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When you think of April showers you probably do not conjure up images of volcanic ash and soot, after all it is 2010!

As with compact equipment, size is not everything. Plucky little Iceland brought the civilised world to a grinding halt something not even the economic crisis was able to do. We at InfraStructures trust we can lessen the disappointment for those who had planned to attend bauma with news and photos from those who were there and, like you, rely on us to best present the happenings within the equipment world. Apart from Iceland’s economic and now tragic woes, what else does this situation mean to our fraternity?

The equipment industry will take a knock, not just from those of us planning a “Busman’s Holiday” to Munich. Canadian exporters will have been kept from showing their wares and making vital retail and distribution contacts whilst in Germany. Recent history has shown the folly of relying almost exclusively on a single market. The impact the disaster has had on the bauma community will reverberate for several years. As important as ConExpo-Con/Agg is, it lacks the reach of bauma in no small part because of geography.

There will be some who take away the idea that the trade fair is a dinosaur. These same pundits put the fate of communications in the hands of programmers rather than people. A backlash on spending huge amounts highlighting products at bauma, ConExpo-Con/Agg or Intermat is likely to come from the dismal, dull, grey suited bean counters, and recent events will be cited in support of such draconian ideas. In our business “Seeing IS Believing”, and nothing is better than a real life event. There is also the element of fellowship that occurs at shows, reinitiating old friendships and learning of the experience of others one on one.

Bon Voyage,
ENGRENAGE PROVINCIAL PARTNERS WITH FAIRFIELD IN CANADA
Fairfield Manufacturing is proud to announce the appointment of Engrenage Provincial, Inc. as an authorized distributor for the Torque-Hub® product line in the province of Quebec and the Atlantic provinces. As a full-service distributor and integrator of hydraulic and electro-hydraulic products, Engrenage Provincial has provided comprehensive, value-added services such as design, manufacturing, supply, training and repair since 1972. “We are excited to have Engrenage Provincial join our network of professional, North American full-service hydraulic distributors,” said John Grabner, Fairfield regional sales manager. “The company’s outstanding reputation and commitment to customer service and support in Eastern Canada makes it a fine addition to the worldwide family of Fairfield distributors.”

Engrenage Provincial serves both mobile and industrial markets from offices in Quebec City, Chicoutimi and Boucherville.
Source: Oerlikon Fairfield

BRANDT TRACTOR ACQUIRES LAND MEASUREMENT SYSTEMS
Topcon Positioning Systems announced recently that one of the company’s largest distributors – Land Measurement Systems (LMS) of Calgary, Alberta – has been purchased by Brandt Tractor, Ltd. Brandt is part of The Brandt Companies, the largest privately owned company in Saskatchewan. With 21 locations across Western Canada, Brandt is also the largest privately held John Deere dealership in the world.
Brandt has worked closely with LMS to distribute Topcon machine control products for Western Canada for more than two years.
With the acquisition of LMS, Brandt will now represent the full line of Topcon positioning products for surveying and construction. Brandt will also assume the Topcon Regional Repair Center operations, capable of servicing Topcon equipment from all across Canada and the United States. Additionally, Brandt will assume ownership of Topcon’s Real Time Kinetic (RTK) Network in Western Canada.
Source: Topcon Positioning Systems

THE CHARLES MACHINE WORKS ACQUIRES HAMMERHEAD TRENCHLESS EQUIPMENT
The Charles Machine Works, Inc., manufacturer of Ditch Witch® underground construction equipment, has acquired 100% ownership of HammerHead Trenchless Equipment, manufactured by Earth Tool Company, LLC (ETC) of Oconomowoc, Wisconsin. Hammerhead is a global leader in the design and manufacture of piercing tools, bursting systems, pneumatic hammers and horizontal directional drill tooling.
“Our decision to acquire HammerHead/ETC was based on our long-term, strategic commitment to grow our core business,” says Tiffany Sewell-Howard, CEO of The Charles Machine Works, Inc. “We plan to fully leverage HammerHead’s products and expertise to strengthen our position in the water and sewer rehabilitation markets globally.”
Source: The Charles Machine Works, Inc.
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TEREX COMPLETES DIVESTMENT OF ATLAS HEAVY CONSTRUCTION EQUIPMENT

Terex Corporation announced recently that it has completed the divestment of the Terex Atlas heavy construction equipment and knuckle-boom crane manufacturing operations located in Germany to Atlas Maschinen GmbH. Fil Filipov, a former Terex executive, is the chairman of Atlas Maschinen.

Divested in the transaction were crawler, wheel and rail excavators, knuckle-boom truck loader cranes and Terex® Atlas branded material handlers.

Terex compact equipment made in Germany, namely mini and midi-excavators and compact wheel loaders, as well as the Terex Fuchs® material handler line, remain with Terex as part of the Construction business segment. Also not part of the transaction are Terex® rigid and articulated trucks, backhoe-loaders and other products manufactured in the United Kingdom and Terex Roadbuilding equipment.

“With the completion of this transaction, Terex will now focus on growing and developing our remaining Construction businesses,” said Ron DeFeo, Terex chairman and CEO.

Source: Terex Corporation

WIND TURBINE GUIDELINE ADVISORY COMMITTEE RECOMMENDATIONS

The U.S. Fish and Wildlife Service recently transmitted a set of final recommendations on how to minimize the impacts of land-based wind farms on wildlife and its habitat to the U.S. Secretary of the Interior.

These recommendations represent the consensus of the 22 diverse members of the Wind Turbine Guidelines Federal Advisory Committee and were reached during a more than two-year process. Secretary Salazar plans to review the recommendations and take them under advisement as he directs the Service to develop guidelines for evaluating wind energy development on public and private lands.

The document contains both policy recommendations and recommended voluntary guidelines for siting and operating wind energy projects in order to avoid or minimize potential impacts to wildlife and habitat. After the Interior Secretary's review, the Service will use the Committee's recommendations to develop and publish its revised guidelines in the Federal Register and open them for public comment.

Source: U.S. Fish and Wildlife Service

UNIRAC, ANNOUNCES MANUFACTURING CAPABILITY IN ONTARIO

Unirac, Inc., North America’s leading manufacturer of solar photovoltaic (PV) mounting solutions, announced recently they are currently manufacturing products in Ontario which meet all Ontario Power Authority local-content requirements.

Locally manufactured residential and light commercial racking products are available now, with commercial and utility racking products also available and shipping since late April. This significant milestone demonstrates Unirac’s commitment to the Canadian market. It also signifies a direct response to Ontario’s pioneering FIT and MicroFIT programs, which offer attractive renewable energy compensation rates for solar installation customers.
“Canada is a growing market for solar energy due to the country’s proactive FIT and MicroFIT programs. We applaud Ontario Power Authority’s support of solar energy and programs that allow homeowners and business owners the opportunity to make a sound financial investment that is also environmentally responsible,” said Doug May, president and CEO of Unirac.

“By manufacturing our mounting solutions locally, we adhere to the programs’ local content requirements, contribute to local economic growth, and provide Canadian customers access to our innovative line of products that are the building blocks for superior solar installations.”

