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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 15 • Number 6 • June/July 2010 • *English Edition*



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A Brief Word...

By the time you read this, most projects will be well underway and your thoughts will be on the summer hols, or something equally relaxing.

Also, British Columbia and Ontario will have officially instituted the HST. The Bank of Canada will have tinkered with interests rates and the world will trundle along cheerfully as it always does in the summer months. It is a bit like a 'B' rated teen horror flick with something lurking in the shadows.

Not to worry though, for business the HST will represent better cash flow and an offset of expenses. The fear will be the knock-on effect of an all encompassing 13% boot on the throat of consumers made more fearsome by a rise in interest debt. This won't be realized until early October, just as that familiar chill is in the air.

So, enjoy the summer, work hard and be safe. InfraStructures will be back in August with its Winter Operations issue to prepare you for those long dark days ahead.

Buckle-up!



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On the cover:

following the death of a man crushed by a concrete slab that fell on his car in a Montreal underground parking garage in November 2008, building owners must inspect their armed concrete structures.

In cases where major demolition work is involved, electric remote controlled machines help do the job silently and safely.

STRONGCO APPOINTED ONTARIO DEALER BY VOLVO PENTA CANADA

Strongco Income Fund recently announced it has been appointed by Volvo Penta Canada as its industrial engine service dealer for the province of Ontario.

Strongco will provide engine parts and service for the Volvo Penta line of engines supplied for commercial and industrial applications through its branches in Mississauga, London, Kitchener, Pickering,

Ottawa, Sudbury and Thunder Bay. In addition, mobile service will be provided in the Peterborough and Timmins regions.

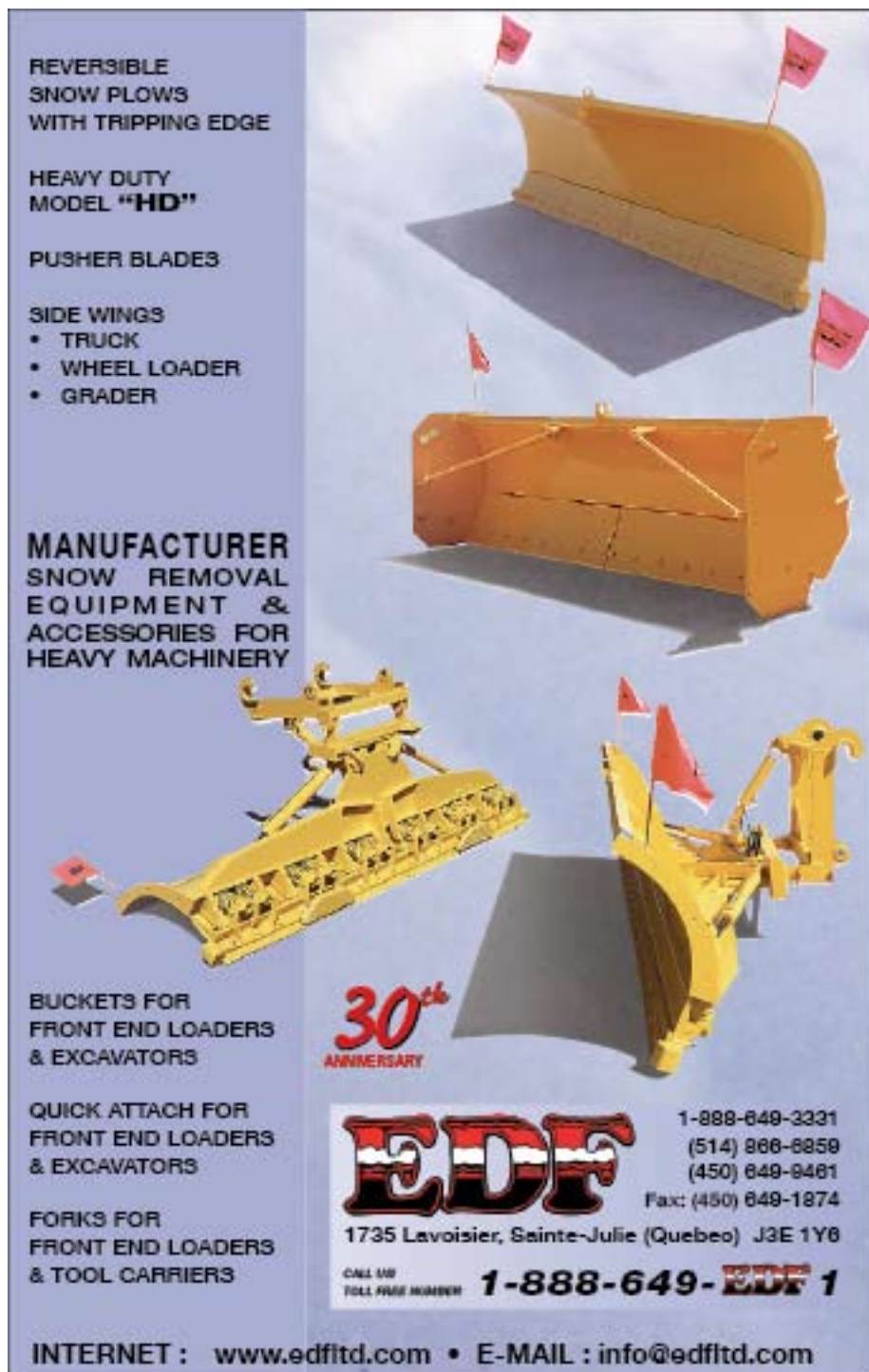
The current Volvo Penta line-up with EPA Tier 3 certification includes a comprehensive range of engines from 200 hp through 540 hp. In 2011 Volvo Penta will introduce its Tier 4 certified engines, with output from 175 hp through 700 hp.

"This is an excellent example of Strongco and Volvo building on the syner-

gies that already exist between the two companies," said Bob Dryburgh, president and CEO of Strongco. "Strongco is the Volvo Construction Equipment dealer for Ontario and other regions of Canada and the largest Volvo Construction Equipment dealer in North America. We look forward to growing this business by servicing customers that use Volvo Penta engines in other applications and supporting the growth plans of Volvo Penta in Canada."

In making the appointment, Chris Goulder, president, Volvo Penta Canada said: "We are excited about the new business opportunities that this relationship with Strongco will enable. Our product line-up includes Volvo Penta powered generating sets that Strongco will package for aggregate and asphalt plant drives. In addition, sales of re-power engines for underground mobile mining equipment will be handled through Strongco's strategically located Sudbury branch."

Source: Strongco Income Fund



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IMT ANNOUNCES NEW DISTRIBUTOR IN WESTERN CANADA

Iowa Mold Tooling Co. Inc. (IMT), an Oshkosh Corporation company, is pleased to announce that West Coast Machinery will serve IMT customers throughout British Columbia.

Based in Abbotsford, West Coast Machinery, a premier supplier of work truck bodies and equipment, has extended its product offering by becoming the distributor of IMT products in British Columbia. In addition to now offering an extensive line of IMT telescopic cranes, mechanics trucks, lube trucks, compressors and articulating cranes less than 16 tm, West Coast Machinery will also provide parts and service operations.

"We're happy to have West Coast Machinery join the IMT dealer network," said Jim Hasty, vice president of sales for IMT. "IMT's continued commitment to our customers will only be strengthened by this new partnership with West Coast Machinery. Our customers in British Columbia will now realize the full benefit of working with the IMT dealer network."

West Coast Machinery has supplied contractors, mechanics, landscapers, auto service providers, utility companies and municipalities in British Columbia with high quality products and workmanship for more than 35 years.

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^{††} Energy efficiencies apply to multigrades only.
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"We have always strived to provide top of the line service bodies to our customers, and we're excited to offer the innovative product lines that IMT manufactures," said Brad Dewit, president of West Coast Machinery. "We're really looking forward to this partnership and we feel that it will enable us to better meet the needs of customers in Western Canada."

IMT takes pleasure in working with distributors, like West Coast Machinery, which

offer customers comprehensive solutions and extraordinary service.

Source: Oshkosh Corporation

SNAP-ON® DISTRIBUTION LAUNCHES IN CANADA

Who would not prefer to have the best of everything in one place? That is the case with the launch of Snap-on® Distribution in Canada, the single-source industrial supplier for high-quality torque equipment,

hand tools, power tools and accessories.

"This gathering of great tool brands from around the world under one roof is a response to customer needs," said Bob Neely, national sales manager, Snap-on Distribution. "We're here to serve our industrial distribution customers with a product grouping that covers every aspect of tool and torque. We believe we've done that in the most efficient way by creating this business unit as a distinctive, stand-alone offering."

Snap-on Distribution is a business unit of Snap-on Incorporated. The unit's brands include tools and equipment from global makers with a heritage of manufacturing excellence. That line-up includes: J.H. Williams, Bahco, CDI, ATI, Sioux Tools, and Lindstrom Precision Tools.

Snap-on Distribution brands are sold through industrial distributors in Canada. The offering is designed to serve a wide range of markets, including automotive, fleet maintenance, aviation, aerospace, heavy equipment, mining and natural resources, power generation, agriculture and electronic assembly.

