventing market niche.

Productivity is high – the crushed material can be recycled directly on site resulting in a significant reduction of costs. On the other hand, the level of versatility is very high – all that is needed is a standard excavator in order to work efficiently.

The MB bucket crusher is a hydraulic tool, designed starting from traditional jaw crusher technology, although unlike a conventional crusher, a bucket crusher is operated by hydraulic power provided by the excavator on which it is installed, with which it functions in synergy.

The bucket makes it possible to pick up the rock to be crushed and then to pile it onto trucks or use it for back filling on the site, thus speeding up worksite processes.

The reduction in costs is clear because this

system makes it possible to reuse inert materials without having to take them to a landfill, thus saving on disposal costs, while the ability to crush different types of materials makes it possible to use them directly on the building site.

Thanks to their production capacity, MB bucket crushers can be utilised in small, medium-sized and large worksites.

Thanks to consolidated mechanical engineering know-how and constant investments in technology and innovation, MB products improve work quality and provide the ideal solution to all problems associated with crushing.



IRON SEPARATOR

Thanks to MB's ongoing research to find innovative solutions capable of simplifying crushing operations, their new iron separator system provides a solution to an enduring problem – the difficulty of separating ferrous metals out of crushed inert materials.

Available for all MB bucket crusher, this device is composed of a 250 kg magnet, a magnet support, and an installation kit. This new device is straightforward to install.

Source: MB S.p.A. **INTERMAT** H6K 070

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Yanmar Industrial Engines Will Exhibit at Intermat

Yanmar Industrial Engines Division will be exhibiting its latest engines at Intermat in Paris.

Visitors to Yanmar's booth will be able to see the TNV and TNM series of water-cooled 2, 3 and 4 cylinder engines from 13,5 to 83 hp, in both normally aspirated and turbocharged version.

Also on display, the L series of air cooled single cylinder engines from 4 to 9,6 hp, in both LN (with noise reduction characteristics) and LV (complying with EPA Tier 4 regulations) versions.

Finally, a preview of the new Yanmar YDP pumps, powered with LN engines will catch the attention of the visitors.

Source: Yanmar Europe B.V.



INTERMAT H5B N020

MICO Offers Select Components At New Online Store

MICO, Incorporated, a leading designer and manufacturer of hydraulic components, controls and brake systems, announces the launch of the MICO Store as part of the company's Web site at www.mico.com/store.

The new MICO store offers a select number of vehicle components for end users in the construction, mining, industrial, marine and agriculture industries.

Available components include pedal actuators, throttle controls, brake cylinders and brake locks. Digital pressure gauges, quadrigages and switches can also be purchased at the store.

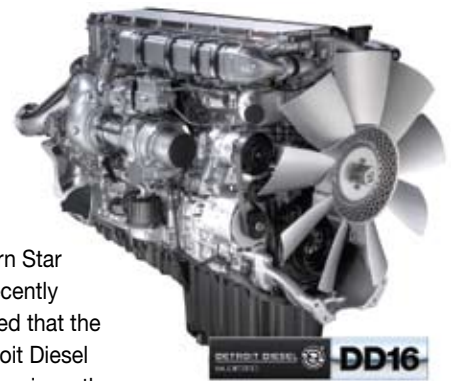
Online orders at the MICO Store are processed and shipped same day, or on the next business day if received after 2 p.m. CST. Products are covered by a one-year limited manufacturer's warranty.

Since 1946, MICO, Incorporated has been on the leading edge of technological innovation in hydraulic components, controls and brake systems primarily for heavy duty, off-road commercial and industrial applications. Today, the company is a completely integrated design, manufacturing and sales operation. Its knowledge of brake system design in conjunction with state-of-the-art machinery and manufacturing processes makes it an industry leader worldwide.

Source: MICO, Incorporated



Detroit Diesel Introduces the DD16 Engine with BlueTec Emissions Technology for Western Star Trucks



Western Star Trucks recently announced that the new Detroit Diesel DD16™ engine – the latest in Detroit Diesel's

series of all-new, heavy-duty engines – will be in production for the Western Star 4900 series in March 2010 and the Western Star 6900 in July 2010.

The DD16 is the most powerful engine offered by Detroit Diesel and will be equipped with BlueTec® emissions technology.

The DD16 displaces 15,6 l and is ideal for owner-operators, small fleets and specialty applications that include the mining, petroleum, agriculture, logging, hazardous material and heavy-haul segments. Part of the Detroit Diesel engine family, the DD16 shares a common platform design that is leveraged on a global scale by Daimler Trucks.

The DD16 features a robust core design, amplified common rail fuel system (ACRS™), turbo compounding technology and superior power curves that gives drivers the torque response and pulling power they demand. It will be offered with a large variety of output and multi-torque power ratings from 1750 to 2050 lb-ft torque and 475 to 600 hp.

In addition, the DD16's remarkable pulling power allows the driver to haul heavier payloads up and down the steepest grades and hang in top gear longer. Thanks to the DD16's integrated engine brake, getting down the other side is just as easy. With the DD16, Western Star customers can carry bigger loads with increased gross combination weight (GCW).