Unirac is a recognized leader in the PV mounting market with industry-leading technology and a breadth of product solutions and services designed to meet the needs of any type of solar installation. Initial product offerings in Canada will include Unirac’s SolarMount, ISYS Ground Mount, and ISYS Roof Mount systems.

Source: Unirac, Inc.

ONTARIO BECOMING NORTH AMERICAN GREEN ENERGY LEADER

Soon, even more Ontario homes and businesses will be powered by green energy.

The province has just delivered the largest green energy initiative of its kind in Canadian history. Under the Green Energy Act’s feed-in tariff program, 184 new contracts for big, green energy projects have been approved. This is in addition to 510 medium-sized projects already announced. The contracts could generate more than 2500 MW – enough electricity to power 600 000 homes.

As well, the domestic content requirements in these projects will mean thousands of new jobs in the growing green energy sector and about $9 billion in private sector investment.

The Premier of Ontario, Dalton McGuinty, made the announcement in Cornwall, located in Eastern Ontario – a region where 60 green energy projects with a potential generating capacity of 900 MW have been approved. This includes three 10-MW ground-mounted solar projects in the Cornwall area.

Ontario’s Green Energy Act is part of the government’s Open Ontario Plan. It provides a stable price for clean energy producers so they will invest here and create up to 50 000 Ontario jobs.

“Ontario has a vision for green energy – we will be a North American leader. We have practical, aggressive policies to secure green energy generation, research and manufacturing, which will create good jobs in a growing industry,” said the Premier.

Source: Government of Ontario

KBR ACQUIRES ENERGO ENGINEERING

KBR recently announced that it has acquired Houston-based Energo Engineering. Energo provides Integrity Management (IM) and advanced structural engineering services to the offshore oil and gas industry. Energo will be integrated into KBR’s Granherne subsidiary, which will enable that business to expand its capabilities worldwide as well as support FEED and detailed design projects.

Energo’s advanced structural engineering capabilities include services such as specialty hurricane, earthquake, ultimate strength and blast analysis and design. Energo’s offshore industry work provides these services to most of the major offshore oil and gas operators as well as many of the independent U.S. operators. Some key regions of the world where Energo has ongoing projects include the Gulf of Mexico, U.S. West Coast, Trinidad, West Africa, Russia (Sakhalin Area) and Western Australia.

KBR is a global engineering, construction and services company supporting the energy, hydrocarbon, government services, minerals, civil infrastructure, power and industrial markets.

Source: KBR

MAXWELL SYSTEMS OFFERS RSMEANS CONSTRUCTION COST DATA

Maxwell Systems, Inc. recently announced that RSMeans Databases are now available that business to expand its capabilities worldwide as well as support FEED and detailed design projects.

Maxwell Systems, Inc. recently announced that RSMeans Databases are now available.
NCCER is a not-for-profit education foundation recognized by the industry as the training, assessment, certification, and career development standard for the construction and maintenance craft professional.

Source: National Center for Construction Education and Research

NCCER DEVELOPS RIGGER AND SIGNAL PERSON CERTIFICATION PROGRAMS

The National Center for Construction Education and Research (NCCER) announces the development of a three-tiered Rigger Certification Program and a Signal Person Certification Program.

The programs are designed to meet or exceed current and proposed standards and regulations that require certification for rigging and signaling personnel. Both programs are being designed for ANSI accreditation and follow ASME B30.5 Mobile and Locomotive Crane and ASME B30.3 Construction Tower Crane, as well as ANSI/ASSE A10.42-2000 standards.

The Rigger Certification Program will consist of three levels of certification, Basic Rigger, Intermediate Rigger, and Advanced Rigger. Each level will be evaluated by a written assessment and a practical exam, which both must be completed successfully for certification. The Basic Rigger Certification covers communications, basic crane operations, hoisting and rigging equipment, rigging practices, and safety. The Intermediate Rigger Certification builds on these skills and adds load lifting criteria to the skill set. The Advanced Rigger Certification covers both the Basic and Intermediate Rigger skills, as well as personnel lifting and lift planning.

The Signal Person Certification Program will test on hand signals and voice communications along with basic crane operations and limitations. These skills will be evaluated by a written assessment and a practical examination, both must be completed in order to obtain certification.

New Terex Finlay Dealer for Ontario and Quebec

Terex Finlay is pleased to announce J.Y. Voghel Inc. as their new full-line dealer for the provinces of Ontario and Quebec.

For many years, contractors have come to rely upon Rubble Master crushers for productivity and reliability. The addition of Terex Finlay further enhances Voghel’s ability to better serve their customers’ operations.

Terex Finlay manufactures a complete line of aggregate processing equipment used in quarries and recycling operations, including jaw, cone, and impact crushers, screens, scalpers, and washing systems.

Voghel adds the strength of an experienced sales force, and their continued commitment to after-sales support to the quality and reputation of Terex Finlay machines.

At Voghel, we are proud of our new partnership with Terex Finlay, and are committed to your continued success!

Source: J.Y. Voghel Inc., 514-990-6636 or 416-444-1358
DANA & BOSCH REXROTH PARTNERS ON OFF-HIGHWAY TRANSMISSIONS

Dana Holding Corporation and Bosch Rexroth AG announced recently that they expect to form a 50-50 joint venture to co-develop and manufacture advanced drive transmissions for the off-highway market. A memorandum of understanding to this effect was signed by the two companies.

The planned joint venture company, which is expected to operate in Arco, Italy, will engineer, manufacture, and market hydro-mechanical variable powersplit transmission systems (HVT) for the global off-highway markets. The advanced transmission systems will be focused on meeting customer needs for improved fuel economy, productivity, emissions, and maneuverability. Dana and Bosch Rexroth will contribute staff, intellectual property, and capital to the new joint venture company.

The planned joint venture will benefit from Dana’s expertise in off-highway transmission engineering and manufacturing, and Bosch Rexroth’s deep experience in hydraulics and systems.

Source: Dana Holding Corporation
Bosch Rexroth AG

EATON WINS CONTRACT TO UPGRADE HARTWELL DAM HYDROELECTRIC POWER PLANT

Diversified industrial manufacturer Eaton Corporation recently announced that it will supply more than $2.5 million in electrical products and services to upgrade the Hartwell Dam hydroelectric power plant. Eaton obtained the contract through the U.S. Army Corps of Engineers’ (USACE) Savannah, Georgia, office. Eaton will design and engineer control and distribution systems, and install motor control centers, low-voltage switchboards and arc resistant low-voltage switchgear. Work is scheduled to be completed by October 30, 2010.

This contract is one of several recent agreements that Eaton has reached with government organizations, including $8 million in electrical products and services for the San Antonio Military Medical Center on the Fort Sam Houston Army base in Texas and supplying hybrid electric power systems for fuel-efficient shuttle buses purchased by the U.S. General Services Administration for use on U.S. military bases.

Hartwell Dam was built by the USACE between 1955 and 1962 to improve flood control, generate hydroelectric power and promote navigation along the Savannah River. According to the USACE, the facility produces 468 million kw/h of electricity annually, has prevented more than $40 million in flood damage since its completion, and provides a wide range of recreational, wildlife preservation, and water quality and supply benefits to Hart County, Georgia, and Anderson County, South Carolina.

