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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

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A Word From the Publisher

Well, by now you have been badgered, bullied or otherwise coerced to get on with any number of building, digging, or landscaping projects. All that and you haven't left for work yet!

Hopefully, when you get to the jobsite things will be less harried. The right equipment, trained crews, a good plan and of course, your window on your working world... InfraStructures.

As ever, we are here through the long days and broiling sun to bring you news and information that may make things easier... the next time! Summer may be fleeting, but InfraStructures always lasts until the end. Our associates and contributors toil and sweat to report on industry trends, innovations and other news from across Canada and around the world.

Remember though, Olde Man Winter lurks, and in our next issue we will revive you with a chilling glimpse into the frosty world of Snow and Ice Control!


So, take a cool sip, unwrap the cucumber sandwiches and feast on the assortment we have prepared for you.

Regards,




Editor / Publisher

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On the cover:

the Niveltex grid is an attachment that can help you do your paving and landscaping jobs in less time and with less hand labor.

Designed to fit on most compact machines, it is specially well suited to an articulated mini-loader such as the MultiOne.

SMS EQUIPMENT EVOLVES FROM THREE-WAY RE-ALIGNMENT

Three heavy equipment companies have come together to create one of the largest Komatsu dealerships in the world. Formerly Coneco Equipment, Federal Equipment and Transwest Mining Systems, the trio is now one name, one company with one commitment to service.

SMS Equipment Inc. supplies equipment, parts and service to the construction,

forestry and mining industries along with utility product users. SMS was created to provide customers with integrated solutions and to expand our service capabilities as a nationwide organization.

"In realigning our distribution network we will provide focused support across all industries and regions we serve today," said SMS president Bruce Knight. "Looking toward the future needs of our customers, this re-alignment is the way to meet those needs and

offer customers optimum solutions."

The corporation now offers an extensive range of products, parts and service lines supported by industry leading partners at all locations. With a highly trained, safe and mobile workforce, this diversified company has created a nationwide platform to serve its customers.

Source: SMS Equipment Inc.

NRWA'S H₂O-XPO EXHIBITION WILL DEBUT AT ICUEE 2009

The 2009 International Construction and Utility Equipment Exposition (ICUEE) will feature the co-location of the new H₂O-XPO exhibition, targeting water and wastewater utility equipment and products. H₂O-XPO is sponsored by the National Rural Water Association (NRWA).

Both events will be held October 6-8, 2009 in Louisville, Kentucky. NRWA will also hold its annual conference in conjunction with ICUEE 2009 and H₂O-XPO 2009.

The co-location is the result of partnering efforts between NRWA and the Association of Equipment Manufacturers (AEM), which owns and produces ICUEE. The goal is to provide increased efficiencies for participants in both events, to maximize the return on their trade show investment.

The co-located shows will provide expanded educational and networking opportunities. Attendees will have access to a broader spectrum of exhibiting companies and products, and exhibitors will have increased exposure to the water and wastewater utility segment. ICUEE 2009 and H₂O-XPO 2009 are expected to attract 25 000 attendees, and will be the gathering place for industry professionals with electric, phone and cable, sewer and water, gas, general construction, landscaping and public works jobs.

Known as The Demo Expo, ICUEE 2009 will cover more than 93 000 m² outdoor and indoor exhibit space. H₂O-XPO is anticipated to use an additional 5500 m² for exhibits.

Attendees will be able to operate and test equipment, experiencing first hand the capabilities of machines in action at ground level, underground and overhead.

NRWA with its affiliated state organizations is the largest water and wastewater utility membership association in the United States. AEM is the North American based international trade group representing the off-road equipment manufacturing industry (agriculture, construction, forestry, mining, utility).

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prestigious industry group. This co-location illustrates the value of association cooperation for the benefit of both our memberships," stated Megan Tanel, AEM vice president of exhibitions and ICUEE show manager.

Source: Association of Equipment Manufacturers

AECON ANNOUNCES OPENING OF NEW FACILITY NOVA SCOTIA

Aecon Group Inc. recently announced that its Aecon-Fabco division has opened a new facility in Pictou, Nova Scotia on June 1, 2008.

The new facility will handle large module assembly and specialty pipe spool fabrication work, as well as providing Aecon-Fabco with improved Marine Repair capability. This facility is in addition to the current Aecon-Fabco shop located in Dartmouth, Nova Scotia.

The Pictou shop has a 4650 m² fully enclosed high bay assembly area originally designed for ship building modules and is suited for the indoor, controlled environment assembly of large industrial equipment modules, both onshore and offshore. The deep water wharfage and load-out area is ideally located for year-round shipments by sea. Additionally, the facility has a 3000 t marine railway drydock for ship repairs.

"The local labor force and trade unions are highly supportive of the employment opportunities this new facility will provide" said Frank Ross, president of Aecon Atlantic. "It is also particularly gratifying to be starting the Pictou operations with a full 6 months of backlog. We will also be in an immediate hiring mode, and will initially be looking for pipefitters," he added.

"Given the trend to higher degrees of industrial modularization, this facility is well suited to handle a significant volume of steady work for the many projects both committed and planned for years to come" said Paul Koenderman, CEO of the Aecon Industrial Group.

The Aecon-Fabco Pictou operation is accepting applications immediately. Anyone interested in applying is invited to submit a resume to hrindustrial@aecon.com.

Source: Aecon Group Inc.

SUNCORD ENGINEERING JOIN FORCES WITH MORRISON HERSHFIELD LIMITED

Morrison Hershfield Limited is pleased to announce that it has joined forces with Suncord Engineering Limited, effective immediately.

"This development further strengthens our mechanical capability," says Morrison Hershfield CEO Ron Wilson, P.Eng. "Our combined staff of nearly 700 gives us exceptional technical depth and increased capacity with which to serve clients."

Having worked together in the past, the two firms are a natural fit. Suncord founder John Stewart, P.Eng. adds that this union "...enhances our ability to meet the needs of our clients and create new opportunities for

staff."

Established in 1981, Suncord is an Edmonton firm that provides mechanical engineering services for building and industrial projects. It offers extensive experience in project management, conceptual studies, design, energy conservation, engineering studies, mechanical system instrumentation, HVAC systems, commissioning and maintenance.

Morrison Hershfield is an employee-owned company. Employees have a vested interest

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Source: Morrison Hershfield Limited

BENTLEY RELEASES BENTLEY WATER V8 XM EDITION

Bentley Systems, Incorporated recently announced the release of Bentley Water V8 XM Edition. This comprehensive water distribution design software helps engineers and GIS professionals in water utilities and municipalities design, document, and manage potable water distribution networks more efficiently. Bentley Water V8 XM provides all the capabilities of Bentley Map including map management, thematic and overlay analysis features, business and topological rules enforcement, and accurate editing. In addition, it allows easy access to enterprise data to improve the management of the asset lifecycle. Because Bentley Water V8 XM integrates with Bentley's industry-leading Haestad Methods hydraulic modeling and analysis software, users of WaterGEMS, WaterCAD, and HAMMER can share network connectivity, maintenance records, and operational data to run hydraulic simulations of their potable water distribution systems. Bentley Water V8 XM also interoperates with Bentley Geospatial Server for enterprise GIS implementation and enterprise collaboration, Bentley PowerMap Field to support field technicians using offline data, and Bentley Geo Web Publisher for publishing water infrastructure data to internal and external websites.

Bentley Water V8 XM Edition uses geospatial XML Feature Modeling (XFM) fully. This paradigm shift in the development of GIS applications empowers users to completely customize functionality and the predefined schema, as well as to choose from a wide range of persistent data models including stand-alone DGN, DGN/RDBMS, and Oracle® Spatial. When used concurrently with Bentley Geospatial Server, Bentley Water supports simultaneous multiuser editing, optimistic and pessimistic transactions, and time component features, including versioning and live or disconnected mode editing, provided by Oracle®.

The XFM environment enables a new set of asset management, water network

maintenance, and operation capabilities. These include smart placement and network connectivity, configurable isolation tracing and reporting, dynamic property-based symbology and annotation, and network leak analysis tools.

Source: Bentley Systems, Incorporated

APEX 2008 – BIGGEST SHOW YET!

The sixth Access Platform Exhibition and Conference (APEX) aerial platform exhibition promises to be the largest in the event's history, with over 100 exhibitors already confirmed and the site almost completely booked. Many of the world's access equip-

Rotobec and Hultdins Partnership

Rotobec and Hultdins are pleased to announce they have entered into a marketing agreement where both companies will complement each other's core product areas and expertise.

Rotobec will modify its RotoCut saw units to integrate exclusively the Hultdins saw unit technology into them. Starting now with the 3/4"- 11H model and followed at a later date with the lighter .404 – 18H option, all RotoCut units will be powered by the Hultdins saw technology. The RotoCut

structure and its hydraulic system will not be affected by the change.

Hultdins will discontinue its TL Grapple line on the North American market to focus on its short log SG Grapples and SuperCut saw unit product lines.

Rotobec is the world leader in log and pulpwood grapples and in heavy duty rotators. Hultdins is the world leader in CTL bunching grapples and in saw unit technology for the logging industry.