Additional features include the DD16's multi-torque ratings will help improve fuel economy without compromising the engines extreme power. The engine's wide, flat torque curves, peak at low RPMs and also help with vehicle launch and maintain pulling power on steep grades.

Source: Western Star Trucks Sales, Inc.

Raising the Roof

A -24°C wind-chill will not deter Oakwood from raising the roof, with some help from the Garlock Versa-Lift 600 construction elevator.

Oakwood Roofing of Winnipeg, Manitoba has recently begun to fit a 25 000 m² Genflex roofing system to the new Canada Post Central Processing Facility at Winnipeg Airport. Although no hot bitumen is being used during construction, the outer or upper layer will be comprised of ballast stone. Oakwood chose the Garlock Versa-Lift 600 to improve the efficiency of getting the rock to the roof, as well as equipment and materials.

The all aluminium telescopic elevator is a fixture in other parts of the world to ferry tiles, windows, furniture, solar panels etc., onto or into buildings. Garlock, in partnership with a leading German manufacturer developed the Versa-Lift 600 with the North American contractor in mind. Unlike its European cousin, the Garlock machine not only lifts and

lowers with a platform, it can raise and dump via a gravel bucket, and can be deployed to discharge waste into waiting trucks, dumpsters or skips. The heavy-duty trailer, adjustable outriggers and turntable base allow the Versa-Lift 600 to be towed by an



SUV or pick-up truck and maneuvered easily on-site. There is even an optional hydraulic drive to assist in difficult terrain.

The Versa-Lift 600 has become a regular sight for roofers throughout Canada, with machines working from coast to coast. Available in standard sizes from 27 – 38 m reach, this machine can be configured to reach up, over and around most obstacles, depending on the optional equipment fitted. In this case

the gravel bucket was used to fill a Garlock 788 Gravel Hopper, which, in turn fed three Garlock R-800 Workhorses that distributed the stone across the roof surface. With a maximum trolley speed of 60 m/min, more than 10 t/h could be moved with an experi-



enced crew without deploying the knuckle, on a straight and secure 27 m lift.

Once the roof is complete, the bucket will be replaced with a platform to lower equipment and material for transport to the next site. When that is complete, the Versa-Lift will be retracted and packed up to be towed to its next mission where it can be set up and ready to go in less than a half-hour.

Source: Garlock Equipment Company

LIFT PROFITS



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Portland's The Big Pipe Water & Sewer Project Benefits from Doka Formwork

*John Hooper, Joem Promotions
on behalf of Doka GmbH
Special Collaboration*



The primary mining shaft for The Big Pipe water and sewer project in Portland, Oregon, was completed using a combination of two Doka formwork products.

Ease and speed of use of both Frami formwork and D22 climbers meant that it took just 90 days to form the final lining of the huge 20 m diameter and 35 m-deep shaft that serves as the entry point for the project's tunnel boring machine (TBM), which started work in May 2007.

The Opera Shaft is the main mining shaft for the \$426 million East Side Combined Sewer Overflow Tunnel Project. The tunnel – also known as the East Side Big Pipe – is being built by a Kiewit-Bilfinger Berger joint venture.

The work is one of a number of projects being carried out to reduce the sewage and stormwater that now overflows into the Willamette River when it rains. Completion in 2011 will slash the combined sewer overflow volume to the river by 94%.

Doka's Far West Branch provided Kiewit-Bilfinger Berger with wall formwork and engineering support for the shaft construction. The contractor decided that Doka offered the best and most efficient solution, in combination with an overall cost that was cheaper than the proposals offered by other

companies.

"The forming system worked very well for us," said Kiewit-Bilfinger Berger general superintendent Mike Hanley. Doka one-sided D22 climbers were used with Frami small-panel framed formwork. "The crews could raise and set them in five shifts," he added.

East Side Big Pipe is a sewer tunnel with a diameter of 6,7 m and a length of 9,6 km. It will collect and intercept overflows from existing combined sewer outfalls and the flows will be pumped to a treatment plant.

north. It will then be returned to the Opera Shaft to start the southern drive.

The shaft also provides the primary access for workers and equipment during tunnel construction, as well as an exit point for excavated materials. Shaft construction began in March 2006 for completion in April 2007 ready for the first tunneling drive.

The shaft is 35 m deep and has a diameter of 22 m, with a final concrete lining almost 1 m thick, which was formed using the Doka one-sided D22 climbers and the Frami small-



The TBM has advanced over 4319 m to date. Less than 1896 m remain to get to Port Center Way

Seven shafts along the alignment provide construction access and they will also serve a variety of functions during the system's operation, including the provision of storm surge storage capacity.

The main project mining shaft, sited across from Portland Opera, is where the tunnel boring machine begins its drives, first by heading

panel framed formwork. Both Frami and D22 provided key advantages.

Frami's modularity allowed for the simple removal of upper panels to accommodate differing pour heights. The panels are light and so could be quickly assembled into gangs on the ground, while minimizing crane time.