Source: Eaton Corporation

SIMIO AWARDS GRANT TO MCGILL’S DESAUTES FACULTY OF MANAGEMENT

Simio, a developer of 3D object-oriented simulation software, has awarded a $29,700 grant to Desautels Faculty of Management, McGill University. The NSERC CREATE Program, which will benefit from this grant, is structured to drastically improve the collective capacity of the six partner universities in Canada for training doctoral students and post-doctoral fellows, who would become significant contributors to healthcare research, practice and policy making.

McGill University is now one of over 120 universities worldwide to join Simio’s academic program, which offers Simio’s 3D modeling software to schools at no charge. Simio Academic Edition is a fully capable software with no model size limits and includes discrete and continuous modeling, object library development, and 3D animation.

Source: Simio LLC

Environmentally Friendly Soil Stabilizer

Building effective and long lasting roads in the Dominican Republic has proven to be difficult in the past due to high annual rainfall, high temperatures and the soil type predominantly found on the island. Recently a demonstration was performed on a stretch of road at the Naco Golf & Country Club near Santo Domingo with EarthZyme, a 100% environmentally friendly soil stabilizer that is specifically designed to stabilize the predominantly clay-based soils found in the area, while providing great road dust control results as well. Cypher’s Dust Stop is also being used to eradicate hazardous dust throughout this site.

EarthZyme is applied using standard construction equipment and techniques. A 150 m stretch of road was used to demonstrate the product and to train the engineers employed by Naco so they can carry out future applications with the soil stabilization product. This training was necessary because the golf course has already decided to use EarthZyme on over 30 km of new roads to be built later this year on their property. The decision was made to use EarthZyme due to some excellent results that were achieved in lab tests conducted on the soil that was used for the demonstration road earlier in the year. The soil was tested for CBR results (California Bearing Ratio, a measure of soil strength) and was found to have a CBR of 43.2. After EarthZyme’s application, the CBR value jumped to an amazing 195.8, a gain of over 453% in strength (lab tests are available upon request).

Due to the significant increase in strength / CBR it was unanimously agreed by all the stakeholders of Naco to use EarthZyme on all their new road construction in and around the golf course next year.

In this case, EarthZyme was used for the construction of a golf course road, but it is also commonly used for mine haul roads, agricultural roads and for soil stabilization of any trafficked or non-trafficked areas. An EarthZyme treated road significantly reduces the soil’s permeability, thus minimizing the threat caused by the heavy rains found in maritime climates, which is why the soil stabilization it provides is such a good fit for roads in the Dominican Republic.

Source: Cypher Environmental Ltd.
Vestas Receives Order for V82-1.65 MW Turbines in Canada

Vestas received an order from the Red Lily Wind Energy Partnership for 16 V82-1.65 MW wind turbines for the Red Lily Wind Project to be developed by Algonquin Power in Southeastern Saskatchewan.

The turbines will be delivered in late 2010, with commissioning for the 26-MW project expected by the beginning of 2011. The order also includes a 10-year service and maintenance agreement.

“The V82-1.65 MW turbine is an extremely reliable turbine,” says Martha Wyrsch, president of Vestas Americas. “We are glad to continue our strong partnership with Algonquin, with whom we have worked since the St. Leon project in 2005.”

The Red Lily Wind Energy Partnership is owned by the Concord Pacific Group. The partnership has engaged Algonquin Power to provide development and construction management services for the project.

“Algonquin looks forward to managing the development and construction of the project for the Red Lily Wind Energy Partnership,” says Ian Robertson, CEO of Algonquin Power. “We know the V82-1.65 MW turbine very well. As was the case with the St. Leon project, which we own, we are confident that Vestas will continue to support the machine and the project going forward.”

Headquartered in Oakville, Ontario, Algonquin Power owns and has interests in a diverse portfolio of renewable power generation and sustainable infrastructure assets across North America. This includes 45 renewable energy facilities, 12 thermal energy facilities, and 19 water distribution and wastewater facilities.

Concord Pacific Group is a Canadian company developing multi-phased, master-planned residential communities. Its developments include Concord Pacific Place in Vancouver, British Columbia, Concord CityPlace in Toronto and Concord Park Place in North York, Ontario.

As of 31 December 2009, Vestas had supplied 953 turbines to Canada.

Source: Vestas Americas

Case Atlantic Partners with Ammann

As a heavy machinery dealership serving Newfoundland and Labrador, Case Atlantic has carved out a reputation for itself in the construction industry by connecting with its customers. This connection is now stronger as it has recently become an Ammann compaction equipment dealer.

Case Atlantic is affiliated with Diesel Injection Sales and Service which has been providing fuel injection and related services for construction equipment owners and operators for more than 45 years. As a dealership, Case Atlantic has been operating for less than two years. However, in that time, it has developed long-term partnerships with customers in the local construction industry by reinvesting in additional products and services. In its first 12 months of operation, it has been very successful in offering new equipment in just about every category including skid steer loaders, backhoes, wheel loaders and excavators. As of December last year, it is now a one-stop shop for compaction machinery.

Case Atlantic did not waste any time announcing the new partnership as it took its first Ammann roller to the Newfoundland and Labrador Road Builders Association’s annual meeting in January for its initial product launch.

Case Atlantic covers all of Newfoundland and Labrador from its one branch located in Mount Pearl near St. John’s, with new locations to be added in the next couple of years.

Founded in 1869, Ammann is recognized as a leading equipment brand internationally with 1600 employees and a broad range of equipment for road construction, earthmoving and mineral processing. In Canada, Ammann offers a full line of compaction machines including plate compactors, vibrating rollers featuring the ACE compaction control system, double drum asphalt machines and 30 t rubber-tired rollers and is represented by a growing network of dealers committed to customer service and support.

Source: Ammann Canada
The Atlantic Heavy Equipment Show Rolls Out a Winner

Producers of the 2010 edition of the Atlantic Heavy Equipment Show are pleased to report that the show was a success.

This was by far the largest show ever showcasing more exhibitors and more floor space. Nearly 12,000 visitors walked through the doors of this massive event and were not left disappointed. Visitors remarked at the gleaming displays of Big Iron and could only describe the sights as awesome.

It was literally shoulder-to-shoulder throughout every square inch of the Moncton Coliseum complex including the parking lot. Local media reports pegged this event as one of the largest that the Coliseum has ever hosted.

We would like to thank all the visitors that made their way over from the Canadian Woodlands Forum. They too were treated to a large and diverse display of forestry related equipment and services.

Exhibitors reported that sales were made and many solid leads were gathered that will be followed up in the upcoming months. Many exhibitors have already rebooked for the 2012 edition of the Atlantic Heavy Equipment Show to ensure they do not lose their floor space to someone on the ever-growing waitlist for this high caliber event.

We now look forward to 2012 and our next huge edition of the Atlantic Heavy Equipment Show. To view some snapshots from this year’s show please visit www.ahes.ca

Source: Master Promotions
Sancton Equipment provided a valuable service to road builders and municipal roads supervisors in advance of the recent Atlantic Heavy Equipment Show (AHES) in Moncton, New Brunswick.

Sancton Equipment, a century old speciality equipment supplier has witnessed the good, the bad and the indifferent when it comes to the longevity of our thoroughfares. According to Tom Sancton, “We have found that education is often the most important and the most overlooked pavement tool our customers can have. The recent growth in our product lines allows us to provide a Life-Cycle perspective on roads and pavements.”