Source: Rotobec Inc., Hultdins Inc.



ROTELLA T Million Miler Haul of Fame Surpasses Fifty Million Miles

Shell Lubricants is proud to announce that the ROTELLA T Million Miler Haul of Fame has reached over 50 000 000 combined miles (80 500 000 km) of long-haul drivers who have used ROTELLA T heavy duty engine oil exclusively in their diesel engines without an engine overhaul.

This milestone comes with the addition of its newest Million Miler Haul of Fame member, John Redwood, of Cambridge, Ontario, who has taken his truck past one million miles.

"The Shell ROTELLA T Million Miler Program was conceived many years ago when we heard that a user went over a million miles on ROTELLA T without an engine overhaul", says Mark Reed, director of marketing, Shell Lubricants in Canada. "Forty three drivers and fifty million ROTELLA T miles later, ROTELLA T is real life proof that ROTELLA T is the Genuine Million Mile Oil and is trusted by truckers for long engine life".

Shell Lubricants has inducted more than forty owner-operators or fleet managers into the ROTELLA T Million Miler Haul of Fame since the program's inception in 1992. To become a member of Team ROTELLA T, applicants must prove that their original pistons, liners and rings are still in the engine after 1 million miles with no maintenance undertaken on them.

Source: Shell Lubricants Canada





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ment manufacturers will launch new machines at the show, including first-time exhibitors from Japan and China.

APEX, which takes place in Maastricht, The Netherlands on September 17-19, 2008, is supported by the International Powered Access Federation (IPAF) and by Access International magazine.

All the world's big name manufacturers will be present at the show but one of the attractions of APEX has always been the presence of the dozens of smaller manufacturers who show an enormous range of specialist access equipment as well as rental companies and component suppliers.

This year, for example, sees an increased presence of telehandler manufacturers – Faresin, Dieci and JCB will attend, in addition to JLG, Manitou, Haulotte and Genie – and also access manufacturers from China and Japan. Aichi is attending as in the past, but it will be joined by fellow Japanese company Hanix, whose European subsidiary, Hanix Europe, will use APEX to launch Japanese-built aeriels in Europe.

Chinese manufacturer Beijing Jingcheng, meanwhile, will use APEX to spearhead its entry into Europe with its range of electric scissor lifts and self-propelled telescopic booms. Several of Jingcheng's machines have already been CE-marked for the European market, and APEX will be the first exhibition in Europe or North America where self-propelled aeriels platforms have been shown.

Tony Kenter, managing director of Industrial Promotions International (IPI), which is organizing the show, said: "This is the sixth APEX show and it has been the fastest selling ever. The global access market is on a high – particularly in Europe – and the event promises to be the busiest and most successful we have had."

The 2008 show will share many of the features of previous events, including a free conference programme and keynote speech on the first morning of the show.

Source: Access Platform Exhibition and Conference

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AMERICAN INFRASTRUCTURE CHOOSES CMiC

CMiC announced recently that American Infrastructure, a heavy civil construction company, chose CMiC's integrated solutions to replace their current systems, which includes TrueLine Systems and various non-integrated project management tools.

"We are replacing TrueLine which no longer

meets our needs," said Ed Neumann, vice president of American Infrastructure. "We are taking this opportunity to move towards a fully integrated financial and project management solution."

Based in the Mid-Atlantic region adjoining the metropolitan areas of Philadelphia, Baltimore and Washington, D.C., American Infrastructure consistently ranks in the top

Rubblemaster RM-80 Compact Crusher for Enfoui-Bec

Voghel Inc. is happy to announce the purchase by Enfoui-Bec, of Becancour, Quebec, of a Rubblemaster RM-80 compact crusher. With their new mobile crusher, the Enfoui-Bec team will be able to recycle asphalt, concrete, gravel, and stones directly on its recycling platform. We would like to thank Yvon, Louis-Marc, Dany, and all the team for their trust.

Rubblemaster is a leading manufacturer of mobile crushers dedicated especially for on-site crushing and recycling. Voghel Inc. has been involved for more than 12 years in the distribution of innovative equipment in the recycling and waste management business. It is the exclusive distributor for the Doppstadt products, as well as the Rubblemaster compact crushers and the Al-jon landfill compactors for the provinces of Ontario, Quebec and the Maritimes.

Source: J.Y. Voghel Inc.



Shell LubeVideoCheck Service Now Offered to Canadian Fleet Market

Until now, the only methods for diagnosing engine trouble was to rely on unpredictable or expensive methods such as driver intuition, oil analysis, or costly engine tear down. Shell Lubricants is now pleased to offer its Shell LubeVideoCheck™ digital inspection, an affordable and non-invasive way of inspecting all engine components – the ultimate tool for preventative maintenance.

Shell LubeVideoCheck, the only service of its kind in Canada, uses a fiber-optic digital camera or video-scope to transmit video images of key engine components, including the cylinderhead, valves, cylinder walls, and piston crown, without dismantling the entire engine. This non-invasive technology is similar to what surgeons use to assess a patient's health – and this quality of care is now available for fleet management.

The launch of the Shell LubeVideoCheck is a part of Shell Fleet Management – a portfolio of driveline lubricants and innovative preventative maintenance services, including Shell LubeVideoCheck digital inspection.

Source: Shell Canada Products



half of ENR's Top 400 Contractors, as well as the Top 25 Highway Contractors and plans to use CMiC to support its mission to be the most productive, zero-injury contractor in the mid-Atlantic.

CMiC was ultimately selected over other generic ERP providers because of the construction industry functionality that the fully integrated and Web-based CMiC software

provides, according to Bassem Hamdy, vice president, Solutions at CMiC. "CMiC delivers the software solutions that construction firms, particularly heavy highway firms, need in order to increase the bottom line. American Infrastructure joins our expanding list of recently signed heavy highway firms, which includes The Walsh Group, Boh Bros., and Independent Construction Company which

have recognized that CMiC is the software solution that increases productivity and enhances efficiency."

Source: CMiC

Kenworth T800 Adds Automatic Transmission Offerings

Kenworth has introduced new automatic transmission offerings for customers in construction and shorthaul applications with high horsepower requirements.

Customers can now order the Kenworth T800 with Allison 4000 and 4500 series transmissions when specified with Cummins ISX engines, not to exceed 1650 lb-ft.



"The new Kenworth T800 configuration offers the benefits of automatic transmissions while also meeting high horsepower requirements," said Gary Moore, Kenworth assistant general manager for marketing and sales. "The Kenworth T800 is one of the industry's leading models and this new



offering will strengthen its position with customers to help get the job done in their specific applications."

The Allison 4000 and 4500 series transmissions offered are especially designed for rugged duty or highway truck operators that are seeking productivity gains, durability advances and lower cost of ownership over the life of the truck. The transmissions feature torque converter technology that provides seamless full power shifts, which help vehicles to work within the best duty-cycle speeds faster and more efficiently. That saves times on routes, which can lead to greater productivity and fuel efficiency.

Source: Kenworth Truck Company

HANSON PIPE & PRECAST EXPANDS IN QUEBEC AND ONTARIO

Establishing itself as the largest producer in the industry of concrete pressure pipe, Hanson Pipe & Precast, a division of Hanson Building Products North America, recently announced the purchase of Canadian-based Hyprescon Inc. and Miceli et Frères Ltée, a move that will benefit the growing Canadian market. This acquisition also includes additional gravity pipe and precast facilities. Hyprescon's main concrete pressure pipe facility near Montreal (Saint-Eustache) and the facilities near Toronto (Stouffville pressure & Uxbridge pressure & bridge solutions) will become part of Hanson's South Central region based in Grand Prairie, Texas, which manages all of North America's pressure pipe business. Montreal and Toronto's gravity and precast facilities will be part of Hanson's Northeast region based in Columbus, Ohio. Miceli facilities near Montreal and Hyprescon's facility near Toronto will join Hanson's existing network in Windsor, Cambridge, Whitby and Ottawa, Ontario.

"Hyprescon and Miceli are premier companies with a reputation for producing high-quality concrete products," said Richard Manning, president of Hanson Building Products North America. "This purchase expands Hanson's presence in the Canadian market while benefiting the country's infrastructure."

Hyprescon began producing concrete products in 1931, and is the largest producer of concrete pressure pipe in Canada, with three facilities located in Saint-Eustache, Quebec as well as Uxbridge and Stouffville, Ontario. Hyprescon produces large and small diameter concrete pressure pipe as well as Hy-Span® bridge girders, gravity pipe, and precast product.

Miceli was founded in 1971 as a manufacturer of precast concrete products and extended production to concrete pipe, box culverts, short span arch bridges and precast concrete products. In 1988, Miceli opened a concrete pipe manufacturing facility in Mascouche, Quebec and a second facility in Saint-Jérôme, Quebec in 2004.

Source: Hanson Building Products North America

**ANNUAL SNOW REMOVAL ISSUE
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The Brun-Way Way for the Highway!

*Marty Drinkwine, Cimline Pavement
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Special Collaboration*



Brun-Way Highway Operations Inc., a joint venture formed by Atcon Construction Inc. and SNC-Lavalin Group Inc., two expert highway engineers and builders, is determined to maintain their section of the new Trans-Canada Highway in New Brunswick. This goes beyond snow and ice control, weeding, mowing and a multitude of other tasks, it will include crack sealing and joint repair from the outset.