Source: Snap-on Incorporated

SUMITOMO ACQUIRES 100% OWNERSHIP OF LBX COMPANY


Sumitomo (S.H.I.) Construction Machinery Co., Ltd. (SCM) announced that effective as of April 30, 2010 it has acquired full ownership of LBX Company.

LBX was originally formed as part of a global alliance between SCM and Case Corporation, and holds the manufacturing rights to SCM's excavator products in North and Latin America. LBX has been marketing and selling Sumitomo excavators, forestry, material handling and demolition products under the Link-Belt® excavator brand name since the company's formation.

"This acquisition underscores SCM's dedication to LBX and the Link-Belt® excavator brand, and will contribute greatly to our success and expansion throughout North, South and Central America," stated Robert Harvell, CEO of LBX Company.

"Over the years, our long-term relationship with SCM has been built on a solid foundation of providing superior product quality, innovative designs, and dedicated commitment to our dealer network and customers."

"We believe that this acquisition will





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allow both LBX and SCM to achieve our common long-term global growth strategies," said Kensuke Shimizu, president of Sumitomo Construction Machinery.

Since its formation, LBX has passed several growth milestones, including the creation of a corporate campus in Lexington, Kentucky, that includes a worldwide parts distribution center, product testing grounds, training facilities and testing and service bays. Additionally, the Link-Belt® excavator products have evolved to meet the needs of today's marketplace, including the introduction of new models such as the Link-Belt® 360 X2 Rubber Tire material handling excavator, which was unveiled recently at the ISRI Convention in San Diego, California.

The management team of LBX will remain in place.

Source: Sumitomo (S.H.I.) Construction Machinery Co., Ltd.

HYUNDAI CONSTRUCTION EQUIPMENT U.S.A. CHANGES ITS CORPORATE NAME

Hyundai is delighted to announce that Hyundai Construction Equipment U.S.A., Inc. (HCEUSA) has changed its corporate name to Hyundai Construction Equipment Americas, Inc. effective May 10th, 2010.

In December 2009, HCEUSA's parent company, Hyundai Heavy Industries expanded the HCEUSA's operational reach to cover all of North, Central and South America. To better reflect its operational expansion covering all of the Americas, Hyundai has changed its corporate name to Hyundai Construction Equipment Americas, Inc.

"The official name change better reflects our expanded operations in all of the Americas. There are still some small hurdles to overcome as there are with any expansion, but we feel the heavy lifting is behind us and we are well on our way," said Kirk Gillette, vice president of Hyundai Construction Equipment Americas, Inc.

Source: Hyundai Construction Equipment Americas, Inc.

TITAN TIRE ANNOUNCES PURCHASE OF DENMAN TIRE ASSETS

On May 19, 2010, in Federal Bankruptcy Court, Titan Tire Corporation, a subsidiary of Titan International, Inc., was the high bidder for certain Denman Tire assets, including its name, tire specifications, patents, molds, various bladder tooling,

customer lists and other items for approximately \$4.4 million. Denman, a producer of specialty tires, had estimated sales of \$75 million in 2008. The purchase did not include any machinery, land or buildings.

Source: Titan International, Inc.

METSO SELLS ITS FLEXOWELL CONVEYOR BELT OPERATIONS TO CONTITECH

Metso sells its Flexowell conveyor belt operations and related assets in Moers, Germany, to ContiTech Transportbandsysteme GmbH. Flexowell operations consist of conveyor belts and systems for bulk material handling, and it is part of Metso's Mining and Construction Technology segment. Conveyor belts and bulk material handling systems will continue to be an essential part of Metso's offering to mining and construction industries also in the future. The sale is part of Metso's strategy to develop and simplify current production network, the aim of which is to improve the competitiveness of the business and to further develop customer service. The final closing will require relevant regulatory approvals. The sale will have no material

impact on Metso's financial performance.

Flexowell conveyor belt business was planned to be transferred to ContiTech Transportbandsysteme GmbH as of May 1, 2010. All personnel related to the Flexowell operations in Moers will be transferred to ContiTech Transportbandsysteme GmbH.

ContiTech Transportbandsysteme GmbH is a development partner, manufacturer and system supplier of steel-cable and textile-ply conveyor belts, service materials and special products with worldwide installation and maintenance service. ContiTech Transportbandsysteme GmbH is owned by ContiTech AG.

Source: Metso Corporation

MAXWELL SYSTEMS 2010 ANNUAL CONFERENCE

Maxwell Systems, Inc. has announced its 2010 Annual Conference will be held September 13-15, 2010 at Caesar's Palace in Las Vegas, Nevada.

With the theme "Coming Together, Moving Forward", this year's conference offers a wide variety of educational and networking opportunities for customers using

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Maxwell Systems solutions for construction estimating software and construction accounting software. "The three-day event brings together construction business owners, managers, and users, and Maxwell Systems developers, support engineers, and others around the same table," said Bob Hodges, vice president of Customer Services at Maxwell Systems.

Maxwell Systems presents its Annual Conference to give customers a valuable opportunity to learn from experts, share with peers, and offer feedback for future software releases and enhancements. Customers can receive in-depth education and participate in constructive peer-to-peer discussions to help run better and more profitable businesses. The event demonstrates the company's commitment to providing outstanding services and helps customers realize the benefits of integrated, powerful, and flexible business management software.

Source: Maxwell Systems

LIUGONG ANNOUNCES HISTORIC PRODUCTION MILESTONES

On the heels of setting a company record in wheel loader sales in 2009, LiuGong Machinery Corp. announced another major milestone, saying it has built and sold its 200 000th wheel loader.

The historic production milestone was reached this May, company officials said. LiuGong developed, built and sold China's first modernized wheel loader in 1966. Just last year, LiuGong set a company sales record for wheel loaders, shipping a total of 29 163 units domestically and worldwide.

The 200 000th unit, the CLG 888, was sold to a long-time LiuGong client near the seaport in Liaoning Province in northeast China. The CLG 888 is one of the larger models of wheel loaders sold by LiuGong.

In addition to the wheel loader record, LiuGong also announced a milestone for export machines saying it has sold its 15 000th export machine since it began shipping to global markets in the early 1990s.

To celebrate the milestones, LiuGong hosted a conference and celebration ceremony on May 15 in Beijing for customers, industry partners and the industry trade. As part of the event, the company unveiled and discussed a bold five-year strategy. This new plan directs the company toward breaking into the top 10 construction

equipment brands globally.

"We are proud of both these milestones," said Zeng Guang'an, LiuGong's vice chairman and president. "LiuGong has been a leader in the development of the wheel loader and the wheel loader market in China and this record affirms that the hard work of our entire LiuGong team is paying off."

Continued leadership in the China domestic market is vital for LiuGong if it is to be successful in reaching a top 10 position worldwide. "We are making great strides in becoming a top worldwide brand," Mr. Zeng said. "But to do that, we must

continue to be the top brand in China as well." LiuGong is currently the 21st largest construction equipment manufacturer in the world.

Source: LiuGong Machinery Corporation

NEW BROCHURE ON PAVEMENT SMOOTHNESS AND FUEL ECONOMY

The Asphalt Pavement Alliance (APA) has released a new brochure on the impact of pavement smoothness on the fuel economy of vehicles.

The brochure discusses how even slight improvements in vehicle fuel economy can have a profound impact when leveraged

New Edbro CX14 Cylinder's Lighter Weight Enhances Profitability

The new CX14, launched by Edbro at Tip-Ex 2010, held May 27 – 29 in Harrogate, UK, has impressed the major operators trialling the product.

A complete CX14 kit offers weight saving of approximately 70 kg against Edbro CX15. The weight saving can be up to 230 kg against competitor products for the same application. Field trials with several large UK fleets over the last 2 years including Cemex, Lafarge, Mahers, Park Royal and Tarmac.

Tarmac Transport supervisor, Bill Willocks, has had a CX14 running in his fleet since 2008 and said: "The CX14 has delivered the usual Edbro quality and has lived up to the 'fit & forget' reputation we have come to expect."

Lafarge are currently running a weight saving initiative driven by National Transport manager, Nick Elliott who explains, "We have set up a joint project between the various suppliers who contribute towards an 8x4 tipper vehicle. The overall goal is to achieve a 21 t payload. This will result in improved revenue for hauliers, an increase in the efficiency of our fleet, a reduction of our carbon footprint, which is an important part of our overall sustainability strategy and something which is becoming increasingly significant in winning major contracts. Innovation is an important part of our business. We were therefore very pleased that the suppliers and bodybuilders have come up with an array of innovations to drive the overall chassis weight down, thus increasing the potential payload. Edbro's CX14 has helped us make a massive step towards our goal."

Danny Broomfield, sales manager for Edbro said: "When Lafarge asked us to look at their ideas it couldn't have been better timed with the work we had already undertaken to develop the CX14. We have always recognized the importance of supplying lightweight reliable equipment into tough operating environments and jumped at the opportunity to support this initiative."

Nick Elliott went on to say: "A large number of our hauliers operate Edbro gear and those offered the CX14 as part of this project have grabbed the opportunity with both hands. The Edbro product has well proven reliability supported by the largest network of service back up giving our hauliers complete peace of mind."