By bringing together specialists from Cedarapids, Sakai, McAsphalt, Cimline, DuraPatcher, and Mauldin, participants could access over a 100 years of combined pavement expertise amongst the presenters. Louis Morin of the Morin Group said: “We’ve been on the periphery of the pavement industry with our curb/gutter and other operations for a while. Recently we chose to expand into pavement maintenance and these seminars really gave us a better understanding of why timely maintenance is important.” Mr. Morin was also on-hand at the AHES to take delivery of their new Cimline 230 DHR Magma melter/applicator, which was on display.

“In my experience there are a lot of contractors and crews who believe they have little new to learn. Often presentations like this give them a broader perspective of how their equipment and practices fit into creating a pavement that can last 40, 50, or 60 years,” said Alain Cormier of McAsphalt. “I’ve also been pleased at the reception the local and provincial roads community has given the pavement maintenance portion of this series. Good pavement maintenance, initiated in a timely manner is critical to maximizing performance of any pavement. More critical is the ability of supervisory and contractual staff to realize the importance of good practices to ensure value for money. This is the segment of the pavement industry that really needs some attention to detail as we emerge from a major reconstruction.”

Source: Sancton Equipment

LBX displayed the prototype of the new Link-Belt 360 X2 Rubber-Tired material handler at the ISRI show, held in San Diego, California, on May 5 - 7, 2010.

“This is an exciting new addition to our product line,” said Rob Brittain, product manager for LBX. “Link-Belt is well known in the scrap recycling industry as being strong, reliable equipment and the 360 will deliver the same performance and durability our products are known for.”

The 360 X2 RT is equipped with an Isuzu diesel engine rated at 271 hp and the machine weighs approximately 43 t. Other standard features include hydraulic cab riser, 16,75 m reach attachment, 2-speed transmission with planetary 4WD axles, 2-wheel steer with axle oscillation and solid tires.

Production is scheduled for later this year with availability in January, 2011. The company will continue to produce its tracked versions of Link-Belt material handlers.

Source: LBX Company

New Compact Häggloader for 7 m² Tunnels

New compact, rubber-tired digging arm loader from Sweden’s GIA Industri AB, the 7HR and 7HR-B Häggloader, have been introduced for use in construction and mining tunnels and drifts with a cross section area of just 7 m².

Designed for operating in tunnels with a width of 2500 mm and a height of 2500 mm, the wheeled loader has a loading capacity of 2,5 m³/m.

The 7HR features two unique digging arm systems – digging arms or rotating backhoe – to load the spoil/muck from the tunnel face directly onto the Häggloader’s conveyor, which fills the haulage vehicle with a constant supply.

The conveyor can be raised and lowered to suit the loading height of the different haulage vehicles. The backhoe version can also be equipped with a hammer for scaling the blasted profile.

The option of electric or diesel power source is offered for the Häggloader’s hydraulic system and for tramming and transportation.

Featuring a 4-wheel traction pull of 7200 hp, the 7HR also offers front and rear axle steering for excellent agility plus the ability to travel sideways in confined spaces.

For longer tunnels, the new compact-sized Häggloader also reduces the number of passing/turning places required by traditional loaders.

Source: Gia Industri AB

SCHWING-Stetter Announces Current World Record in Vertical Pumping

SCHWING sets new standards at bauma 2010 with a new world record in vertical pumping: 715 m – with an SP 4000, a stationary medium-size concrete pump that was successfully employed at the Parbati hydroelectric project in India.

SCHWING-Stetter again impressed visitors at this year’s bauma with numerous new and further developments in all product areas of ready-mix concrete technology.

The company now documents the environmental and climate protection activities it has been carrying out for decades in some cases. Like the trimodal transportation system – rail, road and inland shipping.

The motto “Go Green Consciously” has a challenging undertone intended to motivate people both within and outside the company to get involved. SCHWING GmbH has taken considerable measures to reduce CO₂ emissions by 100 t annually, for instance. In addition, in-house communications are increasingly in paperless form, parts shipment extensively takes place using returnable packaging and also compostable plastic film. Paints for the machines have been completely changed over to a water-soluble base, thus reducing solvent output by 30% while providing increased covering power at the same time.

As is generally known, SCHWING offers exceptionally energy-efficient, i.e. fuel-saving, as well as low-wear machines to other companies. This means the green initiative is also supported and practiced by the customers – combined with the pleasant effect of saving operating costs and expenses.

Source: SCHWING GmbH

Link-Belt 360 X2 Rubber-Tired Material Handling Machine

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### Berco Presents ROBUSTUS

At bauma 2010, Berco officially presented ROBUSTUS, acronym for its brand new Rotating Bushing Track Undercarriage System. The core feature of the new system is the rotating bushing.

In a machine fitted out with traditional undercarriage the sprocket slides on the external surface of the bushing during normal operation, causing bushing and sprocket wear. In the new system the bushing rotates when in contact with the sprocket, reducing the bushing and sprocket friction and wear and thus enabling longer life.

As a consequence, it is not necessary to turn bushings and pins and replace sprocket segments during the whole life of the undercarriage.

A wider track link rail provides an extended running surface area, balancing the wear of all components and eliminating scalloping wear in the contact between chain and roller and between chain and idler. The reinforced hardware improves joint stability. The resulting dampening of vibrations and noise assures more comfortable ride and maximum control of the machine during the operations.

Berco Pin Retention (BPR) and an improved seal design produce a lasting seal capacity and assure long life to the complete system.

The new system is fully compatible with existing frames and standard components: older machines can be easily upgraded to increase their productivity and the life of the undercarriage.

In the same way ROBUSTUS is forward-compatible with the new generation undercarriages equipped with parallel or twin links.

Source: Berco

### Sewage Sludge at IFAT ENTSORGA

Basically there are three ways to deal with sewage sludge. The first is to use processed material as a fertilizer or as auxiliary material in landscaping or cement and brick works. The second is to use it to generate heat and electricity. And the third option is to dump it.

In 2008 in Germany around 2,1 million t of sludge from local-authority sewage plants was disposed of. Around 53% of this quantity was incinerated, around 29% found its way into agriculture as fertilizers and a good 16% was composted or used in landscaping or for reclaiming pit tips and old industrial sites. Special permission is required in Germany to dump sewage sludge, and as a result only a very small amount is disposed of in this way – 0,1% in 2008.

These values are averages for the whole country, but from region to region there are considerable differences in the ratio of thermal to material processing. In Mecklenburg-Vorpommern, for example, 86% of the sewage sludge went into agriculture, but in Berlin thermal processing accounted for 100%. In Hamburg, too, 100% of the sewage sludge was thermally processed and in Baden-Württemberg the figure was 87%.

A report published at the end of last year by German trend and market researchers trend:research presents an up-to-date picture of the situation and development trends in sludge disposal in Europe. In their forecast the analysts expect the figure for processing sewage sludge into energy to rise to up to 50% across Europe.

Here are some examples of the findings in the report for individual countries:

In Switzerland using sludge as agricultural fertilizer has been banned since autumn 2008. Since then almost all of the material has been incinerated.