The section of motorway from the Quebec frontier to Fredericton was completed and opened for use in the past 18 months. Knowing that crack sealing is an inexpensive and effective way to maximize roadway lifespan, Brun-way staff wanted to start as they mean to continue. "We knew that cracks would begin to appear almost immediately and wanted to limit the deterioration of the driving surface. Once moisture is allowed to reach the substrate the pavement lifespan declines dramatically. The most effective practice is to begin crack sealing programme within the first 12-24 months of operation," according to Connie Stairs, Brun-Way Operations project & structure engineer.

The recognition of sealing as an integral part of routine maintenance reflects changing attitudes by roads authorities and the rising cost of hot mix asphalt. This desire to

achieve a 30+ year lifespan from a 30-year motorway has long been misunderstood and ignored. Part of this misunderstanding were the available technologies to perform reliable, cost effective sealing. The primary issue is the ability to accurately apply material at precise temperatures; failure to do so creates poor adhesion of the sealant. Too often the concept of reliably heating rubberized asphalt and controlling the application temperature has been dismissed. Many still have a limited grasp of what technology is suitable to the task at hand. Fortunately for Brun-way, Cimline has been pioneering and refining melter/appliator technology for 40 years.

Cimline, the cornerstone arm of the Cimline Pavement Maintenance Group, is well known to pavement maintenance professionals across Canada and around the world. "Specializing in pavement preservation and maintenance allows us to consolidate and concentrate expertise that is often difficult for a customer to find," says Rob Holden, Cimline's Canadian manager. "When Brun-way approached us, we were able to advise and educate them before they made an operational plan. This is something we do for all of our customers regardless of their situation," he added.

With municipal and contractor machines performing daily in Canada, Cimline's Magma Series melter/appliator could be readily researched and examined by Brun-way for their specific needs. After a review of crew and other factors a 230 DHRD was chosen, and may have been seen by many at the Atlantic Heavy Equipment Show, in Moncton. Having the only proven dual hose technology available, the lowest loading heights,

recirculation and AfterBurnr® technology, the Magma is the state-of-the-art melter/appliator available today. The use of an obround vat, angled diesel burner, and continuous recirculation allows Magma to have the lowest heat transfer oil volume and the highest recovery time in the industry. This results in fuel and labour savings as well as increased production.

"I was amazed when we did the initial



start-up. The ambient temperature was about -10°C, and the unit was empty and we were ready for work in about 45 minutes," said Jason Lanteigne of J.A. Larue, the authorized Cimline dealer for New Brunswick. "The ability to handle the large discs was also impressive and further improves productivity," according to him.

The Cimline Magma Series of melter applicators are well known throughout the pavement maintenance industry. With units in service across Canada, with municipal, provincial and contractor crews, Cimline Pavement Maintenance Group has proven its technologies and quality nationally and internationally. Committed to roadway preservation, the use of quality materials and equipment, Brun-way Operations is positioned to ensure the Trans-Canada Highway will reliably courier goods and people for years to come.

Pavement Maintenance Speciality Event

Probably the least understood aspect of public works is pavement maintenance and preservation. This is partially owing to the lack of glamour and also to the lack of specialist knowledge that is available. Both of these make it very difficult to know how much to allocate in the budget for these practices, and to secure that funding for this rudimentary infrastructure necessity.

Cimline Pavement Maintenance Group (CPMG) has long been an excellent, and balanced source of technical knowledge on this subject. This expertise can be accessed through an extensive dealer network, or through publications such as The Guide to Cracksealing, which the company produces. Now, CPMG is again endeavouring to make this knowledge readily available by inviting contractors and municipalities to their Pavement Maintenance Open House series.

These events will be held in several locations including Cimline's manufacturing facility in Minnesota and the newly opened northeastern CPMG depot near Albany,

New York. Specialists in material, equipment and pavement maintenance practices will be available to answer questions and demonstrate techniques.

All aspects of pavement maintenance will be covered including sealcoating, routing, cracksealing and pot hole patching. The latest technical advancements will also be available for examination and trial, including the new DuraMAXX, single operator spray injection patcher.

Too often we attend shows with static displays and limited opportunities to get to know the experts. CPMG is aware of this and has organized these events to create an open and relaxed environment to assist municipalities and contractors alike. Rarely is there an



opportunity to assemble pavement maintenance professionals in one location with so much to see and learn on the subject.

So, check your local association newsletter, or industry publication for the event nearest you. This is an opportunity to start planning your pavement maintenance projects with the expert assistance of Cimline.

Source: Cimline Pavement Maintenance Group, www.cimline.com

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POTHOLE PATCHING

Three small inset photographs showing different types of pavement maintenance equipment. The first shows a large sealcoater machine. The second shows a crack sealer machine being used on a road. The third shows a pothole patcher machine.

New Self-Dumping Bins – Faster and Safer Clean-Up

Construction companies gain productivity and a safer working environment with new self-dumping bins distributed by Cherokee Erecting. The new contractor designed product comes in one, two, three and four yard models.

An ingenious mechanism keeps workers out of dumpsters and speeds unloading with the self-dumping feature.

The new product keeps workers out of the dumpster when they remove rigging from a crane used to hoist a clean-up bin. With broken glass, lumber, nails and other jobsite debris in dumpsters, keeping workers out of this dangerous environment should be a top priority for construction companies. Also, the six to eight-foot

sides of most roll-off dumpsters are too high for workers to jump from without risking ankle injuries especially in wet or icy conditions.

The new Cherokee design offers a sloped side for ease of loading and offers hands-off

the back of the bin, there is a dog bone which swivels to lock the arm in place. The crane operator can then cable up to dump the debris. The bin is then carried away in the vertical position to the next location. When



dumping after the loaded bin is attached to the crane. Once the loaded self-dumping bin is lowered into a construction site dumpster, the crane operator cables down allowing the lifting arm to lay back. When the arm reaches

it is lowered to the ground, the slope on the front automatically lays it into the correct position. Then construction personnel can remove it from the hoisting mechanism.

On a recent high-rise project in Atlanta,

North American Première of the Niveltex Grid

Niveltex Canada Inc. introduced their latest innovation at a live demonstration in Huntingdon, Quebec. Niveltex is a sophisticated leveling and grading device and represents a new technology for the North American landscaping, road maintenance and construction markets. Not only will the project quality improve, labor savings in the order of 20 times can be achieved over conventional methods.

As was shown during the demonstration, this unique product is not limited to sand or soils. Representatives of public works departments and the Quebec Transport ministry attending the event have been able to see how asphalt repairs too can benefit from use of the Niveltex.

According to Yves St-Hilaire, public works foreman for the City of Sainte-Julie, Quebec: "A compactor, a truck and the Niveltex are all we need to create a true and level asphalt

application. We no longer require a paver, only this unit and some EB5 asphalt." The municipality has been involved in the development and trials of Niveltex since 2000.



According to Alain Mallette, Niveltex project manager: "While it can be used with any skidsteer loader or even compact excavator, Niveltex is ideally suited to a small articulated loader like the MultiOne. Lightweight and powerful owing to a 50 hp Yanmar diesel, this machine won't mar or scar lawns, soils or other surfaces when maneuvering. The extendable boom and the quick attach

coupler make it fast and easy to change between different attachments. The matching colors between the MultiOne and the Niveltex is pure coincidence."

The company expects to produce 300 units of the Niveltex grid for this summer. These devices are ready to be sold.

Type "Niveltex" on YouTube and you will be able to see a few demos of the earlier version.

Source: Niveltex Canada Inc.
(450) 264-0152

Georgia, the conventional garbage bins were tested against the new self-dumping type. The old style homemade bins took two men to attach the rigging and one man to climb into the dumpster to remove the rigging. From the time the old style bin was attached to the tower crane, dumped, and then released, the total crane time was nine minutes. The self-dumping units took one man to attach the rigging, and one man to remove the rigging. Once it was connected to the crane, dumped, and then released, the total crane time needed was 2 minutes. On this project, they were dumping an average of three bins an hour. This constituted 27 minutes of valuable crane time saved for other duties.

Source: Cherokee Erecting

Hydro Mobile Signs Up a Distributor for the United Arab Emirates

Gulf Lifting Rental Co. LLC, a member of The Kanoo Group, signed a distribution agreement with Hydro Mobile Inc. for the United Arab Emirates territory during CONEXPO-CON/AGG 2008.

Kanoo, a multinational group of companies with over 100 years of entrepreneurial experience provides a diverse range of quality products and services to the highest international standards across selected growth markets.

The group's machinery division, Kanoo Machinery, was founded 40 years ago and has grown to become one of the foremost materials handling equipment distributors in the Persian Gulf, offering a cross-border seamless service. Kanoo Machinery provides its services to all the sectors of the industry with a wide range of equipment and consumables from the world's leading manufacturers



of materials handling, welding, grinding, and maintenance products.