Source: Edbro PLC



across the country. "Improving pavement smoothness over a typical roadway network can have dramatic effects," said Dr. Howard Marks, the brochure's author.

"In fact, it has been documented that a road maintenance program that increases pavement smoothness only slightly could reduce annual vehicle fuel consumption by up to 10% on those roads. Overall, there is potential for saving about 26.5 billion l of fuel annually in the U.S. This would be equivalent to taking over 10 million vehicles off the road every year," he concluded.

The brochure also points out that asphalt roads tend to start out smooth and stay smooth throughout their service life. Typical maintenance and rehabilitation activities are usually in the form of overlays, which give the traveling public smooth, quiet surface that is just as good as new.

The new brochure can be downloaded free from the APA's website which also contains a wealth of additional resources on topics including Perpetual Pavements, infrastructure economics, policy considerations, and environmental sustainability.

Source: The Asphalt Pavement Alliance

OGRA TO MANAGE FUND FOR MUNICIPAL BRIDGE INFRASTRUCTURE

On March 24, 2010, the Ontario Good Roads Association (OGRA) and Ontario's Ministry of Transportation (MTO) entered into an agreement to support municipal bridge infrastructure.

The Ontario government will provide \$750 000 to help Ontario municipalities collect and report data on the extent and condition of bridge structures in their jurisdiction.

All municipalities will be able to apply for matching funding to a maximum of \$5000 to assist them with the costs of collecting, collating, compiling, formatting, and inputting bridge asset and condition data into Municipal DataWorks (MDW).

To qualify for the funding, municipalities will have to provide a letter of commitment to submit bridge asset and condition data for inclusion into MDW by March 31, 2011. The funding may be used for additional staff and/or consulting services.

In her comments, minister of Transportation, Kathleen Wynne stated: "The acquisition of municipal bridge asset and condition information is of great importance to the Province in order to support

the assessment of municipal bridge infrastructure needs."

"We were extremely pleased to be able to assist our members by managing these funds on behalf of MTO," said Paul Johnson, OGRA president and operations manager for the County of Wellington. "OGRA has been encouraging municipalities to get their infrastructure data into MDW, and this funding announcement will only accelerate our efforts."

"OGRA is well positioned to administer this program" stated OGRA executive director Joe Tiernay. "We already have close to 300 municipalities signed up to use MDW, and now that there is funding available to help offset costs, we hope to see the remaining 145 municipalities get on board. Only with solid infrastructure condition information, can municipalities truly manage their assets and make a solid case for future infrastructure funding."

Source: Ontario Good Roads Association

ITT WINS CONTRACT FOR WASTEWATER TREATMENT WORKS EXTENSION IN QATAR

ITT Corporation recently announced it has been awarded a \$32 million contract by Larsen & Toubro (L&T) for the Phase II extension of Qatar's Doha South Sewage Treatment Works. The contract covers the design and supply of an additional eight of ITT's Sanitaire® sequence batch reactors (SBRs), which will increase the wastewater treatment capacity of the Doha South plant by 92 million l/d. Also included in the Phase II extension is the addition of an ultra-filtration plant designed and supplied by ITT, which will produce a high standard of treated effluent suitable for reuse in irrigation.

"We are proud to build on the success of the first phase of the Doha South project and to continue our partnership with

New F12 Hydraulic Motors from Parker

New 150 cm³ and 250 cm³ F12 Series hydraulic motors from Parker Hannifin Corporation, the global leader in motion and control technologies, deliver extreme endurance and high efficiency for trouble-free service, better performance and improved fuel economy in heavy-duty applications that require high speed motors.

Be it for cooling, cutting, sawing, spreading, mixing, pressing or compacting, Parker F12 bent-axis, fixed displacement motors offer reliable operation at a wide range of speeds and rapid change in velocity thanks to special lightweight pistons and a sturdy timing gear design that facilitates quick acceleration/deceleration without damaging the motor.

Patented triple-laminated piston rings give the motors a high thermo-shock tolerance. This design allows for handling extreme cold start conditions; typical motors fall short in resisting the harmful effects of cold fluid rush during subzero startup. Furthermore, a highly engineered bearing design allows for higher shaft loads common in many cutting, mowing and saw drive applications.

Combined, these features help keep industrial and mobile equipment running longer for optimum customer productivity and profitability. And because F12 motors deliver high efficiency throughout the full operating range, they are capable of producing more power and higher speeds than many competing motors. This translates to better machine performance in a wide range of conditions and improved fuel economy for the end user.

Parker's new F12 motors deliver the above features in a compact design that provides power transmission in space-critical applications (exceptionally high power-to-weight ratio in a small envelope size). Continuous drive speed rated at 3200 rpm (F12-150) and 2700 rpm (F12-250), the motors can be used in both open- and closed-circuit applications. The F12 Series also includes 30, 40, 60, 80, 90, 110 and 125 cm³/r displacement models.

Source: Parker Hannifin Corporation



Larsen & Toubro and ASHGHAL, Qatar's public works authority," said John Williamson, president of ITT's Water & Wastewater group. "Ultimately, this project is about supporting the growth and development of the Doha region and we are honored to have a role in ensuring a clean water supply for the Qatari people."

With Phase I operational and upon the completion of Phase II, the plant will have a total capacity to treat 187 million l/d of wastewater. This will be the largest wastewater treatment facility using SBRs combined with ultra-filtration in the Gulf Cooperation Council (GCC) region.

ITT will be providing the process engineering for the entire project to Engineering, Procurement and Construction (EPC) Contractor L&T. ITT will also be providing to L&T detailed engineering support, supervision of installation and commissioning, and operation of the plant during the takeover testing period. The Phase II extension is expected to be operational by 2012.

Source: ITT Corporation

MINIVEYOR WINS CONTRACT AT THE NEW DOHA INTERNATIONAL AIRPORT

Miniveyor Products Ltd., manufacturers of the world famous Miniveyor™ portable conveyor system, has been awarded a substantial contract to supply the conveying solution to Group Five Construction of Dubai for their two-year project, known as the Passenger Railway Station Box at the New Doha International Airport (NDIA) in Doha.

This project involves building the concrete shell for a railway station terminal that will connect the new \$11 billion International Airport to rail stations in central Doha.

Group Five Construction, a joint venture between Group Five of South Africa and Al-Naboodah Contracting of Dubai, were awarded the \$114 million contract in January 2010.

Miniveyor Products Ltd will supply their A2B m90 modular conveyor, including two Walking Conveyor systems, to work with Tunnel Boring machines used on the project. The A2B m90, a modular system that is capable of shifting 150 tonnes per hour is based on Miniveyor's philosophy of providing flexible, man portable modular conveying solutions.

Source: Miniveyor Products Ltd.

CHINOOK ROADS PARTNERSHIP AWARDED CONTRACT FOR A PORTION OF CALGARY'S STONEY TRAIL ROAD

SNC-Lavalin is pleased to announce that Chinook Roads Partnership, its new 50/50 joint venture with Acciona, has been awarded a contract by Alberta Transportation to design, build, operate, maintain and partially finance the southeast section of Calgary's Stoney Trail Ring Road. The contract is worth \$769 million in 2010 dollars.

Under this 30-year public-private partnership contract, Chinook Roads Partnership will design and build 25 km of six-lane road including nine interchanges,

one road flyover, two rail flyovers and 27 bridge structures. In terms of scope, it is the largest single highway project in Alberta's history. Once completed, the Partnership will operate and maintain the road and other existing infrastructure for the duration of the 30-year contract.

Construction began in May 2010 and the road is scheduled to be open to traffic by the fall of 2013.

"We are a Canadian leader in highway construction and we look forward to putting our expertise to work in Alberta, and to a long and successful relationship with the City of Calgary and the Province,"

Track-Mounted Mobile Pivot Base Improves Conveyor Mobility

Superior Industries, a leading manufacturer of conveyor systems and components, introduces a new option for maximum conveyor mobility. The track-mounted mobile pivot base, when applied with the TeleStacker® telescoping radial

An ability to maximize speeds for either the lower or higher range, allows precise control to link up to a feed point, or quicker travel from point to point within the site. Importantly, the mobile pivot base is engineered with a two-axis gimbal, which



stacking conveyor (or other conveyor types) delivers free-ranging conveyor movement for increased onsite or transfer point mobility; or for increased flotation and total mobility on low pressure soils – all while reducing the need for haul trucks and loaders, additional labor and material handling, or other costly loading and unloading systems.

Requiring no external power, the mobile pivot base is self-contained and powered by an onboard 48 hp Deutz diesel engine with a 113 l fuel and hydraulic oil tank. Featuring wireless remote control operation, the unit travels on two heavy-duty, hydraulic-drive rubber tracks. For greater stability and maximum flotation, the tracks are almost 2.75 m in length, more than 40% longer than comparable units.

provides maximum stability and rotational freedom on uneven ground or rugged terrain, while eliminating any stress to the conveyor structure and frame.

