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Volume 11 • Number 5 • May 2006 • *English Edition*



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A Word From the Publisher

This month, you will find in *InfraStructures* news and technical stories on different trades. From quarries to waste handling, our readers are involved in all kinds of activities that share an important point... They all use heavy machinery and specialized equipment.

We cover trade shows all over the world to gather all the important information that may have an impact on the industry in the future. In this issue, we feature reports on roofing, equipment rental, public works, as well as earth moving and construction. These shows were held here in Canada, in the United States and in France.

Some of you will have noticed that the content of the French and English editions differ somewhat. As we try to cover the widest range of topics as possible for the benefit of the majority of our readers, some articles are published in only one language.

We invite you to contact us if you would like to inquire about an article published in French or any product featured in *InfraStructures*. It will be our pleasure to provide you with an English translation or contacts and background information.

Do not forget to complete the subscription form. This helps us maintain our list as complete and as up to date as possible.



Editor/Publisher



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On the cover:

London Machinery, now part of the Oshkosh group of companies, offers the McNeilus brand of refuse bodies on the Canadian market.

They recently delivered their first units to customers in Canada.

SATELLITE AIRTIME RATES AND HARDWARE COSTS FALL TO EARTH

Globalstar, a world leader in providing mobile satellite voice and data services to business, announced recently that it is implementing sweeping new rate plans that will see selected satellite airtime costs cut by as much as 50%. The company also announced hardware price reductions on its flagship GSP-1600 mobile satellite handset, the GSP-2900 fixed unit, as well as various major accessories. Globalstar is also introducing North American wide calling

which will eliminate roaming charges for those Canadian customers traveling to the US and Caribbean.

Since 2000, Globalstar Canada has been the leader in providing Canadian businesses and various government agencies with high quality mobile satellite voice and data services. The company has primarily focused on remote industrial vertical markets that require the capability to communicate, even in areas where standard wireless and terrestrial communications are not available. Because of the increased value of the new packages,

today's announcement will not only create interest from the company's current customer base but it will also open the doors for commercial markets with seasonal needs and those interested in emergency preparedness and business continuity solutions as well as individual users who require remote communications.

"Our customers demand that we not only provide high quality, reliable communications but also increased value and flexibility, and this is what the new Enterprise and Latitude price plans deliver," said Steven Bell,



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Shell Sets Sights on New-Spec Engine Oil

Building on Shell Canada Products' \$400-million investment in ultra low sulphur diesel (ULSD), the company's commercial business is now focused on the launch of a new, on-road diesel engine oil category named API CJ-4 (CJ-4).

"CJ-4 is the biggest oil specification change to hit this industry in years," said Les Markiewicz of Shell Canada Products. "Approximately 80% of Canadian road transport lubes business is affected by this upcoming change in engine oil."

Beginning in late 2006, new on-road diesel-powered vehicles will come equipped with advanced emission control technology to reduce harmful emissions by some 90%. CJ-4 is designed to work with ULSD in this next generation of diesel engines. CJ-4 will contain lower levels of phosphorus, sulphur and ash than API CI-4 Plus, which is the current heavy-duty engine oil standard. The finished product will be high performance engine oil that provides drivers with improved wear protection, oxidation stability and soot control.

"Essentially, the new engines will run hotter, and a hotter engine means that the oil has to perform better," said Lenore Indarsingh of Shell Canada Products. "For our customers, their truck is their livelihood and we want to help extend the life of their engines by providing them with highest quality lubricants."

Shell Global Solutions, the technology arm of Royal Dutch Shell plc, field-tested several Shell-formulated candidate oils in prototype 2007 engines in advance of the oil formulation change.

Shell Canada Products will offer the road transport industry this new, high-performance, heavy-duty diesel engine oil under the ROTELLA® T and Rimula® brands by October 2006, in time to service 2007 engines. For over 25 years, Shell ROTELLA®T has brought leading-edge protection to on-road and off-road diesel engines. The protection can translate into longer engine life, reduced maintenance costs, and better protection against power loss and lost fuel economy.

Shell Canada Products manufactures, distributes and markets refined petroleum products across Canada. Shell's three refineries convert crude oil into low sulphur gasoline and diesel fuel, aviation fuels, solvents, lubricants, asphalt and heavy fuel oils. Shell Canada Products supplies these products to retail, commercial and road transport markets through its Canada-wide network of Shell- and private-branded retail and cardlock sites.