The new distributor signed a first purchase order of 12 F-Series, 4 P-Series and 2 M-Series, and is well positioned to serve customers in this high-demand construction market. The company will rent and service the Canadian equipment and will benefit from the technical expertise and training services of Hydro Mobile, the leading manufacturer of mast climbing work platforms.

Source: Hydro Mobile

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Product Profile: Handy Hitch Manufacturing Inc.

Handy Hitch Manufacturing, Inc.
www.handyhitch.com

The 230 cm and 266 cm Contour Packer/Roller models have the walking beams fixed to two Contour saddles which allows 4° of pivot side to side to form the crown of the road. The 60 cm offset option allows the operator to shift the machine to the left or right for safe compaction of road shoulders. Each unit comes with a hydraulic accumulator which allows the operator to have precise control of down pressure and, with the pressure relief valve, allows the Contour Packer/Roller to have some “give” in the event of a sudden impact.

Handy Hitch Manufacturing Inc. is pleased to announce the addition of its 75”, 90” and 120” Profile Packer to its line of grader-mounted Packer/Rollers. The new patent pending design has been engineered to be the most compact and lightest grader mounted Packer/Roller on the market. The new design no longer requires a separate lift assembly. The 60 cm packer offset and grader adaptor plate is bolted into place on the main frame. The plate is then bolted directly to the grader or the ripper bar.

The new frame has 3 main pivot points located at the rear of the machine. Each pivot point is linked via hardened steel pins and bushings to an arm assembly that is controlled by a hydraulic cylinder and central accumulator for down pressure control.



Each of the 3 or 4 link arms is then attached to a walking beam. The walking beam has one 2700 kg double-ended spindle and hub two 14 ply smooth roller tires attached to each end. The new design is able to follow the contour of the road by diverting oil from one hydraulic cylinder to another via the

hydraulic pressure relief system.

The 12 and 16 Wheel Ballast Packer/Roller, featuring a heavy-duty main pivot point with 53 cm greaseable dish, replaceable hardened steel pivot pins, easy access double ended spindles and 14 ply roller tires, has been designed to be the industry leader in box and frame design.



A 12-tire, 230 cm wide, 4,1m³ capacity, and a 16-tire, 305 cm wide, 5,5m³ capacity models are available.

The Handy Hitch offset mower hitch was designed around operator safety, and superior performance. It provides obvious benefits by enabling the tractor to stay on the level road while the mower cuts the steepest slope. The hitch can be connected to any brand of rotary mower, pull or 3-point style. Level tractor operation results in balanced lubrication and less wear and tear on tires, rims, bearings, gears and other working parts.



Since the tractor is sitting on top of the road, there is no need for costly, larger front wheel assist tractors. The skid plate, bolted on the ditch side axle, allows the hitch to be pulled through heavy moisture areas which would not normally be accessible.

Handy Hitch Manufacturing Inc. offers a full product line for all your gravel road and road shoulder maintenance requirements.

Their line of road compactors were designed with versatility, ease of use and maintenance in mind. They can answer almost any road compaction problem or road maintenance issue.



The Contour Packer/Roller is overbuilt in every way. The walking beam design allows the tires to pivot on 11° of travel from front to rear, this ensures 100% road compaction. The heavy-duty box tube frame can utilize part of the grader's weight with the use of the ripper/lift assembly down pressure to evenly pack the road surface. Because the Contour Packer/Roller attaches to the grader as a “tow behind”, it eliminates the need for another machine and operator.

This feature also prevents the hitch from getting caught over the edge of a hidden culvert or hole. Cutting full width on steep slopes at the same speed as flat ditches provides a better productivity and virtually eliminates the risk of rollovers.

The Handy Packer/Roller is economical and virtually maintenance free. This tow behind/front loader mount unit has three 76 cm wide by 66 cm diameter heavy-duty drum style rollers with 13 mm thick steel wall, and 20 mm thick vulcanized rubber on the outside roller face.



Heavy-duty spherical bearings will ensure smooth operation and responsiveness. No pneumatic tires means no more flats! All the

optional equipment available for the Handy Hitch line is compatible with the Handy Packer/Roller.

The Skidsteer Packer/Roller is excellent for those tight spots that require packing but have limited access. Great for landscaping, limited access construction sites, and parks and recreational areas, this unit can attach to the front of a skid steer and utilize its hydraulic power to create downward compaction pressure.



The Skidsteer Packer/Roller is perfect for jobs where a full size compactor is just not cost-worthy.

The Gravel Pro is a roadside gravel reclamation at its finest. This particular unit

possesses superior grinding and vegetation processing capabilities. With its grinding drum rotating at 540 RPM this unit will reclaim shoulder and road gravel, grind overgrown roadside vegetation, and with its grader style cutting blade, feather the material out all in one pass, and at a speed of 11,3 km/h.



Overgrown roadside vegetation and loss of road base material is not only unsafe, but can cost thousands of dollars annually.

Handy Hitch Manufacturing Inc. is based in West St. Paul, on the outskirts of Winnipeg, Manitoba. The company participated in the "Manitoba Canada" exhibit at CONEXPO-CON/AGG 2008.

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Caterpillar Compact Engines Are Ready for the Future

Caterpillar is pleased to announce an expanded compact industrial diesel engine lineup that continues to offer a clear path to off-road EPA Tier 4 Interim & EU Stage IIIB compliance. Cat compact diesel engines now cover the power range from 11 to 66 hp with ten technically advanced models that meet existing Tier 3/Stage IIIA and Tier 4 Interim emission standards for North America and Europe.

The above regulations require particulate matter (PM) and oxides of nitrogen (NO_x) to be further reduced by 90% beyond Tier 3/Stage IIIA standards.

Caterpillar industrial engines have been meeting the stringent Tier 3/Stage IIIA emissions requirements. In addition, they have also made installation easier for original equipment manufacturers (OEM) by carrying over ratings and rated speeds with no engine package size increase. The expanded lineup

of compact diesel engines also allows for easy changeover for current, and potential, OEM customers.

The new compact models build on the success of their Tier 2/Stage II predecessors, all in the same engine package size. These new turbocharged and air-to-air after-cooled engines increase the



power of the C0.5 to C2.2 compact engine range by 10%. Redesigned cylinder head coolant channels provide more even flow of coolant and fewer "hot spots". The top tank temperature has also been increased from 110°C to 112°C. A lower fan position is available for space-constrained installations.

The redesign of the governor assembly and the optimization of fuel and combustion systems have improved startup and transient capability.

A new timing case oil filler position option makes routine servicing much quicker and easier, especially in space restricted applications.

All the engines in the Caterpillar compact diesel engine lineup offer advanced features that are designed to reduce the total cost of ownership including 500 h maintenance intervals and single-side service access.

Cat C0.5 to C2.2 engines are used in more than 200 worldwide applications including turf maintenance, outdoor power equipment, construction, agricultural, welding and power generation. New niche applications have been targeted for models in the "below 20 hp" range such as auxiliary power units (APU), which is significant at a time when the on-highway industry is actively reducing engine idling.

Source: Caterpillar

An Engine Transplant Gives a Second Life to a Lokomo

When Serge Larivière, from Sylviculture et Exploitation Forestière J.M.J. Inc., decided to remotorize an older Lokomo 933C wood transporter with a Cummins C8.3 engine, he turned to Larocque Engine Rebuilders Inc. for technical support.

Sylviculture & Exploitation Forestière J.M.J. Inc. is a timber company established in the Outaouais region since 1988. The company, managed by Jean-Guy Brunet, Daniel St-Jean and Jean-Luc Brunet, exploits over 4850 ha of privately-owned forestland. It specializes in timber harvesting on private lands, farmlands and industrial lands in the Outaouais region as well as in Eastern Ontario.

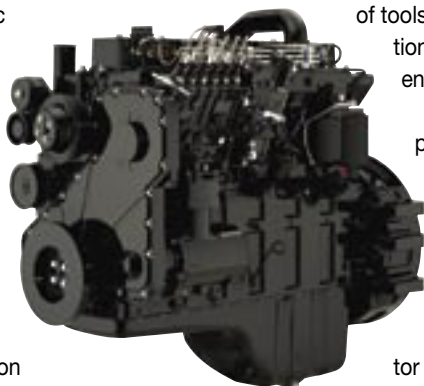
Sylviculture & Exploitation Forestière J.M.J. Inc. owns a number of forestry machinery equipment such as mobile shredders,

fellers and conveyors. Thanks to this array of machinery, the company is able to fell and clear about 2 to 3 ha of timber land a day.

Larocque Engines Rebuilders Inc., the Cummins (industrial) dealer for Eastern Ontario, has been in business for about 25 years and has a whole array of tools at its disposition for rebuilding engines.

The company owned by Jean-Claude Larocque, has been a Cummins (industrial) dealer since early 2007. Five employees provide a reliable customer service on a daily basis.

As the exclusive distributor for Cummins Inc. in Ontario, Quebec and the Atlantic Provinces, Cummins Eastern Canada LP is one of the largest distributors of Cummins engines in the world. caters to the diesel engine needs



of numerous customers in a wide range of industries.

Cummins Eastern Canada LP is also one of the leading Cummins Power Generation suppliers in the industry.