The new track-mounted mobile pivot base delivers increased mobility in a variety of applications and industries – and certainly anywhere where low pressure soils require greater flotation and traction. The unit is ideal for the optimum mobility desired in gold and copper heap leach operations. For barge and ship load/unload operations, its transfer point mobility allows it to work in conjunction with a tripper system, thus eliminating the need for large stationary shiploader systems. It is also suitable for dirt moving applications, or for roller compacted concrete (RCC) site mobility.

Source: Superior Industries

said Jim Burke, executive vice president, SNC-Lavalin Group Inc.

SNC-Lavalin has been present in Alberta since the 1950s and now has over 1600 employees in the Province working out of five permanent offices.

Source: SNC-Lavalin Group Inc.

CARMANAH LAUNCHES NEW SOLAR LIGHTING TECHNOLOGY AT LIGHTFAIR®

Carmanah introduced two industry-first advancements in off-grid solar LED lighting technology at LIGHTFAIR® 2010, held May 12-14 in Las Vegas, Nevada. Carmanah launched leading-edge adaptive lighting

technology in the form of patent pending advanced occupancy sensing capabilities and introduced the company's highest output self-contained light to date, the EverGEN 1720.

The new advanced occupancy sensing capabilities will provide functionality that no other solar LED light on the market currently offers. The advanced occupancy sensing capability allows a network of EverGEN 1710 or 1720 solar LED lights to provide synchronized low-high activation when one of the lights within the network senses motion. Utilizing mesh networking and occupancy sensors, the

network of lights communicates wirelessly, providing illumination that is responsive to motion in areas such as parking lots, pathways, secure facilities and other areas where lighting performs an integral role in maintaining safety and security.

Advanced occupancy sensing can be configured for either full or set distance activation. Full activation provides synchronized activation of all the lights within the system. Set distance activation provides for activation of lights within a set distance of the detected motion, effectively providing a bubble of illumination that follows motion throughout the site.

Representing the company's highest output self-contained solar LED light to-date, the EverGEN 1720 leverages the slim form factor of the EverGEN 1710 while providing nearly twice the typical lumen output. In ideal solar conditions with tailored operating profiles, light output of up to 10 000 lm is achievable. In more typical conditions, output of 5000 lm is common. Ideal for parking lot, residential roadway, sign, perimeter and other site lighting applications, the 1720 expands the applications for the 1700 series solar LED lights.

The 1700 series of EverGEN lights have also been carefully designed for installation in 30 minutes or less, saving customers time and money.

Source: Carmanah Technologies Corporation

Asphalt Drum Mixers' Weigh Conveyors Ensure Precise Asphalt Mix

Asphalt Drum Mixers, Inc. (ADM), offers portable and stationary weigh conveyors, which are compatible with both its own and similar competitive models of asphalt plants. Weigh conveyors transfer material from cold feed bins into the drum and

a spring-tensioned polyurethane belt scraper.

A concentric cam vibrates the unit's scalper screen, which has 3,8 cm square openings to ensure that oversized material does not enter the drum. Material that is



are designed to give an accurate weight measurement of the aggregate, allowing operators to achieve an optimum asphalt mix. Five models are available with various dimensions to meet the demands of many operations.

ADM's weigh conveyors are available in truss or C-channel frame configurations. The drive system features an 1800 rpm high efficiency motor, head-shaft-mounted gearbox, V-belt drives and high performance pulleys and idlers. Open-mesh safeguards protect the belt drives, and a sensor on the tensioning idler monitors the speed. The conveyor also includes an adjustable self-cleaning winged tail idler assembly, and the head section contains

too large to pass is directed to the divert/reject chute. A double-deck scalper screen with pneumatic deck selection is an available option.

The conveyor's weighbridge features an NTEP-approved high capacity load cell and is engineered to provide precise measurements. A shroud eliminates wind interference, while the gravity take-up system keeps the multi-ply belt in contact with the weighbridge at all times.

Portable units are transported on a single-axle trailer with a pintle ring hitch for easy towing. The smallest model uses electric brakes, and all other models feature air brakes.

Source: Asphalt Drum Mixers, Inc.

ONE MILLIONTH 1000/2000 SERIES ALLISON AUTOMATIC TRANSMISSION

Allison Transmission, Inc. recently announced they have manufactured their one millionth 1000/2000 Series transmission.

On June 3, Jim Wanaseleja, vice president of North American Marketing Sales and Service for Allison Transmission, presented Bob Mann, vice president of Dealer Sales for Navistar, Inc., with the momentous transmission during a ceremony held at Allison's world headquarters.

1000/2000 Series transmissions are used in a variety of applications including, distribution, construction, school buses, emergency vehicles and motorhomes. Allison fully automatic transmissions, with torque converter technology, provide superior vehicle performance, increased productivity, reduced driveline wear and tear and lower overall vehicle life cycle costs.

Source: Allison Transmission, Inc.

New Paver Simplifies Slurry Seal & Micro Surfacing

Bergkamp Inc. offers the new M1E self-propelled continuous slurry seal and micro surfacing paver, which combines two of its innovative technologies to form one of the most productive pavement preservation machines available. Bergkamp equips the M1E with its innovative EMCAD (Electronic Mix Control and Diagnostic) System that electronically controls production and sends constant feedback to the operator.



All major component clutches, chains and sprockets on the standard M1 have been replaced with direct-drive hydraulics

to work with the EMCAD System, reducing the number of wear parts and maintenance points on the machine. The system ties material ratios of aggregate, asphalt emulsion, water, additive and fines together with an electronic signal and

automatically maintains the ratios with feedback loops. In addition, it electronically self-diagnoses control system or engine problems and displays a simple error code, reducing troubleshooting and repair time.

Calibration is simplified with the EMCAD System, so fewer steps are required and manual calculations are eliminated. It displays current and average material ratios, total material

used and material application rates – and can produce on-demand reports to track production for individual sections of the



job, or the entire job, via an onboard printer. Operators and owners can evaluate these printouts and make necessary adjustments immediately to more efficiently run the machine and calculate the bottom line.

The M1E reduces the number of construction joints on the job by receiving a constant supply of material while the machine is working. Ideal for all jobs – from residential streets to main line paving of interstates, including those with strict quality requirements – it applies a new slurry seal or micro surfacing finish that can extend the life of the surface up to seven years.

Source: Bergkamp Inc.

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Parker Pacific Named Ammann Dealer for BC and the Yukon

Peter Price, area sales manager for Ammann Canada, has announced that Parker Pacific Equipment is the newest addition to the growing network of Ammann distributors in the country.

Parker Pacific Equipment will represent the full line of Ammann compaction equipment through its 13 branch dealerships in British Columbia and one branch in the Yukon. "Parker Pacific is the perfect dealer for us in British Columbia", says Peter Price. "They blanket the Province and deliver service coverage into each region."

The Ammann line includes light and heavy compaction lines for plate compactors, vibrating rollers, double drum asphalt machines and 30 t rubber-tired rollers. Partnering with quality equipment manufacturers and completely covering its market with an extensive network of branch locations has been a winning strategy for Parker Pacific.

According to Dave Douglas, general manager of Parker Pacific Equipment, "It's

hard to travel anywhere in British Columbia without coming within 200 km of a Parker Pacific outlet. With Ammann, we add a quality product line that fits well into the fleets of our construction and infrastructure customers."

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 specializes in a full line of compaction machines including plate compactors, vibrating rollers featuring the



ACE compaction control system, double drum asphalt machines and rubber-tired rollers and is represented by a growing network of dealers committed to customer service and support.

Source: Ammann Canada

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Productivity Partnership for a Lifetime.

The new AP 240 H generates waves of enthusiasm among professionals, because of the great finishing and sealing performance they get from this rubber-tired hydrostatic drive roller with 4+4 smooth wheels. The frame design allows flexible pressure

regulation by filling its 3 m³ ballast chamber with water, cement or steel. And even when the going gets rough, there is always a clear view from the panorama cab. All told, a new product that's certain to make a splash!

Securing NB's Investment in Infrastructure

The current trend of government spending on new construction, particularly roads and bridges, has been a boon to contractors, the equipment industry and the general economy. Unfortunately, and in keeping with tradition, there has been little discussion or investment in maintaining and prolonging the usefulness of such expenditure.

To the astute observer this situation has all the hallmarks of an opportunity. One such person is Louis Morin of the Morin Group, Grand Falls, New Brunswick. With an eye on making the most of opportunity Mr. Morin has continued to diversify his company to best exploit the occasions presented him. So much so that his latest

venture will see the investment in roads construction realize dividends.

Morin has become the first general

are the most obvious examples. So much so that municipalities have bought into the benefits of hot rubber cracksealing," said



service contractor in the Province to invest in modern hot rubber melter/applicator technology. But why?

"The Province has seen the benefits of using the right practices, equipment and materials to keep our roads and bridges in good working order. Our main highways

Mr. Morin. "The difficulty is there have been bad experiences in the past when questionable practices have been used by unqualified or uncertified contractors using antique or home-made machinery and poor materials. Many of whom flit in and out of the region making accountability



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another concern of municipal authorities," he adds.