Source: Shell Canada Limited

senior vice president of international sales, marketing and customer operations. Mr. Bell went on to add, "Now with the elimination of Globalstar's roaming fees in the US, and the Caribbean, Globalstar rates throughout most of North America are often well below those roaming rates charged by many cellular companies."

Mr. Bell continued, "Globalstar is excited to be leading the charge in the mobile satellite industry in Canada to provide additional value for business. The last time we added more value to our airtime price plans, Globalstar experienced very strong growth in our customer base and an improvement in corporate revenues. We expect these changes will again accelerate the adoption of Globalstar satellite voice and data service throughout Canada."

With the new rate plans, customers in Canada can now access high quality satellite voice service from virtually anywhere for as little as \$0.16 per minute and short burst data for as little as \$0.04 per 15 second burst. For more sales information regarding these products and services, contact Globalstar.

Source: Globalstar, www.globalstar.ca
Chris Armstrong, (905) 712 6669

MATERIAL HANDLING SYSTEM FOR TRACKING INVENTORY AND EQUIPMENT AT HEAVY CONSTRUCTION PROJECTS

Barcoding Inc. and SNC-Lavalin have created a new Material Handling System that utilizes barcodes and handheld computers to track equipment and inventory at construction projects.

Software and hardware components provided by Barcoding, in conjunction with the consulting and procurement services of SNC, are now available as the SLAI Material Handling System™. The new system has been implemented at several sites, including Nova Chemicals and Duquesne Lighting.

The material handling system that SNC was using previously was very basic. Staff would spend countless hours tracking everything from raw materials to finished goods. Throughout the manufacturing process materials were being tracked by hand. SNC required a system that could efficiently track every item from the time it was ordered until the time it was shipped to the customer.

For example, when an order is placed with a manufacture for a custom pipe, SNC needs to know where that pipe is at all times. The pipe must be tracked when it leaves the manufacturer's site, during shipment to the

construction site, when the construction site receives it, while it is kept at the construction site, when it is picked for installation, and finally, when installation is completed. Barcoding developed a software application to track inventory as it moves through the manufacturing process. From the time of ordering until installation, inventory is tracked with barcode labels and Symbol PDT8100 portable data terminals.

Information entered on the portable data

terminals is transmitted via wireless network to the main database. The data can then be viewed via a web interface, in real time, subject to user authorization. It used to take SNC a week to generate the certain monthly reports. Those reports are now constantly updated and can be generated in seconds.

"Barcoding helped us to provide a solution that we otherwise wouldn't be able to do. We are on the cutting edge of technology and that allows us to offer the latest, and greatest

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products and services to our customers,” said Mark Nemeth, project manager at SNC-Lavalin. “With this system, the construction site manager is able to immediately see if everything was available for the next phase of the construction. In the past they would run around spending countless hours to track everything down. This solution significantly helps SNC keep projects on track, on budget, and on time.”

Source: Barcoding Inc.

INGERSOLL RAND UTILITY EQUIPMENT SERVICE TRAINING TEACHES MAINTENANCE AND REPAIR

The Ingersoll-Rand Company Limited Utility Equipment Service Training provides instruction for maintenance professionals on air compressors, generators, earthmoving equipment, material handlers, and engines.

A full course curriculum of two- to five-day sessions is offered. Twelve different mechanics training courses are offered for Ingersoll

Rand air compressors, generators, earth-moving equipment, and material handlers. An additional course is offered for engine maintenance and repair of Ingersoll Rand, John Deere, Mitsubishi, and Volvo engines.

In all the courses, theory and practice are integrated throughout. Class sizes are set to allow for an optimum instructor-to-student ratio, which provides ease of learning, rewarding hands-on experiences, meaningful work, and social interaction with other

JCB Aims for the Title of World's Fastest Diesel

JCB will attempt to break the diesel land speed record this summer at the Bonneville Salt Flats in Utah. To reach speeds over 300 mph, JCB built one of the world's most powerful diesel engine based on the same JCB444 diesel engine the company uses in the world's best-selling backhoe loader.

By earning the title of “World's Fastest Diesel”, JCB will prove the strength, performance and versatility of the JCB444 diesel engine.

JCB will challenge for the FIA Group III, Class 10 supercharged diesel streamliner record, currently held by Virgil W. Snyder, who set the record of 235.756 mph at the Bonneville Salt Flats on August 25, 1973.

The DIESELMAX car will be driven by RAF pilot Andy Green, who set the first-ever supersonic world land speed record at 763.035 mph in ThrustSSC in the Black Rock Desert on October 15, 1997.