Source: Cummins Eastern Canada LP
André Charlebois, (613) 601-1146

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Rolba Snowblowers at the Conquest of the Americas

Rolba snowblowers, made by Bucher and distributed by Tenco Machinery, have conquered many users over the last four years. The City of Winnipeg, Manitoba, has been the first user. After a series of test subjected to a range of equipment from many manufacturers, they chose «the right snowblower», the Rolba 1500.

This great success convinced the airports of Winnipeg and Saint-Andrews to follow suit.

The winter of 2007-2008 has been a major turning point for Tenco. In fact, Serco Facilities, in Goose Bay, Labrador, gave Tenco its biggest contract to date, with an order adding up to \$3,9 million. Included in the sale were two Rolba 1500, three Rolba 3000, two Vohl DV4000 detachable snowblowers and four International trucks equipped with Tenco deicing equipment.

The Rolba snowblowers impressed the Goose Bay airport operators. "When the first 1500 arrived in Goose Bay, my heavy equipment operators thought I had lost my mind to be purchasing such small machines. At the

end of the season dinner, even the old die-hard Norland Duke operators told me how pleased they were with the performance of the 1500 and the 3000," commented Murray Pike, Logistics manager-Operations for Serco Goose Bay.

The performance of the Rolba snowblowers at Goose Bay must have been remarkable because soon after, Gander Airport was buying a Rolba 3000 while the City of St. John's was ordering two Rolba 1500.

Furthermore, Tenco also delivered two Rolba 1500 snowblowers in Argentina. They have been used with success in the Andes last winter.

Clients no longer need to buy monstrous snowblowers using oversized engines for



their winter maintenance operations. Rolba snowblowers gave us the chance to rewrite the old saying that "size matters".

Rolba snowblowers, while smaller than most of their competitors, do the work efficiently using high-technology components, right-sized engines, and modern engineering to achieve their nominal capacity in real-world conditions.

Source: Tenco Machinery (CDN) Ltd

Rolba

Snowblowers

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Rolba 1500 Capacity 3980 t/h



Rolba 3000 Capacity 5180 t/h



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SMOPyC 2008... The Best Figures in All Its History

SMOPyC 2008 again beat its own records for attendance and participation in its 14th edition, with 2014 exhibitors and 101 623 visitors. The Fair continues to climb in the ranking and is now among the major fairs in the world for machinery used in public works,



construction and mining.

SMOPyC, the International Public Works, Construction and Mining Fair, was held at the Zaragoza Fair from April 22 to 26. The triennial holding of the event has been very positive as, despite the slowdown in the sector, SMOPyC managed to grow in all areas.

The Technical Innovations Contest awarded prizes in each of the following categories: (1) *New Developments in Machinery*, (2) *Innovations in Component Equipment and Auxiliary Resources* and (3) *Services for Application to Construction*.

In the first category the gold award was for a transport platform for shuttering presented by the company Saltec. The machine consists of a specially designed platform for efficiently and safely transporting shuttering systems between floors, minimizing the use of the tower crane on site. Its main characteristic is that it can be mounted on the ground or be fixed to the concrete structure of the building. The silver prize was awarded to the company Lebrero for its "Economizer" project which incorporates electronic control to the mono-cylindrical compactors, transforming them into eco-efficient machines, as it reduces the emission of greenhouse effect gases and the consumption of fuel. The bronze prize in this first category was for the self-loading caterpillar Mini-dumper HS400 Battery, presented by the company Hinowa, S.p.A. In this case, the innovation also opted for energy efficiency and respect for the environment, as the machine is battery powered with 6 hours autonomy, therefore, it does not emit smoke or toxic gases from

diesel combustion and is extremely quiet.

In the second category, the gold prize went to the company Capotex 2000 for an innovative down pipe for aggregates valid for any installation and which does not consume any water or energy. It is made up of a number



of identical exchangeable gills connected with each other forming a perfectly closed geometry which opens from below upwards due to the internal pressure of the accumulated material, permitting the material to exit without the air entering. The silver prize was

awarded to a prop (EuroProp A3) presented by the company Encofrados Alsina, which epitomizes the productivity of the existing models and improves safety. The bronze prize in this category was obtained by a multi-functional anchoring device, presented



by Sistemas de Protección Garben, whose main contribution was the improvement in safety, as well as its rapid, simple installation and its versatility as regards anchoring individual protection equipment, and the anchoring lines for collective protection.

The New Liebherr LTM 1150-6.1 Unveiled at SMOPyC

As a world première, Liebherr showed for the first time during the Smopyc 2008 the new mobile crane LTM 1150-6.1.

With 66 m length the 6-axle all-terrain crane offers the longest telescopic boom in its class and thus sets a new benchmark. It reaches hook heights of up to 93 m and radii up to 76 m with the telescopic boom extensions and the double swing-away jib.

The new LTM 1150-6.1 can carry up to 15 t of counterweight with an axle load of 12 t and a total GVW of 72 t. With this configuration it can handle the majority of its crane jobs. Accordingly, the new 150 t crane offers the advantage of a real taxi crane. With this new model, Liebherr extends the concept of the "all-in cranes" up to the 6-axle mobile cranes and introduces the strongest crane of this design principle to the market.

The 6-axle carrier of the LTM 1150-6.1 has a length of only 13,5m and its turning radius of 11 m is only slightly larger than those of the 5-axle cranes of the 150 to 160 t class. This is the result of both the compact axle grouping and the active rear axle steering

which was developed by Liebherr and has proven its reliability on numerous other LTM models. The steering angle of the rear axles are actively controlled depending on the driving speed. All six axles are steered, thus the need for lifting of axles for crab steering is eliminated. Five different steering programs can be activated at the touch of a button. The width of the carrier with 14.00 and 16.00 tires is only 2,75m. Besides the maximum support base of 8,3m support widths of 6,8m, 5,4m and 2,75m are available as standard.

The LTM 1150-6.1 is equipped with pneumatic disk brakes which Liebherr is the first manufacturer to have introduced to the mobile cranes sector and which offer remarkably higher braking power in comparison to the usual drum brakes. A further advantage is the good control of the brake power which optimizes stability. Furthermore they offer longer service intervals as well as an easy and fast exchange of the brake pads, which are equipped with wear indicators.

The new LTM 1150-6.1 is driven by a Liebherr turbocharged diesel V8 engine with

In the third category, there were only two awards. The gold prize went to new software for determining the transfer of loads between slabs during the process for the construction of a building with several floors (the DESCIM Programme). This was presented by Ulma C. y E.S. Coop. The silver prize was awarded to a new cutting technology, consisting of a diamond placed precisely with original tech-

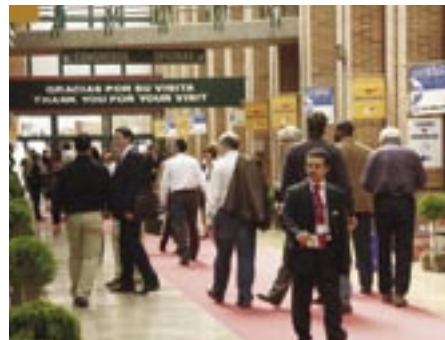


nology (DOCTO), presented by the company Aguila Diawerk, S.L.

Additionally, several technical sessions organized by the Asociación Ibérica de Fabricantes y Comerciantes de Transmisiones Oleohidráulicas y Neumáticas (AIFTOP)

(Iberian association of manufacturers and dealers in Oil-Hydraulic and pneumatic Transmissions) were presented.

Outstanding among the technical sessions was the session dedicated to "Innovation in Construction", organized by the Ideconsa Chair. Universidad de Zaragoza and the Chamber of Commerce and Industry, which dealt with the current situation in R&D&I



in the sector as well as the technological tendencies in construction machinery and the financing of research business projects in this sector.

Although it entailed a very different line of business, another technical session which

attracted numerous participants was the one organized by the Asociación Nacional de Fabricantes de Cales y Derivados de España (ANCADE) (Spanish National Association of Manufacturers of Lime and its Derivatives) on the "Stabilization of paving with lime, on roads and high speed rail lines", which, among other subjects, dealt with lime and its action on terrain, with examples of work



carried out and machinery for stabilization with lime.

The next SMOPyC will take place from April 5 to 9 in 2011.

Source: SMOPyC

proven databus control. This engine from the new Liebherr engine generation develops 544 hp at 1900 rpm and a torque of 1900 lb ft at 1500 rpm. The 12-speed ZF-TC-Tronic gearbox with automatic gear change and dry clutch ensures an optimized fuel consumption. As a constant brake an interarder is integrated in the gear box as standard. A torque converter allows for minimum crawler speeds during start of driving as well as for maneuvering.

The 66 m long telescopic boom consists of the heel section and five telescopic sections and is extended and retracted comfortably by the fast cycle telescoping system Telematik. Up to two lattice sections, each 7 m long, for extending the telescopic boom provide an increased heel point for the 10,8 to 19,0m long swing-away jib, which can be hydraulically adjusted between 0° and 40° under full load as an option. At its telescopic boom of 60 m length the crane can lift up to 11 t and is therefore ideally designed for the assembly of tower cranes. This capacity can be achieved also with only 15 t of counterweight as a taxi crane. At the 66 m boom the LTM 1150-6.1 offers a capacity of 7,7t. For comfortable assembly jobs a second winch and a 2,9m long assembly jib can be offered.