Desirous of getting off on the right foot, Louis Morin has invested in equipment, material and training. The state-of-the-art is foremost in his plan to bring professional, reliable, quality craftsmanship to clients in the province. To achieve this he will be using a Cimline 230 DHRD Magma melter/applicator and McAsphalt Beram 3060 rubberised asphalt sealant. In order to best prepare cracks for filling, Mr. Morin will employ Cimline's hot air lance to heat and dry the pavement without using direct flame. With quality comes an obligation to safety and ergonomics in keeping with the Cimline PCR-25 router complete with brakes and other industry leading safety features to be used to open and prepare cracks when appropriate.

If good things come in 3's, then training is the trump card in Louis Morin's hand. "One of the reasons I chose to deal with Sancton Equipment was the emphasis

on pre and post sales support," he said. Part of every delivery is factory-authorised training which includes in-class and on-site sessions. These sessions consist of good practices, how-to, proper material selection and the safe operation of the equipment. The result is a knowledgeable contractor with a quality branding associated with it.

Crack sealing is the least expensive pavement maintenance practice that provides the greatest long-term benefit. When qualified contractors using good practices, quality equipment and superior materials are engaged then ratepayers will receive the best value for money. For New Brunswick that means



Morin Group may be coming to a carriage-way near you soon.

Source: Cimline Pavement Maintenance Group

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Innov-X and Steinert Cooperate to Advance "Meatball" Extraction Technology

Innov-X Systems and Steinert have entered into an OEM agreement to market a new high speed, x-ray fluorescence-based (XRF) sorting system that will effectively identify and remove copper "meatballs" from ferrous scrap. This new technology will be a welcome solution for metal recyclers worldwide who have long been challenged by copper contaminants in steel scrap product.

The new sorting system will feature Innov-X's unique and proven X-Stream technology – a high speed X-ray Fluorescence (XRF) sensor unit capable of elemental analysis in milli-second time scales, engineered into an industrial grade

full system that has been the hallmark of other Steinert sorting systems. The partnership will result in the world's first and only industrial grade system that sorts metals on the basis of chemical composition to identify and extract specific contaminants. Besides offering a solution for copper "meatballs," Steinert will be in the exclusive position to produce and offer the worldwide market a system marketed to a multitude of non-ferrous metal recycling applications.

Under the agreement, Steinert will not



only manufacture the equipment, but will also provide sales and marketing support for the new metal sorter. "This is exciting news for the metal recycling industry," says Don Sackett, CEO of Innov-X Systems. "Our XRF expertise combined with Steinert's extensive experience in metal sorting, material handling and diversion (sorting) allows us to bring this much needed technology to market in a time-frame that we could not achieve on our own."

"We are excited with the opportunity to work with Innov-X. This cooperation represents an effective solution to the problem of copper in ferrous scrap and will be the answer to current and new market demands not only in metal scrap recycling, but also in areas like plastic and wood recycling in the near future. The new sorting system will truly take metal sorting to the next level and will show big advantages to a huge range of customers. Our sales organizations worldwide are excited to start offering the new system," says Franz Heiringhoff, CEO of Steinert Group.

Innov-X Systems is a world-leading innovator of portable XRF technology, offering handheld, mobile laboratory, and high volume in-line systems for a wide variety of industries. The commercialization of the "meatball" and non-ferrous applications follows the successful commercialization of systems for glass recycling, designed to automatically sense and remove glass ceramic and leaded glass using XRF technology.

Implementing an outstanding technology like XRF into the Steinert product line is the logical next step towards the future of recycling and Steinert is ready to supply a reliable solution for the industry.

Source: Steinert Elektromagnetbau GmbH

Sennebogen Delivers the Largest Mobile Coal-Handler in North America

Erich Sennebogen Jr., managing director of Sennebogen GmbH, recently joined Brenda Brock, plant director at Midwest Generation's Crawford Station in Chicago, Illinois, and her project team to formally present the key to the station's new 880 EQ counterbalance coal-handling machine. Also taking part in the presentation were Constantino Lannes, president of Sennebogen LLC, and Tom Ellis, general manager of Howell Tractor, the regional distributor of Sennebogen equipment.



Weighing in at more than 200 t, the crawler-mounted 880 EQ is said to be the largest material handler now operating in North America. The machine is one of Sennebogen's recently developed equilibrium models, which features a fixed counterbalance design to increase its reach and lifting capacity with minimal stress on the boom system.

With the inauguration of the 880 EQ, the barge unloading facility at Crawford Station on Chicago Sanitary and Ship Canal finally returns to normal operation after its 50-year-old trailing tower crane was toppled in a wind storm in August, 2008. During his presentation, Mr. Sennebogen acknowledged the excellent support Howell Tractor provided to Midwest Generation through a 15-month period since the incident. "We are a global company; but we work closely with local partners like Howell. They are the arm of Sennebogen reaching into the local region. Our customers rely on close local support and service, and our partners rely on close support from Sennebogen."

Source: Sennebogen LLC

Winkle Adds a Tower of Productivity for its Line of Lifting Magnets

Winkle Industries has introduced an innovative addition to its line of lifting magnets that will practically allow operators to combine a grapple and magnet on the fly.

The company is now offering a permanent tower that is placed directly on top of the magnet. Winkle's DSG, ELSA, LSA, DSA and EDSA magnets, as well as most other makes and models of scrap magnets can be accommodated with either a welded or pinned on Winkle tower.

Combining a grapple and magnet has been traditionally used for applications that require handling punchings, turnings, shreds as well as other less dense similar materials. These types of scrap generally fall through the grapple tines so the magnet is used to hold them in place. This combination is also often used to sweep up metal from the ground when the scrap pile is too shallow for the grapple to effectively lift scrap without picking up dirt and debris.

Standard scrap handling magnets come with a three legged magnet chain and are not designed to be bolted to the head plate inside the grapple. Some operators utilize a magnet grapple combination for this type of application. However, this configuration does have some limitations. According to Mark Volansky, Winkle's director of Sales, "The tines need to be fully opened to use the magnet portion of the grapple for sweeping or sorting and in this position, working like this in tight quarters is not practical."

This innovation from Winkle came as a result of listening to customers' needs to increase their overall productivity and magnet utilization. "With the tines closed around the tower", continued Mr. Volansky, "the tower suspends the magnet below the

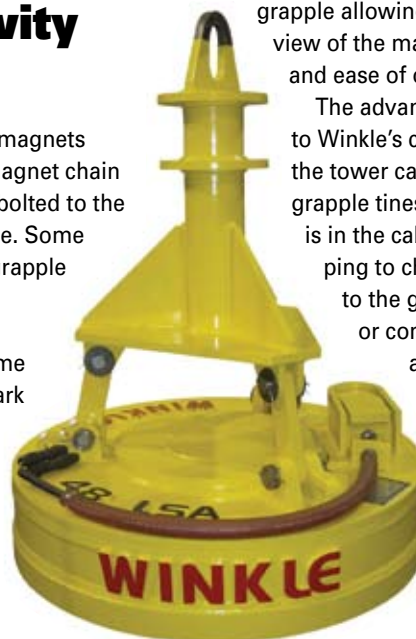
grapple allowing the operator clear view of the magnet for placement and ease of operation."

The advantage now, according to Winkle's customers, is that the tower can be grasped by the grapple tines while the operator is in the cab instead of stopping to chain the magnet on to the grapple attachment or completely switching attachments. This only leaves the operator with having to attach the electrical line for the generator. If a worker on the ground is available to do this, the operator does not even

need to exit the cab. This increases the on-the-job productivity across the board.

Winkle magnets and crane attachments are distributed in Eastern Canada by Montreal Tracteur Inc.

Source: Winkle Industries



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New Controller Cuts Scrap-Handling Costs

After more than a year of field testing, a new magnet controller manufactured by Hubbell Industrial Controls has demonstrated that it will vastly reduce maintenance demands while enabling maximum efficiency and control during operation, even in high duty-cycle lifting applications.

Hubbell announced the new controller as ready for market in co-operation with its originators, Control Services of Westmont, Illinois. Hubbell will manufacture the patent pending e-mag controller. Winkle Industries, Hubbell's master distributor, will market the e-mag controller for use on all makes and models of mobile cranes in recycling and steel mill material handling applications.

The e-mag DC generator controller takes a dramatically new approach to controlling all power fluctuations inherent in the duty cycles and demands of lifting magnet applications.

Instead of reacting to magnet system failures as other units do, the e-mag

controls the flow coming out of the generator before it becomes an issue. In essence, the e-mag prevents failures by protecting the magnet system and controlling the generator output for optimum efficiency.

The e-mag design is ideal for high demand operations and is available for generators from 5 kW to as much 50 kW, with no fear of problems with maximum voltages.

By controlling the power to the generator output, the e-mag controller also allows greater flexibility in matching the magnet to the material it is handling. The e-mag enables infinite voltage control within the speed requirements of the generator. Power can be increased to the maximum for short periods without damaging the magnet. Operators have equal control over



the magnet's draw-down time. For heavily saturated loads such as steel slabs, the release time can be increased to as much as 14 seconds. The maximum draw-down with any other controller is typically about 2,5 seconds.

With this added control, operators can easily set up their magnet system to pick up more material in less time, and release it more efficiently. Combined with a high duty cycle magnet, the result can be significantly more cycles which leads to more material being moved in every working shift.