“It has always been our company tradition that the way to make progress is to push forward with a sense of urgency and to seek new challenges,” said

Sir Anthony Bamford, Chairman, JCB. “The search for the next innovative step is the cornerstone of our business along with a strong sense of adventure.”

JCB DIESELMAX is more than 29 feet long, weighs nearly three tons and is powered by two 750 bhp two-stage turbocharged JCB444 diesel engines driving through separate six-speed transmissions.

Initial vehicle testing will be conducted by Green at the Wittering Royal Air Force station, near Peterborough, England prior to the first salt testing at Bonneville during Speed Week, which runs August 12-18, 2006. The team will make its first attempt to set a new record the following week.

Source: JCB



First Deliveries of McNeilus® Refuse Bodies by London Machinery



London Machinery, a Division of Oshkosh Truck Corporation, is pleased to announce delivery of the first 40+ McNeilus® Standard Rear Loaders and Pacific Series® Front End Loaders to Waste Management of Canada as well as 7 AutoReach® Automated Side Loaders to Camille Fontaine et Fils Inc. in the Province of Quebec.

For over 100 years London Machinery has supplied concrete mixers to help build Canada. It is now featuring McNeilus refuse bodies to help keep it clean.

London Machinery offers you sales, service and support for the full range of McNeilus refuse bodies through its well established support network from coast to coast in Canada.

Be sure to drop by London Machinery's booth at the “Waste and Recycling Show”, November 28-30 in Toronto.

Source: London Machinery

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InfraStructures in English and French.

professionals. A certificate of attendance is awarded for all those who successfully complete the training.

Courses are available on a first-come, first-served basis. Class size is limited to allow for break-out groups and team learning. All classes are held at the Ingersoll Rand facility in Mocksville, North Carolina.

Ingersoll Rand Utility Equipment Service Training also provides training by special request. This training can be conducted in the field at the location of a contractor's choice. Costs for special request training vary based on where the training will be located.

For more information, for the 2006 schedule, and to reserve a seat, contact Ingersoll Rand Utility Service Training.

Source: Ingersoll Rand
David Blackburn, (336) 751-6642
e-mail: david_blackburn@irco.com

CANADIAN ASSOCIATION OF WOMEN IN CONSTRUCTION ANNOUNCES OFFICIAL LAUNCH

The Board of Directors of the Canadian Association of Women in Construction (CAWIC) are pleased to announce the association's official launch. CAWIC was founded 23 years ago by a group of Toronto-area professional women working in the construction industry. Originally the Toronto Chapter 295 of the National Association of Women in Construction (NAWIC), CAWIC recently separated from its USA based parent organization. CAWIC will continue to maintain its ties with NAWIC and will also establish unilateral and multilateral relationships with similar associations in the United Kingdom, Australia, South Africa and New Zealand through the signing of international affiliations.

CAWIC's official launch took place on April 25, 2006 in Toronto.

The construction industry in Canada represents significant career and business opportunities for women in a variety of trade, technical and professional fields. According to the Canadian Construction Association, the construction industry employs close to 1 million Canadian men and women and is responsible for about \$123 billion in economic activity annually. The construction industry accounts for approximately 12% of Canada's total gross domestic product (GDP).