As an alternative a boom nose is available.

The tail swing amounts to only 4,3m and the counterweight width is limited to only 2,75m up to a counterweight of 30,8t. The maximum counterweight of 46,8t is provided by attaching two slabs of 8 t each at the side.

The drive of the crane functions is diesel-hydraulic, whereas the electric "load sensing" control assures sensitive working motions. Up to four movements can be made simultaneously. The slewing gear is changeable from "open" to "hydraulically locked" as standard. Thus the movement can be optimally adjusted to the various working

conditions, e.g. for sensitive assembly work or for fast lifting cycles.

The cabins for driving and crane operation offer the operator an ergonomic and comfortable working environment. For a convenient and safe access the crane cabin is equipped with an extendable foot board. To improve the visibility the cabin can be tilted up to 20° backwards. The option list for the new LTM 1150-6.1 includes air conditioning, working range limiter, outrigger force monitoring device, etc.

Source: Liebherr-Werk Ehingen GmbH

New Yanmar Wheel Loaders

Offering class-leading lift capacity, greater operator visibility and automated controls, Yanmar's new V-Series compact wheel loaders do more in less time and at less cost. The two new loader designs are built around quiet, reliable, fuel-efficient Yanmar diesel engines. For multi-purpose versatility, the V3-6 and V4-6 loaders can be equipped with an optional mechanical Quick-Coupler that fits most skid steer attachments.

A user-friendly design philosophy was focused on the three major elements demanded in wheel loaders for today's highly competitive construction market; ease of operation, versatility and durable on-site performance. These new models also offer a reduced overall height to make them even more compatible with enclosed carrier loading and unloading operations. This lower profile also improves the machine's center of gravity promoting greater stability in the process.

A fully automatic drive mode allows the 3000 kg V3-6 and 3500 kg V4-6 loaders to

accelerate smoothly and change gears with no operator input. A fixed speed mode keeps them in low gear regardless of the position of the accelerator pedal. Power comes from Yanmar's highly regarded TNV series engine. This 3-cylinder, watercooled diesel generates 30,3 hp and can propel the V3-6 up to 19 km/h. The V4-6 utilizes a 40,4 hp version of this engine and motivates this loader to a similar maximum speed.

Driving force is transmitted evenly to the ground thanks to a system of rear axle oscillation. Designed for irregular surfaces, this feature reduces operator fatigue and ensures operator control of the equipment. Combined with a full 25 cm of ground clearance on the V3-6 and 30 cm for the V4-6, unlimited access to any and all parts of the jobsite is the routine.

Single lever operation places the bucket on



the ground and at the ready. Actual bucket movement is fast, smooth and consistent. Lifting capacity for both loaders is rated at a hefty 2600 kg for the V3-6 and 3380 kg for the larger V4-6.

Forward and reverse loader movement is also activated by a column shifted lever with a safety lock so the loader cannot accidentally travel in the wrong direction. A parking brake is provided to secure a static position for a more stable work platform. This brake can only be released by pulling the prescribed lever thereby enhancing job-site safety.

Source: Yanmar Construction Equipment Co. Ltd.

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LOADRITE® Releases New Loader Scale Systems

Actronic Technologies recently announced the release of the LOADRITE® Pit Boss™, an onboard pit loader scale with a custom software package designed to provide productivity and preventive maintenance information and reports to quarry and mine owners and operators. Actronic Technologies is an international market leader in the development of onboard weighing systems and software productivity solutions for wheel loaders and excavators.

Quarry and mine managers can immediately see the effect that a wet or damaged haul road has on productivity and the effect that improvements can make after the equipment has been serviced. They also gain access to the working hours of each loader and haul truck, allowing them to confirm that all operators are working the required number of hours.

Through tracking of the percentage of shot rock to large rock, managers are also able to track the effective use of explosives and to identify efficient blast patterns. In addition, the report tracking mechanism allows for planned plant maintenance based on the tonnage each piece of equipment actually lifts or hauls, rather than by engine hours, minimizing unexpected downtime. Reports can be run by day, week, month or any other desired time period.

After installation of the LOADRITE Pit Boss, managers have reported up to an immediate 15% productivity gain and a significant return on their investment. Over the life of the equipment, Pit Boss actually helps pay for the

machine that it is installed on. "With the ever increasing cost of running a quarry," says Mike Rose, vice president LOADRITE Americas, "Our customers are interested in everything and anything that can help them improve productivity, and it all starts in the pit. If you can measure it, you can manage it with the Pit Boss. This new product makes it easy for quarry managers to monitor and improve their pit operations on a continuing basis."

Actronic also announced the release of the new LOADRITE Loadout Management System. Designed to utilize data captured from LOADRITE onboard scales, the LOADRITE Loadout Management System provides staff at the local quarry, regional and corporate levels of an organization greater visibility of their loadout operations.

The LOADRITE® Loadout Management System facilitates communication between a quarry's scale house ticketing system and the wheel loaders operating within the quarry. Using radio modems and ruggedized in-cab displays, loader operators stay informed of all trucks waiting within the quarry, get confirmation of what type of product each requires, how much product is required and how long the customer has been waiting. "The benefits to the loader operator in reducing errors and improving safety are significant, but the real power of the system comes from the real-time reporting," says

Brent O'Meagher, LOADRITE's Productivity Solutions business unit manager.

Loadout information is sent from the wheel loader to the ticketing office in real-time. Every movement of machines and material becomes trackable, turning the LOADRITE scale system into a sophisticated production management tool.

A site manager can see the number of trucks at each zone or stockpile at any given time and how long each has been waiting. They can then decide how to efficiently schedule their loaders. The system generates reports based on machine, product, date, time or any other combination of parameters stored in the database. The LOADRITE Loadout Management System identifies peak loading patterns and generates reports on machine utilization, allowing operational

costs to be determined. As reports are based on actual machine usage and not just engine hours, preventive maintenance can be effectively planned. The system eliminates the need to enter data or to process transactions manually, and improves customer billing processes.

Produced in large, easy-to-read spreadsheets, the system's reports can be custom formatted to fit any operation's needs. All installations are supported by LOADRITE's worldwide comprehensive distributor and dealer network, where technical support is always just a phone call away.

Source: Actronic Technologies





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First Plug-in System for the Refuse Collection Industry

The increasing demand for oil and transportation as well as continued growth in consumption and therefore waste generation has led Geesink Norba Group, a leading RCV body manufacturer in Europe, to develop a chassis independent Plug-in System. After a successful collaboration with Renova, they are the first customer in Sweden with this system, where all the RCV body functions are driven by an electric motor, which is charged via the mains electrical supply.

"The Plug-in System enables our customers and municipalities across Europe to advance within the area of environmental technology" says Per-Anders Scherlund, sales & marketing director, Geesink Norba

Group. "We believe that this is the method of the future for running the RCV body, because the Plug-in System strongly reduces fuel consumption during the daily operation of the RCV, which directly reduces CO₂ emissions."

"We are extremely pleased that we have introduced a more energy efficient RCV that reduces the load on the environment, which, together with our other investments within the environmental area, gives us credibility in our vision to lead the development towards long-



term sustainable growth," says Lars Thulin at the Swedish customer Renova.

The Plug-in System is a stand-alone option that permits electrical operation of the RCV's body, tailgate, packing mechanism and lifter. The achieved result has a reduced impact on the environment, increases the RCV's areas of use and reduces operating costs.

The RCV's lifting and compaction operation is driven by an electric motor, which receives its energy from a battery pack. The battery pack is charged from the mains supply. The battery is optimally charged using cheaper off-peak and environmentally friendly electricity during the night. If necessary, the battery can also be charged from the chassis engine. The Plug-in System is a chassis independent system and can be combined with different types of engines.

Thanks to the electrical operation, carbon dioxide emissions are 0% during loading and compacting as the RCV is at stand still. This is ideal for residential areas, but also permits collection from, for example, garages and other sensitive areas. Noise levels are smoother as the body operates from a dedicated electric motor. The total CO₂ emissions during a complete collection round can be reduced by 20%.

The electric motor is load sensing and do not use more energy than necessary. Results from test operations show a fuel saving of approx 20% when installed on a diesel driven chassis. When installing on a hybrid chassis with different engine combinations the savings potential is even greater.

Source: Geesink Norba Group

The First Hybrid Refuse Truck in the World Launched in Sweden

Steeply rising oil prices and a strong focus on the climate have made fuel-saving hybrid technology particularly interesting. Volvo Trucks is now taking an important step towards commercialisation of this technology for heavy vehicles by launching two hybrid refuse trucks that will be tested in regular daily operations in Sweden by refuse collection firms Renova and Ragn-Sells.