Denmark is planning to gradually move away from using sewage sludge in agriculture, which is currently the main way in which the material is used. According to the trend:research experts there are good market opportunities in this country in the future for manufacturers of mono-incineration plants.

In the countries of Eastern and Southern Europe, the volumes of local-authority sludge will rise strongly in the coming years as more and more systems become connected to efficient sewage plants. According to the report, in 2008 an average of less than 1% of sewage sludge was processed for energy in Eastern Europe in 2008. In Poland in particular, as the country progresses with adaptation to EU law, co-incineration in waste incineration plants could rise. However the construction of such co-incineration plants there is being hampered by bureaucratic obstacles and problems of acceptance among the local population.

The treatment of sewage sludge in all its facets is traditionally also a key theme at the international environmental trade fair IFAT ENTSORGA to be held September 13-17, 2010 in Munich. Visitors will be able to view and compare a comprehensive range of components, systems and plants offered by the market for tackling the issue of how to deal with this important waste material. All the options will be presented – from thickening to dewatering and drying, incineration and gas combustion, as well as many new ways of utilizing the material.

In the events program at the fair, the subject of sewage sludge will also be covered. At the 15th International Symposium Water, Wastewater, Waste, Energy, on the afternoon of September 14, 2010, participants will be dealing in depth with the subject of sludge management in a series of lectures and discussions.

In 2008 IFAT set a new record for attendance, with 2605 exhibitors from 41 countries and around 120 000 trade visitors from 170 countries. From 2010 onwards Messe München and the BDE will be holding this event as a cooperation. IFAT will in future take place under the name of IFAT ENTSORGA, World’s Leading Trade Fair for Water, Sewage, Waste and Raw Materials Management.

Source: Messe München International
Doosan launches the new DL420, an articulated wheel loader with a larger, more powerful diesel engine than the model DL400, which it replaces.

With a bucket capacity of 4.0 m³, the DL420 is designed to take on a wide range of material handling tasks from loading and transporting granular material (such as sand and gravel) to industrial, mining and quarrying applications. With the addition of the DL420, the Doosan range of articulated wheel loaders includes eight models with bucket capacities from 1.45 m³ to 5.0 m³.

The 22 300 kg DL420 is powered by a Cummins QSM11 engine with high pressure unit injector system and a state-of-the-art combustion system. Emissions are well below Tier 3 regulatory limits.

The engine develops 280 hp @ 2000 rpm and offers maximum torque of 1070 lb ft @ 1400 rpm for optimal traction and breakout force in loading-transport-handling applications.

Depending on the application, the operator can choose between two working modes (standard or economy) for either maximum productivity or minimum fuel consumption.

A robust Z-bar lifting system provides a standard bucket breakout force of 21 400 kg, among the highest in its size class. This results in higher stripping force and greater productivity when working in hard materials.

The DL420 offers 4 forward speed ranges and 3 reverse speed ranges. Like all Doosan wheel loaders, the DL420 features a full powershift transmission with manual and automatic modes. Standard limited slip differentials on both the front and rear axles assure positive traction in wet or soft conditions.

The DL420 provides operators with improved visibility and lower cabin sound levels. A powerful heating and air conditioning system, a roomier cabin, ample storage space and a comfortable seat also help to reduce operator fatigue. Anti-pitch control provides smoother travel with a loaded bucket. Available as an option is a single lever control for travel functions and front-mounted attachments.

Source: Doosan Infracore Construction Equipment
RNP Industries Inc. of Boisbriand, Quebec, has taken on a new market. RNP designed and manufactures the P.A.M. – an acronym for Positioner, Actuator, and Manipulator.

The P.A.M. is a semi-automatic tool holder; historically it has been used in the concrete rehabilitation and restoration business. The unit was designed for and succeeds at reworking spalled concrete. The tool's weight is taken and balanced by the P.A.M. not the operator. With a P.A.M., a worker no longer has to suffer through the agonizing job of chipping and cleaning behind rebar by using a handheld pneumatic tool or hydro demolition lance – the weight of a 16 kg “rivet buster” or water lance becomes unbearable in a short time.

Working with a P.A.M. a worker can go through a full shift without having to drop the hammer and take frequent breaks due to physical fatigue. With the P.A.M., torn rotators in the shoulder as well as back pain, white finger, carpal tunnel syndrome, are a thing of the past. The P.A.M. was originally designed to address these physical problems associated with running pneumatic tools, and it has. A unforeseen side effect is that the worker can triple production over the traditional hand held method on overhead and vertical work. This ability to speed up production has made the P.A.M. a great success in the rework of parking garages, bridges, and other infrastructure jobs. The P.A.M. is perfectly capable to take on rock drills, hydro demolition water lances as well as the traditional air hammers and we are willing looking at any new application that comes forward.

THE NEW CHALLENGE IS DEMOLITION

We were approached by one of our distributors about a demolition project in the United States. They had a customer that was looking to demolish a 120 m (400 ft) chimney. Usually it is just knocked down then cleaned up. This was different as they had to knock the stack down by cutting it into large blocks and knocking them into the middle of the chimney. No debris could fall outside the structure as this project was on a working power plant and the plant had to keep supplying power to its customers. The chimney was also right in the middle of the power plant. So great care had to be taken, they couldn't have concrete blocks falling on to other buildings.

The general contractor, Commonwealth Dynamics, Inc. of Portsmouth, New Hamp-
shire, looked at a number of scenarios and the one they decided on was with the P.A.M. and mast climber systems. Due to the lightness of the P.A.M, they were able to put four P.A.M. systems to work on the chimney. Commonwealth Dynamics used the four machines to great advantage. The project came in days ahead of schedule. They doubled previously expected numbers. They used less people and got more production from the people there. “After testing the units for safety and productivity, Commonwealth put them into service on a large concrete demolition project. We have been very pleased with the added degree of safety these units bring to a demolition project. There is also a substantial increase in the productivity. The units are easy to move, easy to set up and have very little down time to date. Commonwealth is very satisfied with the P.A.M. units provided by RNP and with the follow up and service,” says Jim Fleming, IMR division manager at Commonwealth Dynamics, Inc. “RNP does not sit still. We are always looking for new opportunities to put our technology to work”, says Danny Morissette, vice president at RNP Industries Inc. “We are already looking at using our system in other new areas to make things easier for the worker and less costly for the general contractor.” “P.A.M. units are at work in parking garages, on bridges and other infrastructure projects all over North America. The return on investment is often so clearly evident at a demonstration that we’ve had customers stop us early to say: ‘Stop the demo it works. I’ll write the check’. Once they see it at work they understand in short order how much money and time can be saved. They know they need it now”, adds Mr. Morissette.

Bigge Leads Crane Industry in Environmental Awareness with its Green Initiatives

Bigge has been working to protect the environment in which it works and lives. To this end, the company has adopted numerous “Green Initiatives”:

Years before recent regulations were announced, Bigge started aggressively replacing equipment utilizing older Tier 0 engines with cleaner burning, more fuel efficient Tier 3 technology. In 2006, 35% of Bigge’s fleet consisted of pre-1996, Tier 0 machines. Only four years later, the proportion of Tier 0 equipment has dropped to 8% and cranes with Tier 3 engines, the cleanest available, now make up 26% of Bigge’s fleet.