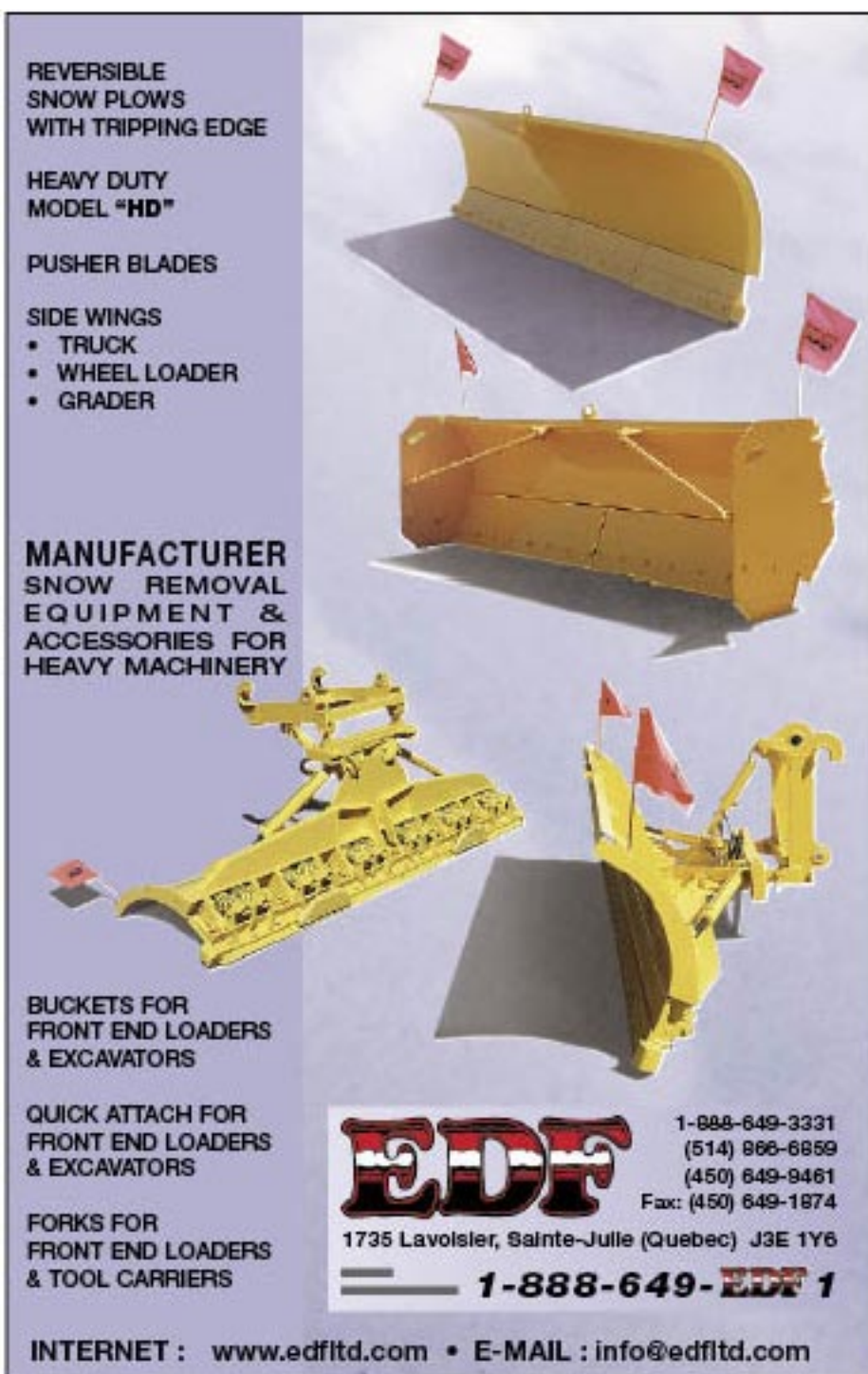
"Our mandate is to facilitate the long-term success of women in the Canadian construction industry by identifying career and business opportunities, organizing networking events, developing mentoring programs

and reaching out to elementary and high-school students," comments Angela Wilson, CAWIC's inaugural president. "CAWIC will work closely with industry, government and other associations to represent the concerns of our members and eliminate existing and potential barriers. We want women to not only consider the construction industry, but to make it a career choice and stay in it."

Governed by a volunteer Board of Directors, CAWIC's activities will also include

industry research and information sharing, organizing educational seminars and career days, fundraising for bursaries and community outreach programs.

CAWIC's membership base consists of individuals and companies engaged in construction and related fields. These include general and specialty contractors, architectural and engineering firms, building product manufacturers and distributors, real estate professionals, interior designers, trade



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associations, law firms and other professional service providers. CAWIC's membership also represents a diverse spectrum of skilled and professional occupations within the industry. Individual members include tradeswomen, architects, business owners and senior executives, estimators, lawyers, professional engineers and technologists, project managers, real estate agents, sales and marketing professionals, students as well as HR, accounting and other support

functions. CAWIC has introduced an "Associate Member" category to accommodate the growing interest of individuals and companies that provide the construction industry with goods and professional services.

Source: The Canadian Association of Women in Construction (CAWIC)

SKF PLAN TO ACQUIRE LEADING FRENCH BEARING COMPANY

SKF and the owners of the French compa-

ny SNFA S.A.S have signed a Memorandum of Understanding related to the acquisition by SKF of 100% of the shares of SNFA. SNFA is a leading manufacturer of bearings for aerospace and machine tool applications. In 2004 SNFA sales were 73,1 million € with an operating result of approximately 10 million €. The number of employees is approximately 700. Slightly more than half of SNFA's business is attributable to aerospace applications.