Volvo's hybrid solution combines a diesel engine with an electric motor, with the electric motor being used for moving off from standstill and for acceleration up to 20 km/h. At higher speeds, the diesel engine is activated. When the truck stops, the diesel engine automatically



switches off, thus avoiding unnecessary idling. The batteries are recharged using the power that is generated during braking, making this system highly suitable for operating cycles involving repeated stops and starts, such as refuse collection duties. The hybrid refuse trucks are expected to use up to 20% less fuel and thus cut carbon dioxide emissions by a corresponding amount. What is more, one of the trucks is equipped with an extra battery pack that drives the refuse compactor, and this is charged via the mains electrical system when the truck is parked overnight. Its total reduction in carbon dioxide emissions is expected to be as much as 30%, giving this approach a better eco-effect than for instance a truck powered by natural gas. Electric power has the added advantage of being entirely exhaust-free and emitting low noise, important considerations for refuse collection vehicles that often operate in urban areas early in the morning.

Initially, hybrid technology will be utilised by vehicles in urban operations. In the longer term, however, Volvo aims to offer hybrid trucks within long-haul and construction too.

Source: Volvo Trucks

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Heil Environmental Unveils New and Improved STARR System

Heil Environmental unveiled the latest STARR® System automated side loader at WasteExpo 2008.

The STARR (Semi-Trailer Automated Rapid Rail®) System is the only automated semi-trailer refuse and recycling collection system. It consists of an automated Rapid Rail arm mounted on a truck tractor, and detachable, semi-trailer packer bodies. This arrangement gives the STARR a remarkable 12,8m curb-to-curb turning radius – 40% better than that of a standard straight-frame truck. As a result, the STARR easily maneuvers around cul-de-sacs, alleys and tight corners, all without risky backing.

The STARR's design lets operators keep hauling long after other refuse collection vehicles would have to head to the disposal site. When a body is full, the operator can simply detach it, hook up an empty one, and continue on the route. With no need for a transfer station, the full trailers can be parked at a facility yard, serving as "mini transfer trailers" until it is convenient to take them to the disposal site. At that time, two trailers can be attached to a standard truck tractor and pulled in tandem. As a result, haulers using the STARR make half as many trips to the landfill, for reduced fuel and tire costs, as well as less wear and tear on route trucks and automated assemblies. Plus, they can carry up to 16,3t of payload.

The STARR's trailerized body and automated arm are virtually identical to those on the Rapid Rail. The arm has an 2,4 m reach, 725 kg lift capacity, 8 s cycle time and unique lift geometry that provides a direct line to the hopper, without any "kick-out." The STARR's continuous pack body features an exclusive paddle packer design to continuously sweep the hopper and pack the load. Like the Rapid Rail, the STARR offers its operators outstanding cart visibility, so they can easily drive from the left-hand side of the cab, as most prefer.

The STARR was designed for easy maintenance. When the tractor or automated arm needs maintenance, the refuse packer can remain outside, creating a more favorable work environment for the technicians. Plus, because its tractors and trailers are interchangeable, downtime is reduced. If a tractor needs maintenance or repair, its trailer can be attached to a different tractor and sent on the route. There is also no need to



replace an entire vehicle when the chassis wears out. The body can be used with any alternative tractor.

New Service Smart™ enhancements include moving the lift valve from a position on the arm itself to a more easily accessible location on the stationary track along which the arm travels. The previous coordinator board and impulse relays have been replaced with a PLC (programmable logic controller) which allows for more sophisticated electrical control and diagnostics. Hydraulic hoses and electrical wiring were re-routed to better

protect them against damage and improve access for faster and more accessible service.

All of the new parts have been designed to retrofit to the existing STARR System automated side loaders in the field. Retrofit kits are available through Parts Central, a Heil company.

STARR System trailers are available in 25,2m³ and 28,3 m³ capacities. Double trailer systems are available with 50,4m³ and 56,6m³ capacities.

Source: Heil Environmental

A New Al-jon 525 Landfill Compactor for a Montreal Landfill Operator

J.Y. Voghel Inc. is proud to announce the purchase by Les Entreprises Environnementales de Pierrefonds Inc. of a Al-jon 525 landfill compactor for its landfill site.

A customer of Voghel and Al-jon user for many years, LEEP chose Al-jon for the excellent results and reliability they have had with its other machine. The new compactor will help LEEP manage its growth in the Montreal market. J.Y. Voghel would like to thank Michel Hubler and Gilles Mousseau for their renewed confidence.

Al-jon is a leading manufacturer of landfill compactors and car loggers and balers. Its machines are built strong and tough and are the heaviest compactors on the market. Voghel Inc. has been involved for more than 12 years in the distribution of innovative equipment in the recycling and waste management business. It is the exclusive distributor for the Doppstadt products, as well as the Rubblemaster compact crushers and the Al-jon landfill compactors for the provinces of Ontario, Quebec and the Maritimes.

Source: J.Y. Voghel Inc.



Vermeer Introduces 440-hp Self-Propelled Horizontal Grinder

Vermeer has introduced a new horizontal grinder to its extensive product line. The HG4000TX is a fully self-propelled unit that allows the operator to effectively maneuver around land-clearing, compost or forest-thinning jobsites without the need for additional support equipment. The track undercarriage is equipped with 51 cm double grouser track pads that provide increased flotation in soft ground conditions and access to remote jobsites that tow-behind units cannot reach.

A 440-hp Caterpillar C13 diesel engine features an in-motion, variable-pitch fan that automatically reverses to purge debris from the radiator and engine compartment, reducing radiator blockages.

The patented duplex drum features 8 hammers and 16 cutters, offering optimum cutting performance and simplified maintenance. The reversible hammers and cutter blocks last nearly twice as long as single-sided designs.

Controlled by a microprocessor, the standard hydraulically actuated dry clutch

transfers power and torque from the engine to the hammermill. It is designed to control the starting sequence with the push of a button, eliminating the need to bump the clutch. This reduces the amount of operator effort required to initiate the grinding process.

Easy-access screens are engineered with a top-loading design that allows the operator to change screens easily and in less time than is needed for side-loading screen designs. The innovative design of the HG4000TX's anvil secures the anvil in place but allows convenient removal for maintenance or replacement.

The HG4000TX also features the Vermeer-exclusive SmartGrind system that stops

and reverses material from feeding into the hammermill when engine rpm drops below an efficient operating range. This helps increase machine and jobsite productivity by reducing operator effort. The feature reduces wear to vital engine components by constantly monitoring rpm levels. A formed alloy slat and chain feed table is engineered to help improve structural support and extend wear life.



The 4,2m x 1,52 m infeed table features a solid floor design with continuous support of the infeed chain. The conveyor slats are made of impact-resistant materials. Hydraulic over-pressure switches monitor infeed chain and feed roller forward circuits. If pressure becomes too high on the feed roller or infeed chain, the circuit will momentarily reverse and return to forward feed. This self-monitoring system helps prevent infeed functions from stalling.

The Thrown Object Deflector (TOD) is designed to reduce the distance and quantity of thrown material debris and enhance overall jobsite safety. The TOD can be positioned to reduce interference when loading over-length material if jobsite control is maintained.

A 122 cm wide single-discharge V-cleat belt transfers material from the hammermill and screen out and up for discharge. This design provides a smooth, efficient transfer of processed material from the belly of the machine to the load out. Belt speed and system pressure provides the power needed to remove high volumes of material from the machine. The conveyor has a maximum load height of 3 m.

The HG4000TX can be controlled by a multi-function, wireless remote control that allows the operator to control most operating functions from a maximum operating distance of 91 m. This feature can enhance jobsite productivity by allowing the operator to control machine functions from the loader vehicle while performing other functions.

Source: Vermeer Corporation

NEW INTERNATIONAL 7600 PLOW TRUCK FOR SALE

New 2008 INTERNATIONAL 7600, Cummins ISM 385 HP engine, Allison 4500RDS 6 speed automatic transmission, 20 000 lbs front / 46 000 lbs rear axles, 4-way locks.

All new LAROCHELLE snow & ice removal equipment: 14' U-shaped dump-spreader (front discharge spreading), trip edge reversible plow with quick hitch, patrol wing with travel positioner, pre-wet system (1200 liters), electronic spreading control and in-cab air controls..... Priced to sell
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Contact Larochelle Equipment Inc. at 418-522-8222 or visit www.larochelle.ca



Horizon Makes Belt Scraper Maintenance Easy Work for Operators

For conveyor operators everywhere, the combination of dirt, dust, confined space and expensive equipment presents a constant challenge. Pressure to extend the life of components means that engineers demand the best technology and innovation in an effort to keep their conveyor belts running.

At Horizon Conveyor Equipment, the UK-based conveyor system specialist, designers have recently unveiled the latest developments in belt scraper technology.

After consulting widely with operators in the UK and overseas, Horizon has developed an innovative concept called the 'H' Primary Scraper Range, which adds to its already extensive range of belt cleaning equipment.

The new system has been designed to eradicate widespread problems with traditional primary belt scraper designs, where engineers have often been deterred by complex fitting and long-term maintenance issues.