Source: Hubbell Industrial Controls, Inc.

Axion Installs First Ever Recycled Plastic Rail Road Bridge

Axion International Holdings, Inc., recently completed the first of two railroad bridges, constructed from 100% recycled plastic, at Fort Eustis, Virginia. The bridges, designed by Parsons Brinckerhoff, utilize Axion's patented Recycled Structural Composite (RSC) a thermoplastic solution consisting of nearly 100% recycled post-consumer and industrial plastic. Initial field test results confirm design criteria requirements.

The new short span bridges extend approximately 12 m and 24 m, respectively. Both bridges are designed to deliver a high-load rating of 118 t which is necessary in order to transport locomotives and freight.

The design and engineering work was supported by Virginia-based Centennial Contractors Enterprises, the prime job order contractor for the project, and Parsons Brinckerhoff, which has more than a century of experience in working on major complex bridges including such recent structures as the new Woodrow Wilson Bridge over the Potomac River

outside Washington, D.C.; the Arthur Ravenel, Jr. Bridge over the Cooper River in Charleston, South Carolina; and the William Natcher Bridge over the Ohio River in Owensboro, Kentucky. The demolition and construction activities are being performed by English Construction Company, Inc., a 100 year old privately owned company conducting operations in eight states throughout the mid-Atlantic and Southeast. Innovative Green Solutions, an Axion channel partner, introduced Axion to the Fort Eustis project and participated in the negotiation and development of the project.

Developed in conjunction with scientists at Rutgers University, Axion's cutting edge technology has resulted in virtually 100% recycled plastic materials, Recycled



Structural Composites, that are the first known structural products of their kind that can support heavy loads. Compared to traditional infrastructure materials such as wood, steel or concrete, Axion's innovative products are more durable and significantly longer lasting.

Source: Axion International Holdings, Inc.

JW Jones Refurbishes Complete Plants for Half the Cost

Aggregate producers and contractors worldwide who wish to upgrade their equipment and processes have an additional choice over new or used machines. Complete refurbished plants from JW Jones Company, based in Indianapolis, Indiana, offer high quality and operational efficiency that is either as good as or better than new for nearly half the price of a new plant. While many equipment manufacturers have only recently begun to promote plant rebuilds, JW Jones has specialized in the remanufacturing and refurbishing of all crushing, screening, washing, ancillary and rolling stock makes and models for more than 40 years.

A remanufactured plant provides the producer with a great return on investment because, far from being a "used" plant, it is completely torn down and rebuilt to perform like new or better. At the company's 9300 m² operations facility, JW Jones' equipment experts disassemble each machine down to its individual components,

which are assessed for quality, specification and continued life, and are either rebuilt or replaced if necessary. Reconditioning includes new electrical, hydraulic and lube system components; new paint; and new chassis and support structures for portable plants.

Once the plant has been completely remanufactured, it is fully tested prior to sale or delivery. Many refurbished plants perform better than they did as new equipment because these older machines are reconditioned with new technology and engineering improvements that have come about since their original manufacture. The combination of the older, yet better built equipment, with the latest technology often provides productivity and efficiency that cannot be purchased new today.



A JW Jones warranty is available on most rebuilt plants.

JW Jones' field service technicians oversee installation, startup and complete operational and maintenance training for customers who purchase a refurbished plant or have their existing plants rebuilt by the company. Parts and wear components are also available through the company, which provides full service to its customers around the world.

Source: JW Jones Company

Remove Contamination With Less Water

The new Hydro-Clean™ washing unit from W.S. Tyler effectively cleans deleterious material from aggregate, industrial minerals and metals while reducing water consumption by up to 75% over traditional



log washers. Taking a maximum feed material size of up to 150 mm into its vertical drum, the Hydro-Clean employs high-pressure nozzles, rotating at 90 rpm, to spray up to 90% recycled water on the material with pressures up to 2900 psi (200 bars). The washing unit removes

silt and clay particles as small as 63 µm from mineral mixtures and, with its short retention times, can process up to 400 t/h, depending on model size and application.

Due to its compact size and weight, overall operating and structural costs are considerably lower than with traditional washing systems – which also require more equipment and a greater footprint. A traditional washing system can require up to three screens along with a log washer or screw. With a Hydro-Clean unit, the producer only needs an additional wash screen for the Hydro-Clean's discharged material.

The Hydro-Clean consumes little water and power. Water consumption ranges from 100 to 800 l/min, depending on application and model size – compared to log washers that can require up to 3000 l/min of water. Power requirements for the Hydro-Clean are no higher than 300 hp



on its largest model. When compared to conventional systems, the Hydro-Clean experiences little wear with a maintenance-friendly design that allows for easy exchange of the few standard components that are subject to wear.

The Hydro-Clean is available in four model sizes that produce 20 to 400 t/h, depending on the application.

Source: W.S. Tyler

Glass-Like Flatness Professional Football Field

On June 13, the Edmonton Eskimos of the Canadian Football League (CFL) opened their preseason against their arch-rivals from Alberta, the Calgary Stampeders. When the two teams ran, blocked and tackled at Commonwealth Stadium in Edmonton, players were tussling on a very well-prepared piece of real estate, thanks in large part to automated machine control technology from Leica Geosystems.

That is because the field at Commonwealth Stadium recently received a renovation to the tune of about \$2 million. The former field was natural grass, and it was the last stadium in the CFL to convert to artificial turf. The Grey Cup game will be played at Commonwealth Stadium this year. The stage needed to be re-set.

The renovation required total removal of the existing growing medium and sub-grade materials to a depth of 1.2 m. And precision became the order of the day. The project's subcontractor, Wilco Contractors Northwest Inc., of Edmonton, finished the

subgrade, and top of the fill, to near-perfect planarity, or flatness – a tolerance of 3 mm over a 3 m length.

To achieve this precision across the field, Wilco turned to a Leica Power-Grade GPS/GNSS Machine Control system. One motor grader was fitted with a Leica Geosystems GPS receiver, and Wilco set up a Leica Redline GPS/GNSS Base Station. A second grader was controlled by a Leica Redline Power Tracker Robotic Total Station. That grader could achieve sub-centimeter accuracy.

"We probably have a quarter-million dollars invested with Leica Geosystems," says Art Maat, Wilco president. "The machine control equipment pays for itself on an annual basis. And that equipment gives us the ability to construct projects to

tolerances that other contractors cannot, even though they have the same big iron capabilities we do."



"The machine control equipment saved \$15 000 to \$20 000 on surveying and probably made our equipment 25% more efficient on low-tolerance sites such as fields and running tracks where the grades are very critical," concludes Mr. Maat.

Source: Leica Geosystems



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Baltimore Hosts Municipal Trade Show

On June 2-3, 2010, the Baltimore Recreation Centre was the site of the annual Association of Ontario Road Supervisors (AORS) Municipal Trade Show, hosted by the Northumberland Road Builders Association.

The 24th annual event attracted over 200 suppliers of public works products and services, all of whom showed off their wares to visitors from across Ontario.





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Canadian Winters Are No Match for BASF's Neopor® Expandable Polystyrene

BASF's Neopor, a new expandable polystyrene (EPS), is going to keep a lot of students warm in the coming Canadian winters and cool in the summer at the new Village Suites in Oshawa, Ontario. Village Suites, designed by Dundurn Edge Development, is a project consisting of 133 suites, with 588 bedrooms, located approximately 0,5 km from the front gates



Village Suites features LOGIX® Platinum Series blocks made with BASF's Neopor, which is instrumental in helping receive LEED certification.

of the University of Ontario, Institute of Technology. Construction began in May 2009 with occupancy slated for the new semester beginning in August 2010.

This project is expected to be certified as the largest Leadership in Energy and Environmental Design (LEED) Platinum certified project in Canada.

The six story building is constructed with 30 000 LOGIX® Platinum Series blocks made with BASF's Neopor. LOGIX, an early adapter of green technology, has built several buildings that feature the gray Neopor instead of traditional white EPS. The fundamental difference in Neopor is that it contains special graphite particles that reflect thermal radiation like a mirror,



thus reducing heat loss. This significantly improves its insulation capacity and gives it a silver-gray color.

"We are pleased to see the interest generated in building with sustainable products," said Andrew Bayley, manager for BASF's Foams business. "Currently, BASF is involved in several projects demonstrating our commitment to sustainability and will continue to help spread the message about energy-efficient buildings."

Source: BASF Corporation

New and Improved Membrane Uses Renewable Resources

Carlisle Coatings & Waterproofing Incorporated (CCW) announces its new and improved CCW-500 hot-applied waterproofing membrane. The new patent-pending formulation utilizes a post-industrial renewable resource that resulted in a membrane with superior flexibility and crack-bridging ability when compared to membranes produced under older technologies.

The CCW-500 membrane is a single-component, 100% solids, rubberized asphalt compound which, when set after application, forms a durable yet flexible monolithic waterproofing membrane conforming to stringent building specifications. The patent-pending formulation not only contributes toward industry recycling but enhances the elastomeric properties of the CCW-500 membrane, while keeping an unused industry by-product out of landfills and wastewater streams.