SNFA has one manufacturing plant for aerospace bearings located at Valenciennes, outside Paris, employing some 425 people and two plants for manufacturing of high precision bearings located at Turin in Italy and Charfield in the UK. The high precision business employs some 275 people.

SNFA is well known for its high quality, innovative products and strong application engineering. Within aerospace SNFA has a complementary range of products to the existing SKF Aerospace offerings in engine, gearbox, helicopter and airframe bearings. Within the machine tool business, the combination of SKF and SNFA would create a full assortment supplier of high precision angular contact ball bearings and high precision cylindrical roller bearings. The combined entity expects to bring additional value to customers within both areas from a manufacturing and technical point of view.

The acquisition is subject to finalization of a definitive share purchase agreement and merger control clearance by the European Commission and the approval by the French Ministry of Economy, required in respect of foreign investments made in certain French business. The acquisition is expected to be finalized in June 2006.

Source: SKF Canada Limited





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Autocar E³ Hybrid-Drive Truck at Waste Expo

Autocar, LLC, introduced its new E³ hybrid-drive Class 8 refuse truck, which is designed to significantly reduce fuel consumption in high start-and-stop applications. The truck was displayed at the Waste Expo show in Las Vegas in coordination with Parker Hannifin, the developer of the E³'s RunWise™ hybrid-drive system. Autocar will offer its first vehicle featuring the Parker system in North America in Fall 2007.

"The E³ is something new for the industry and the environment," says Tom Vatter, Autocar vice president of sales and marketing. "We're the only manufacturer in the industry that focuses 100% on refuse trucks, and the E³ is an example of the innovation that kind of focus can produce. Our collaboration with Parker, a recognized leader in hybrid-drive technology, has produced a vehicle that not only provides a dramatic reduction in fuel consumption, but it also significantly reduces emissions, lowers operating costs, increases

reliability, and provides a faster return on investment. We are confident that the E³ has the potential to become a new driving force in the refuse business."

There are 136 000 refuse trucks on the road every day of the year, and between 9 000 and 11 000 trucks are sold annually. As emission standards get stricter and the nation becomes more environmentally demanding, interest in hybrid-powered vehicles will continue to increase. The E³ was designed to meet the refuse industry's changing needs. Based on intelligence gathered from refuse companies, fleets, municipalities, end users and original equipment manufacturers, Autocar and Parker identified the need for weight neutrality, improved acceleration, reduced shifting, increased productivity, reduced brake wear, improved fuel economy, reduced emissions and overall vehicle



reliability. The E³'s RunWise drive system is designed to recover brake energy and store it to be used later. Energy is recovered when the unit is in hydrostatic mode and the brakes are applied. Upon braking, the RunWise controller commands the hydrostatic motors to become pumps and brakes the vehicle by converting vehicle inertia into stored, high-pressure energy in the accumulators. Accumulated energy is stored until the next time the vehicle launches, when it is discharged to accelerate the vehicle instead of using power from the diesel engine.

Source: Autocar, LLC

Mack Sponsoring Driving Skills Safety Challenge

Mack Trucks, Inc. was sponsoring a Driving Skills Safety Challenge during this year's Waste Expo show. The event was held outside the Las Vegas Convention Center last April.

Each contestant was given one attempt to drive a new Mack® Granite® MP Engine Series Axle Back™ chassis with a roll-off body through a closed course set up to simulate an actual job site. The operator had to conduct a pre-operation safety check, complete the skills course, return the truck to the stored position, and secure it as if it were the end of

the workday.

Contestants were awarded points based on their demonstrated expertise and the best earned prizes including trophies and Mack Shop merchandise.

"This is our way of acknowledging and thanking a group of drivers whose professionalism and contribution to safety are not traditionally recognized in skills events," said Tom Kelly,



Mack vice president of marketing.

Source: Mack Trucks, Inc.

What is the AWJAW?

The AWJAW™ is an AWesome excavator-mounted JAW crusher used for onsite pulverizing of material up to 17 inches in diameter. It can crush rock, concrete and bricks while loading a truck, eliminating extra handling. The AWJAW is ideal for road making, demolition, quarries, back filling etc.

The AWJAW is offered in three models for excavators weighing 12 t, 20 t, or 30 t. The BF 70.2 up to 40 m³/h, the BF 90.3 up to 52 m³/h, and BF 120.4 up to 65 m³/h.

The AWJAW is made in Italy by Meccanica Breganzese. Well over 1400 of them have been sold all over the world. It is distributed in Canada by The St. George Company Limited, based in Paris, Ontario.