Use of the Doka D22 system allowed

higher pours than competitor systems, which reduced the number of lifts to just four. Another advantage was a simple transition from the A-frame starter block to the upper cantilevered brackets, as D22 consists of similar parts for both the first and subsequent lifts.

A 200 mm tolerance for the final lining allowed for a segmental approach to construction.

The one-sided final concrete lining of the Opera Shaft was formed by using a total of 186 m² of Frami, with hinged corners, in a segmented fashion. In total, 52 D22 brackets were used to provide a working platform and to climb the Frami forms. The first lift was of 4,11 m and used 36 D22 starter blocks. Two lifts of 3,65 m followed and the fourth was just 2 m.

A tower crane was used to fly the Frami and D22 gangs into the shaft, where final positioning was carried out using a mobile crane. The biggest challenge was to coordinate the supports for the D22 climbers across the tunnel eyes and this was completed smoothly.

Kiewit-Bilfinger Berger made use of Doka's on-site service for putting together the Frami



system and the D22s. The user-friendliness of both systems was welcomed and meant that little field service attention was required.

Doka provided on-site instruction and technical support and its attention to service was also demonstrated by the speed and efficiency with which the engineering and operations team carried out deliveries, despite long distances being involved. Sending small items by courier ensured they arrived the next

day.

Other aspects praised by the contractor included the engineering detail that was provided, such as a "nicely detailed set of drawings," according to lead engineer Shane Yanagisawa.

The final lining of the Opera Shaft was completed within the scheduled time and the last of the equipment was returned to Doka after just three months.

Rajant Announces Agreement With Cashman Equipment

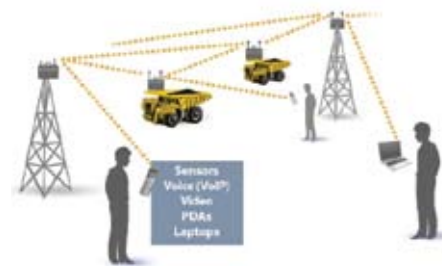
Rajant Corporation announced recently that it has entered into a reseller agreement with Nevada-based Cashman Equipment Company to market, sell and support its BreadCrumb® wireless mesh communications product line.

"We are looking forward to working with this top member of the Caterpillar dealer network. With this new dealer agreement, Rajant will have the opportunity to reach out to a whole new group of mining and construction customers," said Frank Olivieri, director of Business Development, Mining division for Rajant. "Cashman is very well known for their experience, solution knowledge, and world-class customer service and support."

Headquartered in Henderson, Nevada, Cashman is one of the highest rated Caterpillar equipment dealers in North America. What began as a sales opportunity to supply a few pieces of equipment to the Hoover Dam project in 1931 is now one of the largest privately-owned corporations in Nevada.

Cashman is a full service Caterpillar dealership providing new and used equip-

ment sales, service, product support, parts, and rental services with locations throughout the state of Nevada including Reno, Winnemucca, Elko, Round Mountain, Carson City, North Las Vegas, and Henderson.



Cashman will be a major partner in the sales, delivery, installation, training and support of Rajant wireless BreadCrumb® networks. Primary customers will include mining and construction companies.

The Rajant network is made up of wireless BreadCrumb® devices that form a wireless, meshed, self-healing network for health monitoring, fleet management, and other critical mining and construction applications such as Caterpillar's Vital Information Management

System (VIMS), condition monitoring, asset management, operator communication and dispatch. Many vehicles and workers that require wireless communications are constantly on the move throughout the mining network. The Rajant network's wireless BreadCrumb® nodes can rapidly adapt to any changes in the network topology, assuring that IP traffic uptime and bandwidth are maximized. Operators of mining and construction companies directly benefit from the Rajant network by an increase in operational efficiency and lower operating costs, saving them money.

"Cashman is very proud to become an authorized Rajant reseller," said David Griffin, Technical Services manager at Cashman Equipment Company. "The Rajant wireless BreadCrumb® products have helped mining and construction companies become more efficient with their operations and safer too. We are pleased with the opportunity to add Rajant's BreadCrums to our technology solutions offering."

Source: Rajant Corporation

The MECANIVENT - A New Type of Rigid Ventilation Ducts for Underground Mining

André Paquet, Mecanica
www.mecanica.ca
Special Collaboration

down underground in one load 30 plastic pipes of 40 cm to 106 cm diameter instead of one or two units made of steel or Fiberglass types, that same size.

Moreover, handling and installation costs of that new type of ducts are considerably reduced for the following reasons:

- Lightness – each 2,44 m (8 ft) pipe of 106 cm (42 in) diameter weighs only 27,2 kg (60 lb).
- Easy assembly
- Fast underground installation – a two-men team will install 14 duct sections during a work shift.

The MECANIVENT ducts are resistant to shocks from underground equipment and will never rust.

Furthermore, the MECANIVENT ventilation system installed at Casa Berardi mining installations, located north of La Sarre, Quebec, have proven that their low coefficient of friction coupled with the air-tight pipes allow a reduction of the “K” Factor to 3.