Bigge also deployed a rigorous inspection and maintenance program, the Bigge 5-star Inspection Program. Every crane deployed by Bigge must pass a 144-point inspection. Through this program, Bigge has not only helped to reduce air emissions, but has also been able to dramatically reduce diesel fuel, engine oil and hydraulic oil leaks, curbing another environmental concern.

Bigge has also instituted an industry leading recycling program. Bigge recycles all of the waste oils and coolant produced by their cranes, as well as all paper, wood, metal, plastic and even electronic products. Many of these waste products are sold to recyclers, or disposed of in an ecologically beneficial manner. Bigge works with Evergreen Oil as their green partner for disposal of harmful waste.

Bigge has found that good environmental practices are also good business. By continuing to reduce their carbon footprint, the environment benefits because of cleaner air, soil and water. Bigge’s customers benefit from the latest, most fuel efficient equipment with higher productivity and better schedules. And Bigge itself benefits from these initiatives by being able to provide their customers with more productive equipment with reduced maintenance costs. Green initiatives are truly a “win-win” situation for Bigge, their customers, and the environment.

To support new CARB (California Air Resource Board) emission regulations and keep California crane owners running green, Bigge is an active dealer for Cleaire retrofit filters and a certified installer for all on-road and off-road crane applications.

Source: Bigge Crane & Rigging
Volvo Tests New Hybrid Refuse Truck in London

Volvo Trucks recently launched an upgrade of the world’s first hybrid refuse truck. After a year and a half of initial field testing with excellent results, an upgraded truck is now being released with new components and software. The new refuse truck will be tested by Veolia Environmental Services in central London.

“Up to 30% lower fuel consumption, low emissions and a low noise level make this hybrid a very attractive choice. That’s why we’re keen to test and develop the technology in partnership with Volvo Trucks, with whom we have developed a very strong working relationship,” comments Rob Stubbs, fleet director at Veolia, London and the UK’s leading waste management provider. The company has ordered the new refuse truck.

SAME CONCEPT, NEW COMPONENTS

The new truck is an upgraded version of the trucks field-tested in Stockholm and Göteborg, Sweden, over the past year and a half. Like these trucks, the new refuse truck is what is known as a parallel hybrid. This means it has two separate drivelines, one for diesel and one for electricity, which can be used either separately or together. The benefit of this is that each fuel type can be used where it is most fuel-efficient: the electric motor at low revs and the diesel engine at high revs.

“The basic concept is the same, but all the components and software have been updated,” explains Fredrik Bohlin, business manager, Hybrids at Volvo Trucks. “Development is extremely fast, and the technology in our latest test vehicle is much closer to a production-ready solution.”

The new refuse truck has electric power steering, completely new control systems and refined battery management strategies to optimize the battery performance. Loading and refuse compaction are completely electrically powered by means of a plug-in compactor that is charged via the main electricity grid. The battery is also new, with improved reliability and a longer lifespan.

According to Fredrik Bohlin, a small-scale series production of the hybrids will start in 2012 at the earliest, which is somewhat later than the original plan. The delay is related to the global financial crisis that has affected both Volvo’s product development and customers’ investment capacity.

EXPERIENCE LEADS TO OPTIMIZED SOLUTIONS

The field tests currently underway have given Volvo Trucks’ engineers important experience, which will be used when developing the new refuse truck. Making two drivelines work together has proved to be a balancing act. “For example, if you want to minimize fuel consumption, you can maximize the use of the electrical power unit. However, this reduces battery life. So to achieve an optimal solution, many different properties must be weighed against each other,” explains Fredrik Bohlin. “It’s all about satisfying high demands for performance, lifespan, fuel consumption and operability.”

FUEL CONSUMPTION REDUCED EVEN FURTHER

The initial results from all Volvo hybrid test vehicles show that the prediction of up to 30% fuel and carbon dioxide emissions has been validated. Renova, a waste and recycling company in Göteborg, is among the customers that have been testing Volvo’s hybrid refuse truck since spring 2008, and they can report an even greater reduction.

“The hybrid has met our expectations and our drivers are highly satisfied,” says Lars Thulin, vehicle development manager at Renova. “The electrical power system provides high torque from start-up, low noise level and emission-free loading and refuse compaction. In terms of fuel consumption and climate impact, our measured results are even better than expected. We’ve achieved reductions of a staggering 35%. On a annual basis, the hybrid saves us 5250 l of fuel compared to a traditional diesel engine... and we only drive single shifts.”

The refuse truck now being delivered to Veolia is not the first Volvo hybrid in London. Six Volvo hybrid buses have been operating on the streets of London since summer 2009.

“This means we already have a very skilled and motivated local service organization with the specific technical expertise required to service our hybrid vehicles,” says Fredrik Bohlin.

Source: Volvo Truck Corporation

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New Heavy Hydraulic Breakers with Optimized Power-to-Weight Ratio

At bauma 2010, Atlas Copco introduced three new heavy hydraulic breaker models with PowerAdapt and optimized power-to-weight ratio. The HB 2000 with its service weight of 2000 kg offers 10% more power than its predecessor, the HB 200. The new HB 3100 and HB 4700 with a service weight of 3100 and 4700 kg, respectively, deliver 5% and 13% more power than their predecessor models.

In doing so, Atlas Copco sticks to the principle of developing and building attachments offering an improved power-to-weight ratio. The same performance can be achieved with a smaller attachment and carrier unit. Investment and maintenance costs are reduced. More power also means a higher strain against which the attachments are protected by proven and new product features.

All three hydraulic breakers are equipped with the PowerAdapt system which shuts down the breaker in case the oil pressure is too high. With an improper carrier oil pressure setting, conventional pressure relief valves as the ones frequently used in hydraulic breakers continuously drain oil into the tank and therefore waste precious energy. This affects the efficiency and profitability of the equipment.

The improved guide system of the hydraulic breakers provides a better stability and resistance.

All proven features of Atlas Copco’s heavy hydraulic breaker line are also found in the three new models: the VibroSilenced System to protect operators against noise and vibrations, AutoControl to adapt the blow frequency and impact energy to the rock hardness as well as the integrated automatic lubrication system ContiLube™ II. With StartSelect the operator can influence the starting and shutdown behavior of the hydraulic breaker. And with the optional DustProtector the hydraulic breaker is protected against dust and rock particles penetrating the lower breaker part.

Source: Atlas Copco

HUSS Launches New In-House Training Program

HUSS, a world leader in developing exhaust aftertreatment solutions, has introduced a new onsite Certified Installer Training Program. This two day course, at the Palm Desert location, provides technicians the essential knowledge they must have in order to install and service the CARB and EPA verified MK System. Both theoretical and practical learning is involved, including a practice filter installation on a Mack freightliner truck.

“We are very excited about this new program, and believe it will truly benefit everyone involved," comments Phil Surma, managing director. A HUSS senior technician will be instructing the course twice a week, to a group of 6 – 8 service technicians from different dealers across the country that sell and distribute HUSS products.

Tom Williams, senior HUSS technician and instructor states that, “The goal is to make sure that our dealers’ technicians are knowledgeable about our products, and that they are equipped to provide expert service to their customers.”