Source: The St. George Company Limited,
1-800-461-4299, www.thestgeorgeco.com



Quarry Modeling Service to Help Design the Optimal Solution

*Nina Lehtonen,
Sandvik Mining & Construction Oy.*

With hundreds of variables to consider, creating the best extraction system is a mind-bogglingly complicated affair. Fortunately a quarry modeling service can help design the optimal solution.

Quarrying is easy isn't it – all you have to do is break out the rock and claim the money? Unfortunately life is not that simple. The reality is that there are literally hundreds of production variables to consider – all of which have an impact on the profitability (or loss) of the whole operation.

- How best to lay out the site?
- How to drill? How to blast?
- Type and position of crushers?
- Preferred fragmentation?
- Loading by excavator or wheel loader?
- Hauling by rigid/articulated hauler or conveyor?

Added to these are business factors such as customer requirements, profitability targets and investment budgets. With so many things to consider it is little wonder that many quarries are designed in a less than perfect way. And while quarry managers realise their operations are sub-optimal,

they often do not have the time or resources to change it. Fortunately, a combination of computing power and Sandvik Mining and Construction's years of quarrying experience has been distilled into an analysis service that uses a mine simulation tool called SimQuarry.

REMOVING THE GUESSWORK

SimQuarry is different from many computer simulation systems on the market in that it has been built using many years of research data from real life quarries around the world. "There are 20 years of practical knowledge converted into the SimQuarry solution," says Pasi Järvenpää, who heads the surface drilling division's quality and production department. The information has been gathered from Sandvik's experts in drilling, crushing, breaking, conveying and tool choice. SimQuarry does not concentrate on the areas of the quarry operation where Sandvik Tamrock's own product range dominates, but takes a holistic approach, analyzing the various stages as a complete system. "We can see the whole process from beginning to end," believes Mr. Järvenpää. "Simulation programs such as SimQuarry allow our experts in the field to create a more efficient supply chain through the whole operation."

By analyzing the process from the rock face to finished product SimQuarry can identify production bottlenecks. With over 100 variables available the software can identify the true cost of drilling, blasting, breaking, loading and hauling. This data is invaluable in identifying where the money is being spent. And by knowing this, areas for cost savings become readily apparent. It is not just the mechanical processes that SimQuarry highlights – even easily overlooked aspects such as landscaping, safety, management and control can be factored into the analysis. Customers often do not know where all their costs lie – SimQuarry helps make it simple.

Although SimQuarry can process the information almost in real time, the quality of the results generated is dependant on the quality of the inputted data. This can not only take the Sandvik representative several days, it is dependant on the cooperation and participation of the quarry's management. Amassing the data (mapping the site, machines types, haul lengths, gradient, fragmentation sizes etc.) is an arduous process – but vital if the resulting information is to be truly useful. And even then it only produces the picture of how the quarry is operating today – not how it could operate.

Craig Manufacturing Rises from the Ashes

When fire destroyed the Craig Manufacturing plant on May 7th, 2005, John Craig and staff immediately began the rebuilding process. As the family looked at the charred timbers and remaining foundation, John Craig resolved to review everything about his attachment business from the ground up.

"We took a look at everything," said Mr. Craig. "The fire was a devastating experience but it also provided a once in a lifetime opportunity to streamline everything from process to production." What has risen from the ashes is a 71 000 ft² state-of-the-art facility ready to carry on the Craig 60 Year tradition of superior service and quality.

Embracing the "Lean Manufacturing" process, improvements such as computers at every workstation – from cutters to welders – make paper unnecessary and add to Craig's efficiency. Customers benefit from new 3D modeling programs showing products in motion, assembled and disassembled. New efficiencies in handling and waste management as well as refined sales and information links result in shorter delivery times.

Craig Manufacturing celebrated its 60th Anniversary and its Reopening on May 6th, 2006, 364 days after the fire. This strong level of commitment and "can do" attitude is reflected in all that Craig does, especially in dedicated relationships with customers.

Source: Craig Manufacturing, www.craig-mfg.com

Whether the point of the process is to improve the current situation or conceive how it could look, by understanding the quarry as a single system, it is relatively easy to identify the critical points of the process (which need optimizing), and those non-critical areas (that can be sub-optimized), where cost savings lie. The program can even calculate the size of the expected cost savings.