They also require a reduced number of

A new rigid fan pipe kit made of polymer has been designed for underground mining and tunnelling customers by Mecanica in 2008.

Transport cost savings are the first ben-

efits of this new product. Up to 30 pipes of the MECANIVENT can be piled up on a single 4' x 4' x 8' pallet giving the possibility of carrying from 250 m to 300 m on a single trailer load. That quantity is far

more important than the one possible with any other rigid type ducts.

The same principle applies for bringing

fans to push the air on a long distance resulting in important electrical power savings.

The MECANIVENT is now available to the



Canadian mining industry.

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New Canadian Distributor for Comacchio Drilling Equipment

Eastrock Inc. has been awarded Canadian exclusivity for Comacchio drilling rigs. The company, renowned for its outstanding customer support in the rock drilling industry, will combine the same customer-centered philosophy with the Comacchio passion for quality products.

Comacchio holds a prominent position, worldwide, in the small to medium sized drill market with hundreds of units operating in the fields of geotechnic, ground consolidation, anchor drilling and geothermal energy.

Eastrock is particularly pleased to bring the Comacchio product ingenuity to the Canadian geothermal community. Geothermal applications are focused on capturing heat from earth and are becoming more popular, economical, and environmentally friendly for all types of heat pump installations. Comacchio has over 10 years of geothermal drilling experience in various countries throughout the world.

In particular, the Comacchio MC900GT – which merited a “special mention for techni-

cal innovation” at the 2008 SAMOTER exhibition in Italy – is unique for its patented automatic loading system for both drilling rods as well as casing. This improves the drilling cost by minimizing labor requirements as well as enhancing safety by eliminating the manual handling of drill rods and casings. The recovery of the casing is also a cost saving feature not possible with traditional well drilling equipment.

Comacchio offers both double and single head drilling systems depending on the terrain. The MC900GT double-headed system allows for casing and DTH drilling, reaching depth up to 160 m or 300 m with DTH hammer only. With the use of tri-blade bits and the mud pump, it allows for cleaner operations, which is critical in residential applications. Single headed systems like the MC455GT can drill to a depth of 200 m using the DTH hammer only. The MC455 has several technical advantages over the other rigs on



the market. The largest being the patented automatic drill rod loading system with a 198 m (600') capacity. The unit also has a slewing ring which allows 360° rotation of the undercarriage to maximize productivity in positioning the unit.

Source: Eastrock Inc.

EVI Cruises into MATS with First “Road Ready” Commercial Electric Vehicle to Hit the U.S. Market

Electric Vehicles International (EVI) made the first ever “Road Ready” EV/HEV class 3-6 commercial vehicles available for demonstrations at the 2009 Mid-America Trucking Show in Louisville, Kentucky. Having completed its launch into the U.S. market earlier in March, EVI offers customizable fully electric vehicles or hybrid electric vehicles that are in full compliance with the major federal and state regulatory agencies in their respective weight classes.

In the U.S., with a nationwide push for energy independence and smarter financial decisions, public and private entities alike are urging managers to electrify their fleets. The recently passed American Recovery and Reinvestment Act of 2009 included a number of financial incentives for EVs that can range from US\$7500 to US\$15 000 per vehicle. In addition, many states and municipalities are awarding grants and tax incentives for the procurement and use of electric and hybrid electric transportation. When these incentives are combined with EVI's competitive pricing

and lower operating costs, it can help fleet owners and businesses of all sizes achieve significant efficiencies and have a positive impact on the bottom line in the process.

In addition to the two commercial truck models (eviLightTruck and the eviRoute 1500) that EVI manufactures, the company has developed a cutting-edge drivetrain and offers engineering services including conversions to hybrid electric vehicles. All of EVI's vehicles, which are presently available to the U.S. market, are “Road Ready” glider chassis, assembled in the U.S. EVI's motors and controllers are built in the U.S. and the trucks' patented lithium phosphate batteries are supplied by Valence Technology, an international manufacturer and supplier of safe lithium phosphate energy storage solutions based in Austin, Texas.



The 37th Mid-America Trucking Show, was held at the Kentucky Expo Center, in Louisville, Kentucky, March 19 - 21. As part of the company's U.S. launch, EVI attended several leading industry events including the recent Work Truck Show in Chicago, Illinois, Faster Fleet Cleaner Air California show in Long Beach, California and the upcoming Alternative Fuels & Vehicle Conference in Lake Buena Vista, Florida, April 19 - 22.

Source: Electric Vehicles International

Kenworth C500s Help Premay Equipment Move 550 000 kg Reactor to Canada's Oil Fields



To move a reactor that weighs more than the largest, fully-loaded Boeing 747 to the oil sands region in Northern Alberta, Premay Equipment relied on a herd of 9 Kenworth C500s with a total of 4800 horses under their hoods to get the job done.

The 545 t shipment consisted of a 4,16 m diameter by 33,5 m long reactor destined for the petroleum-rich oil sands mining area in northern Alberta. The reactor is part of a planned expansion of Suncor Energy's oil sands operations.