Source: HUSS, Inc.
New Allison 6620 Off-Highway Automatic Transmission

A raft of enhancements for Allison’s 6000 Series has led the leading producer of commercial duty, fully automatic transmissions to release a new 6620 transmission at bauma 2010. New hardware and software upgrades for the transmission used in rigid dump and specialist mining trucks up to 70 t as well as stationary pumping, drilling and winch applications, will enhance durability, lower operating costs and simplify maintenance.

Available in the second half of 2010 and replacing the 6610, this proactive design upgrade responds to changes in engine characteristics that are increasingly prevalent in the sector. Greater use of digital control for engines delivers sharper torque “response” through the driveline, necessitating upgrades to protect the drivetrain.

“We have made detail improvements throughout the product to further extend overhaul intervals and increase durability,” says Brian Reusser, Allison’s off-highway product manager. “These include design, manufacturing and material upgrades.” For the flywheel, the use of finite element analysis (FEA) identified an opportunity to modify fillet radii and introduce heat treatment and reduce stress. Case hardening and nitriding other interfacing components such as the turbine shaft and hub, together with increasing the shaft’s diameter, is expected to increase their fatigue durability by over six times. Extensive in-field comparative testing has identified a significantly more durable bronze-based material for use in the lock up clutch.

The core design of the Allison Off-Highway range of automatic transmissions, trusted by mining, quarrying and construction operators for many years has also received crucial software updates. Being part of this transmission family, the 6620 will feature a new CEC3 electronic control system when available that includes an extended CAN messaging set (J1939 protocol) and other electrical interface upgrades. This translates into advantages for both OEMs and end-users. Manufacturers will benefit from an easier and higher level of integration with the vehicle architecture, for example the choice of a proprietary shift selector as well as the Allison derivative will now be possible. The opportunity to “tune” the transmission to an operator’s specific requirement is now easier, permitting increased performance or economy depending on the duty-cycle or application.

Source: Allison Transmission, Inc.
Bridgestone at bauma 2010

Bridgestone Europe (BSEU) displayed an impressive array of off-the-road tires at bauma 2010. The Bridgestone booth featured the world’s largest tire together with other well known off-the-road radial tires for the construction sector.

The L3 tread-class VJT radial series for general use on wheeled loaders, first unveiled in 2005, will be completed at the end of 2010 with the addition of two more dimensions: 17.5R25 and 29.5R25. Strengths demonstrated by the VJT are high stability and ride comfort, achieving a big improvement over its predecessor.

Minimal vibration at high speed makes the VJT ideally suited for “load and carry” operations. Its strong, straight sidewalls provide the stability necessary for high productivity, and a shoulder protector minimizes damage from cuts and impacts.

An eye-catching feature of the display was the world’s largest off-the-road radial tire: 59/80R63, represented for the first time with the new pattern VRF, it weighs 5,2 t and has an impressive 4,02 m diameter. This giant tire is designed to fit the huge 380 to 400 t rigid dump trucks working in coal, copper mines and oil sands. It is especially recommended for high “Ton Kilometer Per Hour” operations.

The VHS crane tire was also be on display with its brand new F speed rating (maximum speed up to 80 km/h instead of 70 km/h), available in 385/95R25 and 445/95R25.

Completing the Bridgestone product exhibit were the established VSDT, the extra deep tyre excellent for most severe quarry face operations where traction is of utmost importance, and the VCHS especially designed for container handling equipment and enabling safe and stable operations due to its all steel radial casing. Its line up will also be extended in 2010 with the 14.00R24 TL and 12.00R24 TT/TL.

Bridgestone’s tire for heavy-duty mining operations also welcomes the new VREP in 27.00R49, specially designed for 100 t rigid dump trucks working in rock conditions. The benefits produced from this unique tread design are cool running, reduced irregular wear and low vibration, all leading to an improved total tire life. The VREP is a rock tire that is equally at home on high speed or short haul operations.

Source: Bridgestone Europe NV/SA
At bauma 2010, AUSA showcased a wide selection of its range of dumpers, forklifts, Taurulift, concrete mixers and multiservice vehicles. The company unveiled a new model in the Taurulift range, the T 133 H.

Following the warm reception given to the T 276 H and the smaller T 204 H, AUSA launches the new T 133 H. This machine has a capacity of 1300 kg at a maximum height of 2,7 m. It maintains the concept of the versatile forklift with telescopic boom to which different implements can be attached. Its small size makes it ideal for handling materials in very tight spaces, meaning that the T 133 H is extremely useful in a variety of sectors. Indeed, the small dimensions led to the design of an innovative hydraulic drive-axle system. This was developed by the AUSA R&D&i department in cooperation with the French hydraulic engine manufacturer Poclain.

The new hydrobase coupled to the axle, a design patented by the company, is the result of a simplification of structure and parts which gives rise to a lighter and more compact system. This creates greater scope for maintenance operations without a loss of efficiency. Its advantages include, excellent handling, ease of transportation by trailer, the versatility afforded by the attachments, ergonomics with greater space and better access for maintenance, and a forward driver position to facilitate optimal visibility. The T 133 H has 4x2 traction, a maximum speed of 20 km/h, and it can negotiate gradients of 31%. It is fitted with a 22.4 hp Kubota engine and hydrostatic transmission. Like all models in the Taurulift range, it comes with a comprehensive range of standard features and a long list of optional extras. All this makes the new model invaluable for a number of tasks on site: unloading of trucks, transport and storage of materials, cleaning of waste, movement of materials on slabs, in basements, inside buildings, etc.

Source: AUSA
In Quebec, a Spanish-Canadian consortium is building the Nouvelle Autoroute 30 highway, bypassing Montreal at the South towards the A20 and A40 in the West.

BAUER Foundations Canada Inc., the local subsidiary of the German company BAUER Spezialtiefbau GmbH, is constructing the foundations of the Beauharnois Bridge, a contract worth about 30 million $. The bridge runs over the Beauharnois Canal, a bypass of the St. Lawrence Seaway. The waterway forms part of an international network linking the industrial cities of the Great Lakes region with the Atlantic.

The original Beauharnois Canal was built on the south side of the St. Lawrence River, opening in 1843. It was superseded by the Soulanges Canal in 1899 which ran on the north side of the St. Lawrence River.

The present Beauharnois Canal was blasted out of hard rock between 1929-1932. Measuring 24.5 km in length, it was part of a hydroelectric development at Beauharnois which saw a dam and power house built to take advantage of the 24 m drop between Lake St. Francis and Lake St. Louis. Some of the electricity is used to power a large aluminum smelter.

In the 1950s, the Beauharnois Canal had 2 locks added as part of the St. Lawrence Seaway project. This in turn superseded the Soulanges Canal for shipping.

The Beauharnois Bridge will be located downstream of the canal. Bauer Foundations Canada has been contracted to build a total of 138 bored piles – 60 on land for the bridge thrust blocks, and 78 in the water, from a pontoon, for the pillars.

Five drilling rigs are being deployed – three BAUER BG 40 and two BAUER BG 28 units. To ensure pinpoint accuracy of the actual drilling, an BAUER IB 10 rig is being used to pre-drill down to 4 m into the rock. The tips of the drilling buckets will then ultimately take over from there. The 2 m diameter piles must socket 4.5 m to 5 m into the rock, sometimes more, depending on the rock quality.