What the service can offer is not just a blueprint for a better layout of the site; it also examines cost savings of a more environmental nature – such as reducing fuel cost by having shorter haul distances – or reducing waste material by correct fragmentation via improved drill/blast systems. A lot depends on what the customers' requirements are – is maximum production the aim or lowest cost? It also depends on what resources the quarry has to make improvements.

When all the information is inputted, and the customer's priorities factored in, the program helps determine any weak areas in the production chain, prompting questions

such as: are all existing machines best suited to the task? It is often the case that several machine types and sizes can do the job – but which are the best ones? Choosing sub-optimal equipment can mean the difference



between profit and loss. But the SimQuarry consultancy service is not a Sandvik selling tool: it is more about improving relationships over a longer term. Having a good product is merely a qualifying criterion in today's competitive quarrying industry: providing a high level of support is increasingly what clinches the deal.

Long term 'knowledge support' such

as the SimQuarry service are increasingly important in the quarrying and mining industry, with equipment producers such as Sandvik taking a greater consultancy role for the customer. "This holistic view of the



entire operation shows how keen we are to get fully involved in helping our customers be successful, and not just push more of our products," says Mr. Järvenpää.

With the customer's mindset moving from initial costs to equipment and quarry/mine lifetime costs, the ability to accurately map out present and future costs will increasingly be seen as a business imperative.

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Freightliner to Offer Rack and Pinion Steering on Heavy-Duty Trucks

Freightliner Trucks today announced that the company will begin offering rack and pinion steering as an option on the Freightliner Century Class® S/T™, Coronado®, Columbia®, Classic™ and Classic XL™ Class 8 models later this year.

Freightliner Trucks is North America's first heavy-duty truck manufacturer to offer rack and pinion steering, which increases control and responsiveness, is lighter, and has fewer moving parts than the integral gear steering system used on most heavy-duty trucks. The announcement was made at the Mid-America Trucking in Louisville, Kentucky.

The rack and pinion steering system offers a number of significant benefits to customers. In addition to providing more accurate and responsive steering, it is 20 kg lighter than integral gear systems with spring suspensions, allowing for greater payloads. And because rack and pinion steering has fewer parts and pivot points, it offers more accurately controlled wheel direction. Driver comfort is also improved due

to the enhanced driveability and increased feeling of control.

According to Jonathan Randall, director of product marketing at Freightliner Trucks, the idea of using rack and pinion steering on heavy-duty trucks came from Freightliner engineers working with Pikes Peak Freightliner Century Class S/T racer Mike Ryan. "The lighter weight and extreme precision required to race up a 4000 m mountain on a 20 km dirt road comprising 156 corners, with 600 m cliffs and no guardrails, are the same qualities needed by on-highway trucks to increase payload and maneuver through traffic or in cramped loading docks," Mr. Randall explained.

As the name implies, rack and pinion steering consists of two components. The rack is a horizontal shaft with teeth, which intersects



the pinion at a 90-degree angle. Turning the steering wheel turns the pinion, moving the rack to the left or right, thus steering the wheels.

"Freightliner has always been ahead of the curve, technologically speaking," Mr. Randall added. "Being the first in the industry to offer rack and pinion steering on our trucks is another example of our dedication to provide our customers with the most advanced, efficient products on the road."

Source: Freightliner Trucks

ESS Adds Komatsu Utility Line to Product Offering

Marcel Langlois, vice president of marketing for Komatsu Canada, recently announced that ESS (Equipment Sales & Service), the Komatsu Construction equipment Dealer for Ontario, will now represent the complete line of Komatsu Utility equipment.

As stated by Michael Willis, president of ESS, "This is a natural product extension for us. We have received a large number of requests from our customers. The Utility product line up from Komatsu is impressive and combined with our reputation for customer support, it just makes good sense for us and our customers that we take on the line."

Training is a top priority at ESS. Much has been done to ensure that key personnel are familiar with Komatsu Utility products and capable of supporting customers in the field. "We have been building up to this launch date for some time now. Our sales and service people are trained and ready to go. We have made sure that our Parts Departments across Ontario are stocked with a complete selection of parts in order to respond to our

customers' needs," continued Mr. Willis.

Marcel Langlois indicated that ESS has already delivered a number of pieces of equipment and that they were very encouraged by the market response. "We are pleased to have ESS and their team of professionals join the Komatsu Utility network. It is not often you can add an organization with a 60 year history of success in the region."