"The Kenworth C500s performed beautifully," said Brent Harris, president of Premay Equipment L.P., a subsidiary of Mullen Transportation Inc. The Edmonton-based company specializes in heavy hauls for western Canada's oil and gas industry. Its hauling and rigging division transports giant equipment over highways and off-road to production locations such as Alberta's oil sands. The division also hauls equipment to natural gas production fields throughout western Canada.

The enormous reactor was loaded onto a transport frame with each end of the frame supported by a hydraulic platform trailer. Each trailer was configured at 6,4 m wide by 39,6 m long and had 56 axles with 4 tires on each axle, (in all, 448 tires). One Kenworth C500 tractor in front pulled and four in back pushed the 7,6 m high load at a maximum speed of 20 km/h for most of the 130 km northbound trip on Alberta Highway 63 from Lynton Siding, which is 20 km southeast of Fort McMurray, to the job site at the Athabasca oil sands.

When the shipment got to Supertest Hill, Premay added another four Kenworth C500

tractors to the front. "The nine C500s handled the three-quarters of a mile long climb, with about an 8% grade, without any major issues," Mr. Harris said. "Thanks to the C500s, we were able to keep to our timetable, which is important because the northbound lanes of Highway 63 were closed for safety reasons."

Premay makes these mammoth moves in the cold of winter when roads freeze hard; spring and summer maneuvers of that weight would damage the highways. To keep all that weight under control and moving efficiently, Premay's Kenworth C500s are equipped with 525 hp engines driven through Allison automatic transmissions. Four of the nine C500s have tridem drives equipped with 48 000 kg rear planetary hub-reduction axles to provide added traction on icy and snowy roads.

Premay operates a fleet of more than 50 trucks, of which more than 90% are Kenworths. The company's other Kenworth models include T800s, W900s and T660s. To help keep its fleet of trucks running, Mr. Harris said the company relies on after-the-sale support from its local Kenworth dealers. "Since we do most of the routine maintenance on our trucks, Edmonton Kenworth and GreatWest Kenworth offer us Kenworth PremierCare® Connect which links us directly to its parts department," he said. "We use the program to manage our parts inventory and make sure we're getting the right replacement

parts, which means no delays in getting our trucks back in service."

Brent Harris joined the company as a truck driver in 1978 when it had just 3 company trucks and 14 leased truck operators.



In addition to quality and durability, the company chooses Kenworth trucks for driver comfort. "Kenworth designs trucks with comfortable, ergonomic environments, which help our drivers stay alert and on top of things. That's critical in our line of work because an alert driver can react better to unforeseen circumstances," said Mr. Harris.

Brent Harris said he also appreciates how Kenworth's engineers work with his company's drivers and managers to develop the right truck specifications for his company's application. "Kenworth engineers are forward-thinking and listen to their customers. That's how they develop trucks with all the latest technology that can help their customers run efficient and productive operations."

Source: Kenworth Truck Company

Hyster Introduces the H170-190FT Line of Heavy Duty Lift Trucks

Hyster Company, a leading lift truck designer and manufacturer in North America, introduces the newest addition to the Fortis® line of lift trucks: the H170-190FT. These new trucks accommodate much larger loads without a dramatic increase in truck size or expense. Based on the current Hyster® H135-155FT model pneumatic truck, these new capacity models offer a longer wheelbase, a more powerful drive train, and a new mast to accommodate loads up to 8600 kg.

Ideal for use with lumber, steel, and concrete applications, the H170-190FT line offers



several features that allow for lifting capacities similar or equal to those of much larger trucks. A new, heavier VISTA® mast provides superior load support during lifting and lowering while offering optimal operator visibility. The Hyster turbocharged and intercooled

Cummins QSB3.3 turbodiesel engine provides 110 hp at 2400 RPM and 305 ft-lb of torque for maximum performance.

To accommodate heavier

loads, the H170-190FT series is outfitted with



an upgraded drive axle and an oil-cooled brake design, as well as larger hubs that increase truck stability. A new modulated brake system provides consistent pedal travel versus brake line pressure for optimum operator control. To ensure operator safety, an accumulator is used to store hydraulic pressure for full braking power in the event of unexpected loss of engine power.

Fully-tested through the Finite Element Method (FEM) to ensure ruggedness and durability, the H170-190FT series offers the strength and productivity needed when moving heavier loads. With a durable power train and mast design, turbocharged diesel engine, and enhanced hydraulics, the Hyster H170-190FT line of lift trucks features proven efficiency and superior durability.

Hyster lift trucks are supported by one of the largest and most experienced dealer networks in the industry. Hyster customers have access to an expansive parts availability program, in-depth operator training and product customization for special applications. Hyster Company also offers the industry's most comprehensive standard warranty and affordable and flexible financing programs.