According to Alan Bowler, Managing Director of Horizon Conveyor Equipment, for conveyor operators using primary and secondary

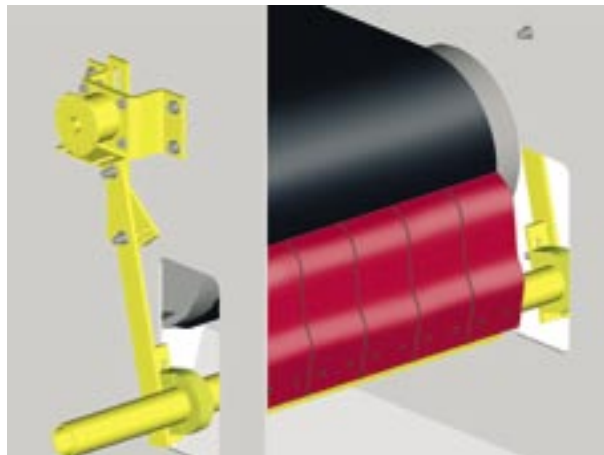
belt scrapers as a cleaning system, the primary belt cleaner is a very important part of that combination. However, he says it can be difficult to mount a standard primary or tangential scraper because of restrictions caused by the motor, gearbox, steelwork or simply because the chute has limited space.

Mr. Bowler said: "The 'H' Primary Range overcomes these problems. With the "H" Primary Scraper Range, the entire system hangs over the top of the belt frame and is externally chute mounted.

This means the scraper can be easily fitted to most conveyor head chutes."

In most cases primary scrapers are not recommended to work with mechanical clip joints. But because of its robust design, Horizon's 'H' Primary Range is suitable for conveyor belts jointed with or without mechanical clip joints.

In the past, engineers have had to compromise when fitting scrapers to their conveyor



belts because of the essential gear and drive equipment that restricts how the system can be fitted and maintained.

In addition, conventional scrapers are often located in such confined locations that maintenance is difficult or even impossible. And with constant wear in harsh conditions and the close proximity of heavy machinery, that means scrapers can quickly become ineffective.

But because of the innovative design of the 'H' Primary Scraper Range, the scraper adjustment mechanism is kept well away from flying debris and within easy reach for routine maintenance.

Mr. Bowler said: "The "H" Primary Scraper Range works well for conveyor operators because it is based on a simple, effective and easily maintainable design.

"It is vital that these systems are straightforward to fit and adjust. Likewise, scrapers need to be accessible for regular maintenance. This system is an evolution in belt scraper design because it solves both of these problems."

The "H" Primary Scraper Range is suitable for conveyor systems in a wide range of industries, including coal, aggregates and cement. While it was originally designed for larger belts, Horizon Conveyor Equipment can build tailored scrapers for smaller applications.

The system comes with blades mainly made from polyurethane. The scraper can be fitted with blade types to accommodate both mechanical clip joints and vulcanised belts.

Source: Horizon Conveyor Equipment

Underhood Compressor for 2008 6.6L DuraMax V8 Diesel

VMAC has just released the latest engine-mounted air compressor system developed for the popular GM 6.6L 2500/3500 truck.

The self-contained VMAC UNDERHOOD, housed almost entirely under the hood of the light-duty diesel, provides more space for tools and equipment required onboard. Beyond space savings, VMAC claims that utilizing the truck's engine and cooling system saves owners significant maintenance costs because the system's major components are integral to the Duramax engine. Aside from bearings and rotors, the air compressor has few moving parts – adding durability to the UNDERHOOD's list of reported qualities.

VMAC maintains that it is the only manufacturer in North America developing UNDERHOOD systems for range of work trucks that includes Ford, GMC, Chevy, Dodge, and Sterling light- and medium-duty.

But the process of delivering 70 cfm air compressors weighing less than 68 kg does not come easy. The 2008 GM 6.6L Duramax is one example of particulate reduction controls that have been placed on vehicles in an effort to reduce emissions. These controls are drastically changing the makeup of the engine, including vacant space for aftermarket equipment like air compressors. Mounted on the driver's side and accessible from above, the air system is easily installed, easily maintained, and an instant source of air for the mobile work truck.

Source: VMAC





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Agenda

6th International Conference on Road & Airfield Pavement Technology
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September 11 - 13, 2008
New Delhi, India

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September 12 - 14, 2008
Mons, Belgium

CONEXPO Russia
September 15 - 18, 2008
Moscow, Russia

APEX 2008
September 17 - 19, 2008
Maastricht, The Netherlands

DEMO International 2008
September 18 - 20, 2008
Halifax, NS Canada

SC&RA Crane & Rigging Workshop
September 18 - 20, 2008
Toronto, ON Canada

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

INTERROUTE&VILLE 2008
September 23 - 25, 2008
Rennes, France

Mobility and Road Safety Conference - International Road Federation
October 3 - 4, 2008
New Delhi, India

Sim Congress (Société de l'industrie minérale)
October 14 - 17, 2008
Limoges, France

2008 IRF Seminar on Contract Maintenance and Innovative Finance
October 19 - 29, 2008
Orlando, FL USA

Garden & Florist Expo 2008
October 21 - 22, 2008
Toronto, ON Canada

ICRI 2008 Fall Convention - International Concrete Repair Institute
October 29 - 31, 2008
St. Louis, MO USA

CamExpo 2008
November 7 - 9, 2008
Quebec City, QC Canada

2nd International IRF Conference on Roads and the Environment
November 10 - 11, 2008
Geneva, Switzerland

Congrès INFRA 2008
November 17 - 19, 2008
Quebec City, QC Canada

Bauma China 2008
November 25 - 28, 2008
Shanghai, China

inter airport China
December 2 - 4, 2008
Beijing, China

Concrete Sawing & Drilling Association - CSDA 2009 Convention
March 3 - 7, 2009
Cancun, Mexico

World of Asphalt Show & Conference / World of Aggregates
March 9 - 12, 2009
Orlando, FL USA

EXPO Grands Travaux
April 3 - 4, 2009
Montreal, QC Canada

Intermat 2009
April 20 - 25, 2009
Paris, France

WasteTech 2009 6th International Trade Fair on Waste Management, Recycling and Environmental Technology
June 2 - 5, 2009
Moscow, Russia

Bauma 2010
April 19 - 25, 2010
Munich, Germany



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Appointments

Catherine Karakatsanis, M.E.Sc., P. Eng. has been announced by **Professional Engineers Ontario** as their new president-elect. Ms. Karakatsanis is also senior vice president of the Buildings and Facilities Division of Morrison Hershfield Limited.

She is well suited for her new role. As a practicing engineer she cares deeply about the profession and the engineer's obligation to the public. She is committed to strengthening the value and relevance of the profession and the P. Eng. license.

Professional Engineers Ontario licenses Ontario's 70 000 professional engineers, grants temporary, limited and provisional licenses to practice professional engineering, and authorizes businesses to provide engineering services to the public. It sets standards for and regulates engineering practice. Under the Professional Engineers Act, its statutory mandate is to serve and protect the public interest where engineering is concerned.

Source: Professional Engineers Ontario



Davey Bickford has expanded its local support and consultation services coverage for its Daveytronic® Digital Blasting System by adding managers for three new territories throughout the Western U.S. and Canada.

Serving the provinces of British Columbia, Alberta, Saskatchewan, and Manitoba as well as the Yukon and Northwest Territories, **Alastair Grogan** is Davey Bickford's manager of sales and business development for the recently created Western Canada region. Graduating with a Bachelor of Science in Geological Engineering from the University of Manitoba, Mr. Grogan most recently held a Senior Blasting Consultant position for Golder Associates, Ltd., of Abbotsford, BC, where he was primarily involved in blasting and rock slope stability for numerous projects throughout British Columbia and Western Canada.

Mr. Grogan brings to Davey Bickford customers more than 20 years of experience in a number of applications, including mining, quarrying, construction, urban, underwater and pipeline blasting.

Source: Davey Bickford USA, Inc.



The World's Safest Three Wheel Mechanical Sweeper

Allianz Sweeper introduces the Allianz 3000, the world's safest three wheel mechanical sweeper.

With superior visibility, handling and comfort the Allianz 3000 is built tough to satisfy your toughest demands and still provide the best value with the

lowest operating cost per swept mile and easy, low cost maintenance.

The Allianz 3000 offers the best operating visibility in its class. Its centralized, weatherproof systems locker protects electrical and hydraulic components. The center mounted hopper gives a greater stability and an even weight distribution. The Allianz 3000 also has a safety drive lock-out that prevents movement when hopper is in the raised position.

Source: Allianz Sweeper



Vactor Manufacturing Retains ISO 14001:2004 Certification for Environmental Standards

Vactor Manufacturing has renewed its ISO 14001:2004 certification, an environmental management recognition earned by companies that minimize environmental impact caused by their activities, and achieve continual improvement of their environmental performance.

The internationally recognized standard provides guidance on managing the environmental aspects of a company's activities, products and services more effectively. It specifies requirements for establishing an environmental policy; determining environmental aspects and impacts of products, activities and services; planning environmental objectives and measurable targets; implementation and operation of programs to meet objectives and targets; checking and corrective action and management review.

The industry leader in sewer and catch basin cleaners for more than 45 years, Vactor Manufacturing produces a wide range of combination sewer cleaners and jetters for sewer line maintenance, as well as specialty products including vacuum excavators and glycol recovery vehicles.

Source: Vactor Manufacturing





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