Due to its enhanced properties, CCW-500 now resembles a rubber-like sheet upon curing resulting in improved flexibility and performance. CCW-500 can be adhered

to virtually any surface, vertical or horizontal, providing exceptional waterproofing protection and ensuring that water does not migrate beneath or behind the surface of the membrane. The reformulated CCW-500 now provides even longer-lasting waterproofing protection using standard installation methods. It requires less heat for application, stays workable longer allowing for a wider installation timeframe and resists flow once the material has set.

CCW continually strives to contribute toward the production of environmentally conscious construction materials. As a result of this commitment, CCW-500 now contains 30% recycled content (classified "pre-consumer") to aid in securing LEED® points in greener-building construction. Further, the advanced performance characteristics of CCW-500 do



not include the leeching of heavy-metals through the use of reground tire rubber or other volatile materials.

With this new proprietary technology, CCW-500 not only serves as a superior-performing waterproofing material that meets demanding industry standards, but also contributes toward a cleaner, healthier environment, utilizing and recycling post-industrial resources while reducing the use of non-renewable resources.

Source: Carlisle Construction Materials Incorporated

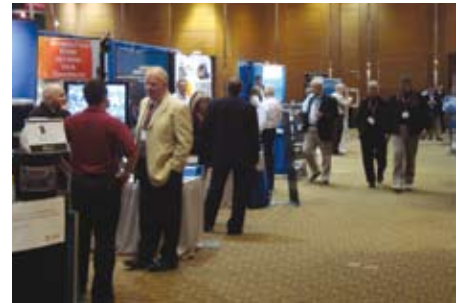
The Canadian Fleet Maintenance Seminar in Markham

For many the key to survival in tough economic times is maintaining a client base via exposure of their products and services in the best and most efficient way possible. The Canadian Fleet Maintenance Seminar (CFMS) is designed to create an open dialogue between manufacturer's and fleets by creating a unique networking opportunity that places participants amongst the leading fleet managers in the on-road industry.

A subsidiary of the ATTSA (Automotive Transportation Service Superintendents Association), the CFMS is a nonprofit organization designed to promote knowledge, skills and continuous improvement on matters related to vehicles and equipment of the trucking industry, with a specific focus on maintenance and safety. Through its use of discussion panels and guest speakers, relevant topics are routinely brought to life by active members of the North American Trucking Industry. Working in conjunction with the OEM



community every effort is made to share experiences and technical insights on what works and what does not with today's equipment and products.



Preparations are already underway for the 48th annual CFMS in 2011.

Source: The Canadian Fleet Maintenance Seminar

Building a Concrete Cure

A dynamic new tool in the fight against breast cancer has been on Ontario's roads for a some time now. Last Fall, St Marys CBM launched the first ever pink ready-mix truck in Canada in partnership with the Canadian Breast Cancer Foundation. The standard grey ready-mix truck received a pink paint job to signify respect and admiration for those affected by breast cancer and to provide a visual reminder to customers who order concrete from the Pink-Truck.

"Like most Canadians, breast cancer has touched and impacted the lives of too many CBM employees," said John Vanderpas, vice president and general manager, St Marys CBM. "At CBM we are always looking for innovative ways to approach problems. We thought a pink ready-mix truck would be unique and eye-catching enough to remind people to stop, think and act to help find a cure for breast cancer."

The Building a Concrete Cure campaign will have two main objectives: to increase awareness about the breast cancer cause, and to raise money to support the

Canadian Breast Cancer Foundation's investments in breast cancer research and programs. All profits from the sale of scale model Pink-Trucks, which sell for \$125.00 each and can be purchased directly by calling St Marys CBM, will be

donated to the Foundation. Those inspired by the truck will also be encouraged to make donations.

"St Marys CBM's Pink-Truck is giving breast cancer a big presence, and helping pave the way toward a future without breast cancer," said Sharon Wood, CEO, Canadian Breast Cancer Foundation - Ontario Region. "This unique campaign will help the Foundation fund trailblazing research and programs that lead to concrete results for people with breast cancer."

The Pink-Truck will be in operation on construction sites in the Greater Toronto Area and will be on Ontario roads until the winter. The Pink-Truck will also make scheduled special appearances at events



across Ontario.

"Building a Concrete Cure is about raising awareness and ensuring Ontarians never forget that they can make a difference in the fight against breast cancer," said Nat Morlando, marketing manager, St Marys CBM. "We hope every time a driver, pedestrian, or customer sees the Pink-Truck they will be reminded of the pervasive role that breast cancer plays in our society and the continuing need to fight for a cure with our time, support and money. If you see the truck please remember the difference you can make and take the time to support the great work of the Canadian Breast Cancer Foundation."

Source: St Marys Cement Inc.

Generator Drive Power Ratings for Interim Tier 4 Engines

John Deere Power Systems (JDPS) is pleased to announce the generator drive power ratings for its entire line-up of Interim Tier 4 diesel engines. The new power ratings are the latest addition to John Deere's already extensive range of standby and prime gen-set engines that meet emissions regulations around the world.

For prime power applications, Interim Tier 4 emissions regulations begin January 1, 2011 for 174 hp and above engines and require a 90% reduction in diesel particulate matter (PM) and a 50% reduction in nitrogen oxide (NO_x) from previous Tier 3 requirements.

The new, more stringent emissions regulations represent both a challenge and, at the same time, an opportunity for the industry to contribute to protecting our environment. JDPS is pleased to offer a complete range of generator drive engines that meet emissions regulations while delivering quick-starting, clean-running and fuel-efficient performance.

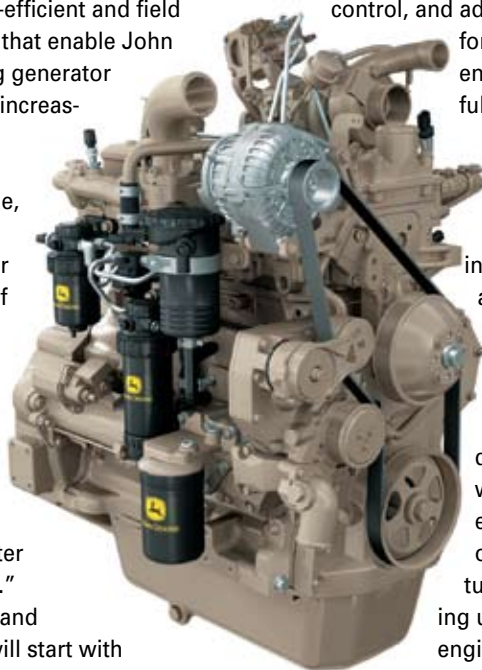
"We have built our gen-set engine line-up upon simple, fuel-efficient and field proven technologies that enable John Deere to help leading generator manufacturers meet increasingly stringent emissions regulations," said Vincenzo Perrone, power generation business manager for JDPS. "Our line-up of John Deere Interim Tier 4 generator-drive engines also offers exceptional power density in a compact size, which provides customers with greater installation flexibility."

For engines 75 hp and above, John Deere will start with its proven PowerTech™ Plus Tier 3 engine platform, which includes cooled

exhaust gas recirculation (EGR) for NO_x control, and add an exhaust filter for reducing PM. These engines will feature full-authority electronic controls, a four-valve cylinder head, a high-pressure fuel system, turbocharging and an air-to-air aftercooling system.

Engines between 75 hp and 173 hp will be available in 4,5 l and 6,8 l displacements and will be equipped with either a wastegate or variable geometry turbocharger depending upon the size of the engine.

Engines below 75 hp, which include the John Deere Pow-





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PACCAR MX Engine Earns EPA 2010 Certification

erTech M 2.4L and 4.5L engines, meet Interim Tier 4 emissions regulations without the use of cooled EGR or an exhaust filter. These engines feature a 2-valve cylinder head, a fixed geometry turbocharger, mechanical unit pump fuel system (2.4L) and mechanical rotary fuel system (4.5L).

John Deere will continue to offer a full range of reliable engines for use in standby applications since emergency stationary applications are not required to utilize Interim Tier 4 engines with aftertreatment devices. John Deere's full range of generator-drive engines includes non-emissions certified; European Union Stage II and Stage III A; and U.S. Environmental Protection Agency Tier 1, 2, 3 and Interim Tier 4 models ranging from 2,4 l – 13,5 l of displacement and covering gen-set ratings from 33 kVA – 465 kVA.

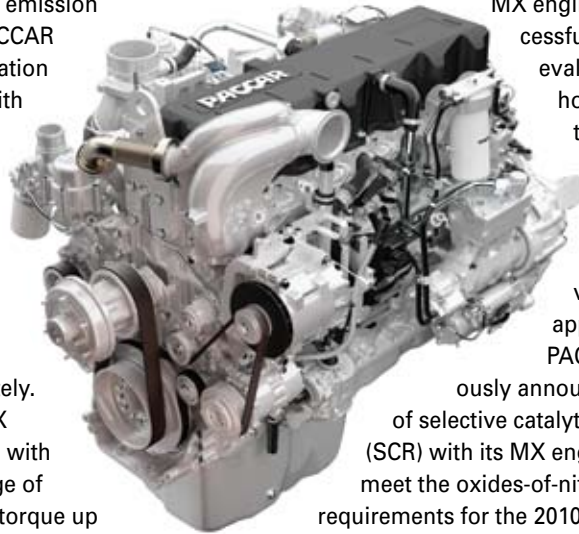
Source: Deere & Company

PACCAR recently announced that the Environmental Protection Agency (EPA) has certified the PACCAR MX 12,9 l diesel engine to the 2010 emission standards. The PACCAR MX engine certification and compliance with EPA 2010 emission regulations allows the PACCAR MX engine to be installed in Kenworth and Peterbilt vehicles in North America, effective immediately.