During the geotechnical investigation the rock was proven to be extremely hard. Some rock cores compressive strength was above 300 Mpa. Bauer has a track record of hard rock drilling in Canada with the dam project of Peribonka, also in Quebec, and in Hong Kong, where the initial contact was made with the client back in the spring of 2007. A key factor in subsequent developments was the rock drilling expertise of Egon Stahl, managing director at Bauer Hong Kong Limited.

“So Bauer Hong Kong played a major role in helping Bauer Canada win the contract in March 2009,” says Lars Richter, managing director of Bauer Foundations Canada. “But other Bauer units around the world have been involved too, providing us with equipment, technical support and staff, to ensure the project is handled optimally. It is a great illustration of the Bauer network in action.”

To date, 60 of the 138 piles have been installed. The greatest challenge posed by the project will come later this month, when the piles are driven into the canal itself. The plan is to use two BAUER BG 40 rigs mounted on pontoons to drive 1,80 m piles down to a depth of 4 m.

Source: BAUER Spezialtiefbau GmbH
Ron Hargrave, president of LiuGong North America is pleased to announce the appointment of Curt Unger as the new vice president of Sales and Marketing, effective immediately.

In this newly created position, Curt Unger will be responsible for establishing LiuGong as a major player in the North American earthmoving, quarrying, roadbuilding and other construction markets. His initial tasks will include the current expansion of LiuGong’s dealer network in the United States and Canada and the development of both the national and regional marketing and sales programs to help those dealers bring LiuGong’s extensive product lines to end users.

Mr. Unger’s solid career in the construction equipment business will help him meet those goals. Most recently, Unger was general sales manager for Yanmar. Prior, he was the director of marketing for Komatsu Utility Corp. and held marketing and sales positions with both Kubota and Massey-Ferguson.

Source: LiuGong North America

Gehl Company announces that Daniel L. Miller has succeeded Malcolm F. Moore as president of the company effective April 1, 2010.

Mr. Miller joined Gehl Company as director of Manufacturing Operations in October 2001 and was appointed vice president, Manufacturing Operations in December 2005. Prior to joining Gehl Company, Mr. Miller held a variety of senior management positions in manufacturing and distribution at Woods Equipment Company, and also served as the president of the Agricultural Products Group for TIC United Corp.

Source: Gehl Company

bC India Expands

Because of the large number of registrations from companies wishing to exhibit at bC India - a BAUMA CONEXPO SHOW, the exhibition space planned for the event has now been extended by 60%, to 80 000 m².

“Strong interest from international as well as Indian manufacturers of construction machinery has shown that the cooperation between Messe München (MMI) and the Association of Equipment Manufacturers (AEM) to organise the trade fair bC India has been very much welcomed by the sector,” said Eugen Egetenmeir, managing director of Messe München GmbH.

An Advisory Board of experts from the sector is supporting the organisers of the fair with the strategic orientation of bC India. These experts come from ACE, Ashok Leyland, John Deere, Doosan, Haver & Boecker, JCB, Kobelco, Liebherr, LiuGong, Manitowoc, Putzmeister, Schwing Stetter, Terex, Volta, Volvo and Zoomlion.

In view of the excellent response so far, we are expecting bC India - a BAUMA CONEXPO SHOW to be fully booked very soon.

“The number of Indian and international companies participating in bC India demonstrates the keen industry support for global partnerships and consolidation of shows worldwide that can produce premier exhibitions in new and emerging markets,” said Dennis Slater, president of the Association of Equipment Manufacturers.

bC India - a BAUMA CONEXPO SHOW takes place from February 8 - 11, 2011 at the Bandra Kurla Complex in Mumbai, India. The Bandra Kurla Complex is located in the heart of the city and in addition to an extensive open-air site it also offers temporary exhibition halls adapted specially for the needs of exhibitors.

The central location of the event venue is also easily reached by the international and the national airport, and many hotels, in all categories, are available in the immediate vicinity.

Prospective exhibitors can download the registration documents from: www.bcIndia.com/en/Exhibitors/Application. The deadline for registrations is May 17, 2010.

Source: Messe München International Association of Equipment Manufacturers
The International Construction and Utility Equipment Exposition (ICUEE) was recently ranked as the second largest show of any industry in the United States in 2009, according to the annual “Gold 100” list of Trade Show Executive magazine. The magazine noted that shows on the list “have set the Gold Standard for the exposition industry.”

ICUEE 2009 covered 93,000 m² of exhibit space and was topped only by the 2009 International Consumer Electronics Show (CES). ICUEE 2009 attracted more than 16,500 registrants, second largest in its history despite a down economy.

Planning is well under way for the next ICUEE, to be held October 4-6, 2011 at the Kentucky Exposition Center in Louisville, Kentucky. Show organizers say industry partnerships are key to ICUEE’s continued success.

ICUEE 2011 will again feature the co-location of the H2O-XPO show of the National Rural Water Association (NRWA) and the NRWA annual convention, as well as co-location of the Incident Prevention (iP) Safety Conference and Expo. ICUEE education will include the co-located program of Underground Construction Technology (UCT), in addition to NRWA and iP education. Leading industry associations will promote the show to their memberships as official “supporting organizations”.

Association of Equipment Manufacturers (AEM) shows are “industry-run” meaning that participants have a “voice” in show planning, costs are carefully monitored, and revenues go back into services for the members and the industry.

Source: Association of Equipment Manufacturers
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bauma 2010 has marked a turnaround in the international construction machinery industry, ushering in the hoped-for change in sentiment. And this was despite the ban on air travel which impacted on the first few days of the fair.

Even before the fair started, it was evident that worldwide the sector had high hopes of the leading world fair in Munich: with $555,000\,\text{m}^2$ of space, all fully booked, and 60% of the exhibitors coming from outside Germany, the fair registered new all-time highs for the overall number of exhibitors, international participation and space booked.

From China, India and Turkey in particular, exhibitor numbers were up strongly on the previous event. “bauma is the Mecca for construction equipment. Though the volcano shaded Europe it is fascinating to see so many visitors from all over the world here,” said Cuneyt Divris, president of the Imder, Construction Equipment Distributors & Manufacturers Association of Turkey.

Over 415,000 visitors from more than 200 countries attended bauma 2010 (about 17% less than for bauma 2007).

“Because of the turnaround which bauma 2010 has ushered in for the sector worldwide, we are looking forward optimistically to the already fully booked bauma China 2010 in Shanghai. Interest in the new event bC India 2011 in Mumbai, too, has led to a considerable expansion in the space originally earmarked for the event. For many of the key players who were represented at the leading world fair bauma, these events will offer international platforms in the two growth markets of China and India, and thus appeal also to the trade visitors who this time were not able to come to Munich,” said Klaus Dittrich, chairman & CEO of Messe München GmbH.

The 30th bauma, International Trade Fair for Construction Machinery, Building Material Machines, Mining Machines, Construction Vehicles and Construction Equipment, will take place as planned in three years time, April 15 - 21, 2013 in Munich.

Source: Messe München GmbH