Source: Hyster Company

Kubota Adds L45 TLB to its Lineup

Kubota introduces the new L45 tractor-loader-backhoe, a tractor built for power and versatility. The L45 combines a strong loader and backhoe with 3-point implement capabilities. Powered by a 45 hp Kubota diesel engine and new HST Plus Transmission, Kubota's L45 is ideal for rental users, contractors, landscapers and homeowners with professional results in mind.

Both the L45 loader and backhoe feature innovative new design and enhanced capabilities. The loader has a lifting capacity of 1000 kg with a 2.9 m lifting height. The L45 backhoe boasts a 3 m digging depth, a high-performance inching valve and a standard hydraulic thumb bracket. The L45 features standard backhoe crawling mode, providing the ability to move at "creep" speed, ultimately saving time when repositioning while trenching.

Whether hauling, tilling or cleaning with a box scraper, the L45's rear axle and independent PTO powers a wide selection of tools, allowing the L45 to provide immense versatility. From a multi-functional quick coupler to detachable backhoe and rear remote hydraulic control valves, attachments can be easily mounted and exchanged on the loader, backhoe, and optional 3-point hitch of the L45.

Source: Kubota Tractor Corporation



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Multi-Trade Use of Hydro Mobile in Boston's Historic District

Dimeo Construction Company is using mast-climbing work platforms from Hydro Mobile to construct the Avenir, a redevelopment project within Boston's historic Bulfinch Triangle.



Rented and serviced by Hydro Mobile's regional distributor Marr Scaffolding, 31 mast climbers are being used by Dimeo Construction Company to perform the exterior facade work on the Avenir building, a luxury 241-unit rental project built on top of, and partially supported by, the structure of Boston's MBTA North Super Station.

Dimeo, a family-owned and operated company, ranks among the top 100 construc-

tion managers in the U.S. With 250 employees and projects running all over New England, the company's continued success demands a careful choice

of partners, suppliers and sub-contractors. Doug Peckham, project manager at Dimeo, explains why he chose Hydro Mobile

for the Avenir project: "Marr Scaffolding and Hydro Mobile were undoubtedly the best deal we found on the market. Pricing and product reliability were obviously important issues for this selection, but training, engineering services and customer support proved to be the key elements that set Marr and Hydro Mobile apart from the rest."

Hydro Mobile's engineering department took care of the setup design and Marr Scaffolding went onsite to handle the erection. 18 P-Series were installed to provide access to corners, restrained areas and recesses. 13 M-Series were used for the rest of the 35 300 m² facade.

Teams from Dimeo and their associated sub-contractors attended training seminars at Marr Scaffolding and were certified to

operate the mast-climbers.

Since May 2008, Dimeo has fully taken advantage of those 400 m of Hydro Mobile. The mast climbers, with capacities ranging from 2700 to 17 000 kg, turned out to be ideal for heavy works involving metal panels, structural steel, relieving angles and masonry. Multi-trade subcontractors, which included tasks such as carpenters, glazers, ironworkers, laborers, waterproofer, roofers and



masons, utilized the platforms to the fullest extent in completing the structural steel and exterior facade elements.

"Hydro Mobile offers six different models to answer the specific needs of any trade in the industry", explains Bill Lederman of Marr Scaffolding. "The work area is ideal for all trades and all types of materials. Decks are 1,6 m to 2,1 m wide, lengths go from 1 m to 42 m, and all models have a lower working area. Hydro Mobile mast climbers offer a safe, ergonomic and comfortable work environment and contribute to improve onsite productivity."

The Avenir, another project marking the rejuvenation of the historic district of Bulfinch Triangle, is developed by Arch Stone Smith and will be completed by July 2009.

Source: Hydro Mobile Inc.

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LEED™ Canada Certification Now Available for New Homes

As part of its introduction of the new LEED™ Canada for Homes rating system, the Canada Green Building Council (CaGBC), together with the builders and providers behind the projects, hosted tours of two new homes that are candidates for LEED certification. The homes are among the first in the country to achieve this new recognition. LEED (Leadership in Energy and Environmental Design) is viewed across North America as one of the most rigorous third-party certifications for green buildings.

Among other features, LEED-certified homes use energy and water more efficiently, are built with sustainable and more durable materials, provide increased comfort, and improved health for occupants. For a new home to gain LEED certification, it must achieve performance measures in eight categories: Innovation & Design Process; Location & Linkages; Sustainable Sites; Water Efficiency; Energy & Atmosphere; Materials & Resources; Indoor Environmental Quality; and Awareness and Education.

"We're delighted to be standing alongside these builders to launch the LEED Canada for Homes rating system. Leading builders know that homebuyers today are increasingly looking for high performance and long-term value first, and LEED-certified homes meet that demand," said Thomas Mueller, president and CEO of the CaGBC. "The owners of new LEED-certified homes will enjoy the many comfort and health benefits of these homes, but they'll also save money, with a home that's up to 70% more energy efficient. Plus the resale value will remain high as more home buyers look for the durability and high performance that a LEED home provides – a real edge in an uncertain real estate market."