The PACCAR MX engine is available with a horsepower range of 380 to 485 hp and torque up to 1750 lb ft. MX engine production in North America begins this summer at PACCAR's new engine facility in Colum-

bus, Mississippi. The PACCAR MX engine has completed over 80 million km in an extensive testing program. In addition, the MX engines have successfully completed evaluation in hot and cold temperature extremes, high altitudes and difficult vocational applications. PACCAR previously announced the use of selective catalytic reduction (SCR) with its MX engines to meet the oxides-of-nitrogen (NO_x) requirements for the 2010 EPA diesel engine emissions regulations.

Source: PACCAR



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Agenda

NAPA's 2010 Midyear Meeting
 July 26 - 28, 2010
 Washington, DC USA

Argentina Mining 2010
 August 31 - September 2, 2010
 San Juan, Argentina

2nd APOM Technical Day
 September 10, 2010
 Drummondville, QC Canada

IFAT ENTSORGA 2010
 September 13 - 17, 2010
 Munich, Germany



Solar Power Expo+
 September 21 - 23, 2010
 Zaragoza, Spain

IAA Nutzfahrzeuge - Commercial Vehicles
 September 23 - 30, 2010
 Hannover, Germany

SCC2010 Montreal - Symposium on Self-Compacting Concrete
 September 26 - 29, 2010
 Montreal, QC Canada

WaterSmart Innovations Conference and Exposition
 October 6 - 8, 2010
 Las Vegas, NV USA

EXPO 2010 - Window to the World
 October 19 - 20, 2010
 Toronto, ON Canada

INTERROUTE&VILLE
 October 26 - 28, 2010
 Metz, France

INFRAASSETS2010 - Exhibition on Infrastructure Asset Management
 November 9 - 11, 2010
 Kuala Lumpur, Malaysia

INFRA 2010 Congress
 November 15 - 17, 2010
 Montreal, QC Canada

bauma China 2010
 November 23 - 26, 2010
 Shanghai, China



Power-Gen International
 December 14 - 16, 2010
 Orlando, FL USA

CONGRESS 2011
 January 11 - 13, 2011
 Toronto, ON Canada

World of Concrete 2011
 January 17 - 21, 2011
 Las Vegas, NV USA

GEOHERMA France - Expo & Congress for Geothermal Professionals
 January 20 - 21, 2011
 Paris, France

bC India International Trade Fair
 February 8 - 11, 2011
 Mumbai, India

The Rental Show
 February 27 - March 2, 2011
 Las Vegas, NV USA



National Heavy Equipment Show
 March 3 - 4, 2011
 Toronto, ON Canada



CONEXPO-CON/AGG & IFPE
 March 22 - 26, 2011
 Las Vegas, NV USA



SMOPYC 2011
 April 5 - 9, 2011
 Zaragoza, Spain



ICUEE - The International Construction & Utility Exposition
 October 4 - 6, 2011
 Louisville, KY USA



DEMO International® 2012
 September 20 - 22, 2012
 Saint-Raymond, QC Canada

Bauma 2013
 April 15 - 21, 2013
 Munich, Germany



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Appointment

Balfour Beatty Construction has named **John Tarpey** CEO of its newly established North Region, which serves markets in the northern half of the United States and Canada. In his new role, Mr. Tarpey oversees strategy and operations for the company's current Washington, D.C., division, expanded National/Federal division, and National Integration group.



Balfour Beatty's decision to regionalize its operations stems from significant organizational changes and acquisitions in the past year, which increased not only the size of the company, but also extended the company's reach into new vertical and geographic markets. The firm is now positioned to better leverage the talent and resources of the entire company to deliver the best client service and to support continued growth and expansion, including improved development and capture of business opportunities.

Source: Balfour Beatty Construction

White Paper on Asphalt Industry Jobs

The Asphalt Pavement Alliance announces the release of a new white paper, *Jobs in the Asphalt Pavement Industry: A Profile of the Men and Women Who Build Our Nation's Infrastructure*. The document highlights the varied jobs that are a part of asphalt road construction and the collective impact that the industry has on the rest of the economy.

The three-page document points out that an asphalt road could not be constructed without civil engineers, technologists, researchers, raw material suppliers, asphalt mix producers, truck drivers, aggregate producers, equipment manufacturing workers, construction equipment distributors, and many others who work behind the scenes. In addition, \$6.2 billion of economic activity is generated for every \$1 billion invested in federal highways.

The Asphalt Pavement Alliance is a coalition of the National Asphalt Pavement Association, the Asphalt Institute, and the State Asphalt Pavement Associations. The Alliance's mission is to further the use and quality of asphalt pavements. The Alliance will accomplish this through research, technology transfer, engineering, education, and innovation.

Source: The Asphalt Pavement Alliance
www.AsphaltRoads.org

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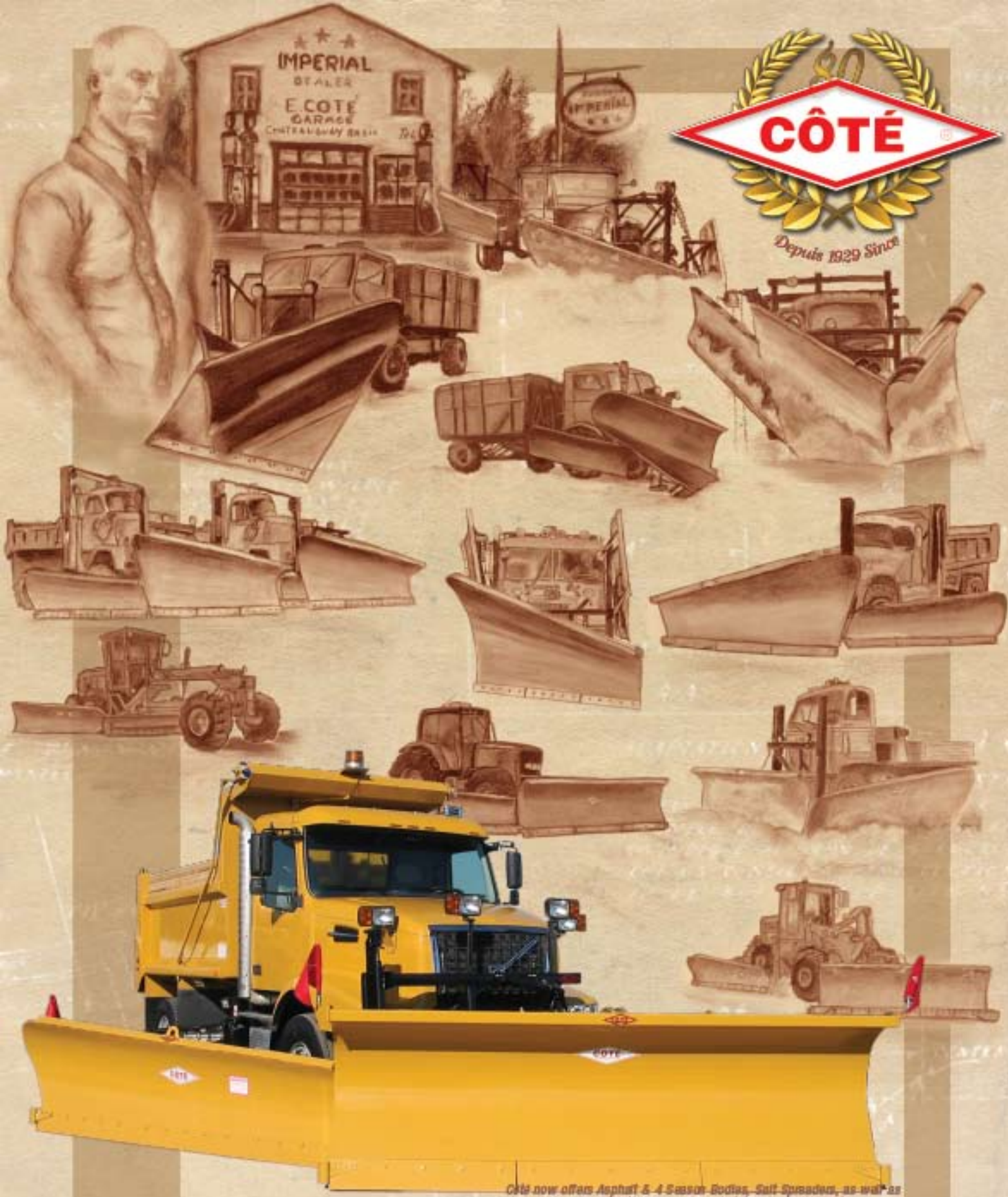
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