According to Bryan Hardman, sales manager for ESS, "We are very pleased to be carrying this line as part of our overall Komatsu offering. Having been a part of the Komatsu distribution network for the last four years, we know that this carries a big responsibility. We are prepared for it and



look forward to showcasing this equipment to our clients. We are now able to meet their equipment requirements regardless of size or industry. We are ready!"

The Komatsu Utility line includes, Compact Hydraulic Excavators, Skid Steers, Compact Wheel Loaders, Wheel Loader Backhoes, Compact Dozers and Crawler Carriers.

Source: Komatsu Canada

2006 International Roofing Expo

Formerly the NRCA Annual Tradeshow, this revitalized event was held last February in Las Vegas to bring together members of the commercial, residential, metal and asphalt roofing industries.

This year's event, with its international focus, has provided participants with insight into new and emergent techniques and technologies. With a new global approach,

attendance to meet and discuss their needs and experiences in over 1000 idea-filled booths. In addition to the nu-



show. This approach should see this event emerge from being a regional association conference to a must-attend international occurrence. This will be of significant benefit to the industry as a whole as practices; products and specifications can be more widely shared, discussed and applied.

merous displays, there was a focus on education with 45 accredited sessions available in a broad range of related subject areas.

Taking their cue from Batimat Paris, the largest industry event, the NRCA did an exceptional job of overhauling their annual

Already the plans for 2007 are taking shape, including a return to Las Vegas. For more information you can go to www.theroofingexpo.com or contact your local industry organization for more details.

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Walkerton Clean Water Centre's Seminar, in Toronto

The Honourable David Caplan, minister for Public Infrastructure Renewal, will address "Infrastructure of the Water Industry in Ontario" as the keynote speaker for the Walkerton Clean Water Centre's seminar to be held on Wednesday, May 24th at the Toronto Board of Trade Airport Centre.

Other speakers for this one-day seminar are Jim Smith, chief drinking water inspector, MOE; Dr. Mohammed Dore, Brock University; Nick Benkovich, City of Greater Sudbury; Rob Walton, County of Oxford; Bob Pickett, CH2M Hill Canada; and Marvin DeVries, Trojan Technologies.

The Walkerton Clean Water Centre has its headquarters in Walkerton, Ontario but offers its services throughout the province. The Centre opened its doors on January 4, 2005. The Centre is an agency of the Government of Ontario and is governed by a 12-member board of directors who come from a variety of backgrounds including water management, education and training, customer service, public health, and environmental protection.

For complete seminar information including registration details please visit the Walkerton Clean Water Centre's web site: www.wcwc.ca

Source: Walkerton Clean Water Centre
www.wcwc.ca

Agenda

CONEXPO ASIA

May 16 - 19, 2006
Beijing, China

Expomin 2006,

May 23 - 27, 2006
Santiago, Chile

43rd Canadian Fleet Maintenance Seminar

May 28 - 31, 2006
Toronto, ON Canada

AORS 2006 Municipal Trade Show

June 7 - 8, 2006
Napanee, ON Canada

10th International Conference on Asphalt Pavement

August 12-17, 2006
Quebec City, QC Canada

7th International Conference on Short and Medium Span Bridges

August 23 - 25, 2006
Montreal, QC Canada

SIVIC - International Industrial Vehicle & Body Trade Show

August 29 - September 1, 2006
Saint-Jean-sur-Richelieu, QC Canada

Oil Sands Trade Show & Conference 2006

September 12 - 13, 2006
Fort McMurray, AB Canada

EXPO Grands Travaux 2006

September 22 - 23, 2006
Montreal, QC Canada



Garden Expo (buying show for the Green & Floral industry)

October 17 - 18, 2006
Toronto, ON Canada

INTERROUTE 2006

October 24 - 26, 2006
Rennes, France

North American Quarry & Recycling Show

October 26 - 28, 2006
Atlanta, GA USA

24th International NO-DIG 2006

October 29 - November 2, 2006
Brisbane, QLD Australia

Bauma China 2006

November 14 - 17, 2006
Shanghai, China

CONGRESS 2006 (International lawn & garden show)

January 9 - 11, 2007
Toronto, ON Canada

Work Truck Show

March 7 - , 2007
Indianapolis, IN USA

World of Asphalt Show & Conference

March 19 - 22 mars 2007
Atlanta, GA USA



National Heavy Equipment Show 2007

March 22 - 23, 2007
Toronto, ON Canada

Bauma 2007

April 23 - 29, 2007
Munich, Germany



CIM Montreal 2007

April 29 - May 2, 2007
Montreal, QC Canada

Hillhead 2007

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

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