In fact, a recent Nielsen survey confirmed the willingness of potential homeowners to pay more for a green certified home. Of the more than 5000 Canadian households surveyed, 85% of the respondents said that certification would play an important role in their home purchase decisions (for future purchases or if it was available for past purchases), and 82% said they would be willing to invest more money in a home purchase if it was certified.

In Toronto, BILD, the Building Industry and Land Development Association gave a tour of its Archetype Sustainable House at the Kortright Centre's Living City Campus. LEED Canada for Homes Provider Emmanuel Cosgrove of Ecohabitation was a co-host in Montreal, guiding event attendees through the Abundance Montreal Triplex on Boulevard LaSalle.

LEED Canada for Homes applies to new single-family homes or low-rise multi-family projects of no more than three storeys. Although about 200 Canadian projects are registered with the U.S. version of the tool, the CaGBC expects hundreds more homes will be registered under the new Canadian rating system within the first month of its release. When certified, these homes join the seven others in Canada that have achieved LEED-certification under the U.S. version of the tool, which was introduced in 2008.

The LEED Canada for Homes certification is being delivered to the market through seven Providers. Located across the country and selected by the CaGBC, these Providers are experts in high performance, sustainable building, and provide green home rating support services to builders. Providers are also responsible for choosing suitable LEED Canada for Homes projects and administering a team of professional raters, who, together with the providers, verify that homes in the program meet the rating system criteria.

The Canada Green Building Council is the leading national industry organization advancing green building practices for livable communities. It represents more than 2,000 member organizations involved in the design, construction, and operation of buildings. For more information, visit www.cagbc.org.

Source: Canada Green Building Council

Appointments

Effective June 1, 2009, **Martin Daum** will become head of **Daimler Trucks North America**. Martin Daum will replace Chris Patterson, who will retire after 32 years of service to the North American commercial vehicle industry. Mr. Daum is currently head of operations at the Mercedes-Benz plant in Woerth, Germany.



Martin Daum has been at the Daimler Group for more than 20 years and has worked in various areas. After graduating in business administration at the University of Mannheim, he started his career in 1987 in the department of Sales Controlling Overseas at the then Daimler-Benz AG. This was followed by various positions at debis Marketing Services GmbH, before he moved to the United States where he held various management positions at Daimler's commercial vehicles subsidiaries. Upon his return to Germany, Daum became head of Commercial Vehicles Strategy in Stuttgart, where he was responsible for Trucks Controlling Europe and Latin America, and in 2006 was also made head of the Woerth plant. In parallel, he was head of the Unimog and Special Vehicles product unit from 2003 onwards. In both functions, Mr. Daum will be succeeded by Yaris Puersuen, currently head of Finance & Controlling Europe and Latin America in Woerth.

Source: Daimler AG

The Churchill Corporation is pleased to announce the appointment of **Don Pearson** to the position of president and COO of **Stuart Olson**, a wholly-owned subsidiary of the Corporation, effective immediately.



Mr. Pearson first joined Stuart Olson in 1985 as a project manager and progressed through the company to his prior position as executive vice president in October of 2008.

James Houck, president and CEO, stated "Mr. Pearson's industry knowledge and strong leadership have been a key factor in Stuart Olson's past successes. He has consistently delivered results in his EVP position as part of his executive development, and his demonstrated strategic vision will contribute to Stuart Olson's future."

Mr. Pearson succeeds Al Stowkowy who has ceased employment with the company.

Source: The Churchill Corporation

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Tuesday, May 26

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- Fuel Conservation
- Counterfeit, Copycat or Brand Names – Do You Really Know What You're Getting?
- Today's and Tomorrow's Director of Maintenance

Wednesday, May 27

- Diabetes – Fourth Deadliest Disease on the Planet
- LCV (Long Combination Vehicles)
- Hands-On Training Sessions

Thursday, May 28

- Lubrication Specifications and Oil Analysis
- Alternative Climate Control

SEMINAR HIGHLIGHTS:

- 5th Annual CFMS Golf Tournament
- Volvo "Maintenance Manager Of The Year" Award
- Outside Truck Display
- Silent Auction Supporting Ontario Special Olympics
- Trade Show



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Agenda

ExpoCam 2009

April 16 - 18, 2009
 Montreal, QC Canada

Intermat 2009

April 20 - 25, 2009
 Paris, France

INTERMAT

Canadian Mining and Industrial Exposition

April 22 - 23, 2009
 Sudbury, ON Canada

Building Fairs Brno

April 21 - 25, 2009
 Brno, Czech Republic

APOM Technical Day

May 8, 2009
 Repentigny, QC Canada

CIM Exhibition

May 10 - 12, 2009
 Toronto, ON Canada

Truck & Bus World Forum & SOLUTRANS

May 10 - 16, 2009
 Lyon, France

MASZBUD - International Construction Equipment & Special Vehicles Fair

May 12 - 15, 2009
 Kielce, Poland

The Big Event - Northern Mines & Exploration Expo 2009

May 21 - 23, 2009
 Timmins, ON Canada

ITS America's 2009 Annual Meeting & Exposition

June 1 - 3, 2009
 Fort Washington, MD USA

WasteTech 2009

June 2 - 5, 2009
 Moscow, Russia

CTT Moscow 2009

June 2 - 6, 2009
 Moscow, Russia

M & T Expo 2009

June 2 - 6, 2009
 Sao Paulo, Brazil

4th Annual Salon National de l'Environnement

June 19 - 21, 2009
 Montreal, QC Canada

ITE 2009 Annual Meeting and Exhibition

August 9 - 12, 2009
 San Antonio, TX USA

APOM Technical Day

September 11, 2009
 Trois-Rivières, QC Canada

16th ITS World Congress

September 21 - 25, 2009
 Stockholm, Sweden

ICUEE - The International Construction & Utility Exposition

October 6 - 8, 2009
 Louisville, KY USA



BICES - Beijing International Construction Machinery Exhibition & Seminar

November 3 - 6, 2009
 Beijing China

INFRA 2009

November 16 - 18, 2009
 Mont-Tremblant, QC Canada

Atlantic Logistic Forum

November 26 - 27, 2009
 Pau, France

Bauma 2010

April 19 - 25, 2010
 Munich, Germany

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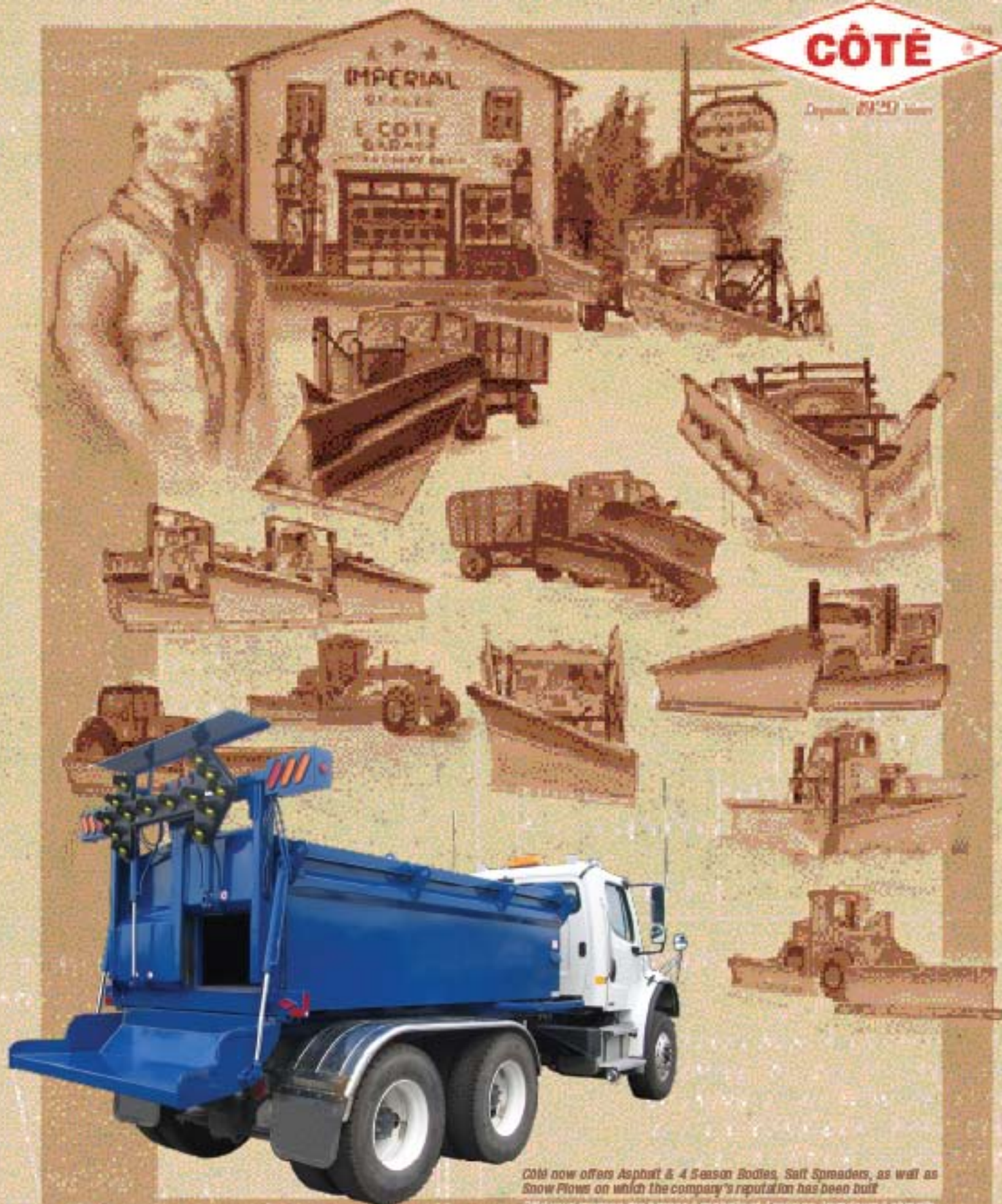
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