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A Brief Word...

I surmise that most of you are scrambling around, clearing up after what has been a blustery spring, to say the least. With downed trees, downed utilities and downed roofs there is a good amount to clean up and restore.

Not only is there all the response work to get on with, there are all those projects that are slated to get underway regardless. The good news still is that all this work means billable hours and good employment prospects for those who are willing to do a hard days graft. The continued instability of foreign exchange continues to hold equipment prices down and the cost of money remains cheap.

So is our recovery sound and strong or are we in a bubble? Fuel costs in "real dollars" are actually lower despite increased pump prices. Consumer debt has yet to come down to manageable levels and savings have not returned to traditional Canadian trends. Availability of equipment has become an issue with most suppliers and this has increased the upward pressure on prices of machinery and accessories. Not the cheery portrait we may want to hang on our office wall.

Well, do not let it depress you too much. Forewarned is forearmed as they say and InfraStructures is your tool for being informed about industry trends and products. Why else would Canada's leading publication attend every major trade event and already be preparing its winter features in time for the next issue? We cannot change the cycles of our industry, but we can help you manage your ride.

Damn mosquitoes!



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On the cover:

Les Entreprises Michel Beaupied inc. acquired a new Comacchio MC1200 down the hole drill. This state of the art machine is the first of its kind to be sold in Canada.

Comacchio drills are distributed by Eastrock Inc.

AZIMUT APPOINTED LEICA GEOSYSTEMS GIS DEALER FOR QUEBEC AND EASTERN CANADA

Groupe de géomatique Azimut inc., a Canadian consultancy specializing in GIS applications for municipal clients, has been appointed as a Leica Geosystems dealer for GIS-related products in Quebec and Eastern Canada.

Groupe de géomatique Azimut has been serving Quebec municipalities for 13 years.

The company was founded to help cities with GIS training, consulting, and software.

The addition of GIS solutions from Leica Geosystems allows Azimut to offer full-service GIS consulting to municipal clients.

Adding Groupe de géomatique Azimut as a GIS dealer is also important for us, according to Leica Geosystems GIS Business Development manager Joshua Knight.

"Quebec and Eastern Canada are underserved by real GIS expertise," he says,

"We are proud to be associated with the region's premier GIS services firm—with Leica Geosystems solutions completing Azimut's GIS solutions lineup, they'll be offering new and existing clients the best GIS products available. That's good news for Canada's cities!"

Source: Leica Geosystems Inc.

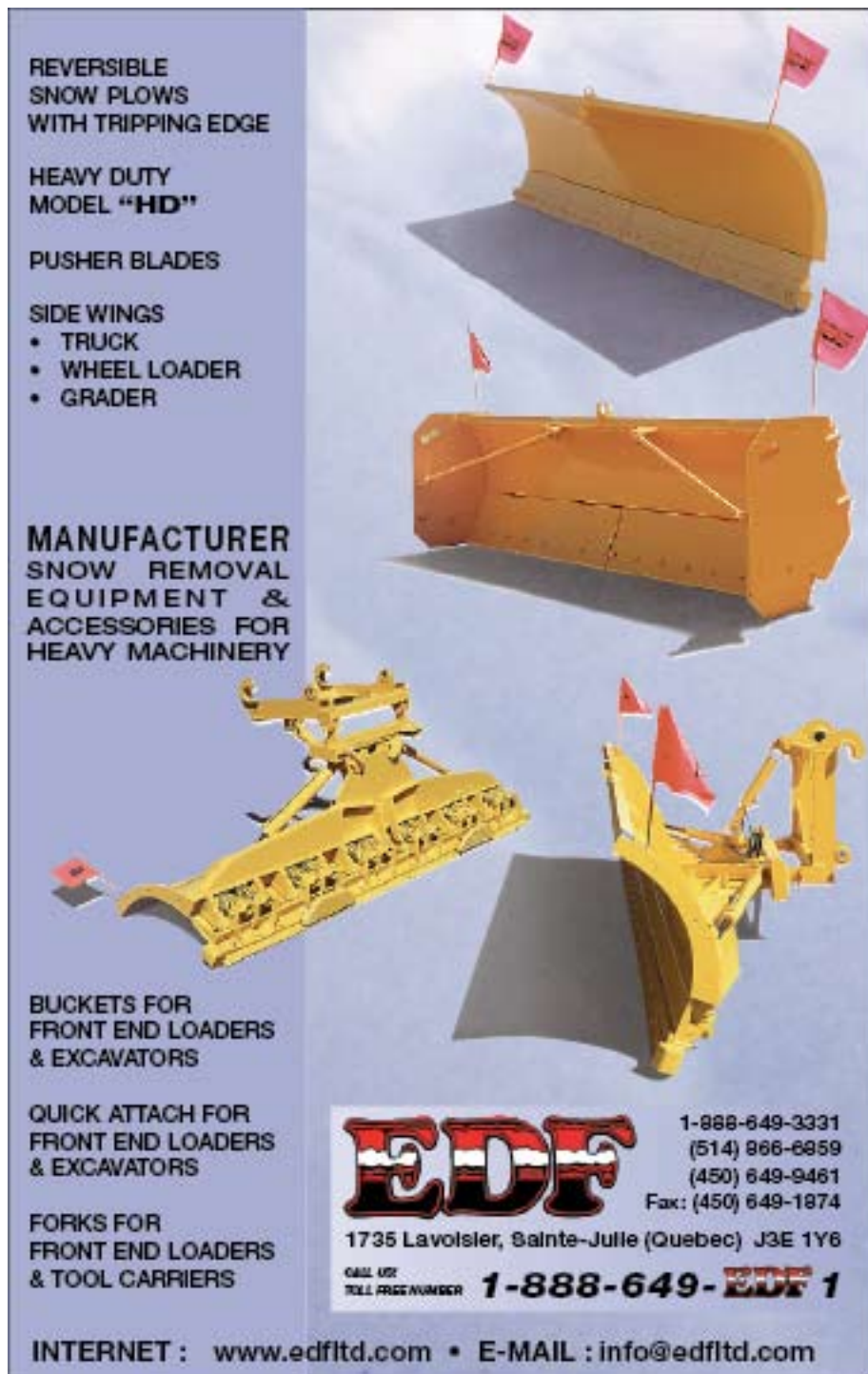
JOY GLOBAL ACQUIRES LETOURNEAU TECHNOLOGIES

Joy Global Inc. recently announced that it has entered into a definitive agreement to acquire a 100% ownership interest in LeTourneau Technologies Inc. from Rowan Companies, Inc. for \$1.1 billion in cash. LeTourneau designs, builds and supports equipment for the mining and oil and gas drilling industries, and has been a leader in the earthmoving equipment industry since the 1920s. The transaction has been approved by both companies' boards of directors. Completion of the transaction is subject to the receipt of necessary regulatory approvals and other customary closing conditions and is expected to occur within 60 days.

LeTourneau operates two business segments – mining products and drilling products. The mining products business is the world's leading manufacturer of large wheel loaders for surface mining, providing the industry's largest model sizes and payload capacities.

LeTourneau's drilling products business is a leading designer of offshore jack-up drilling rigs as well as a manufacturer of the primary components for these rigs. It is also a major manufacturer of drilling equipment for large land and offshore rigs and of specialty steel products.

"This acquisition represents a compelling opportunity for Joy Global Inc. and our shareholders, with strong growth prospects for both the mining products and drilling products business segments," said president and CEO Mike Sutherlin. "The LeTourneau mining products business is a natural fit with our P&H business. It adds another solution for surface loading that complements our electric mining shovels, and gives us access to smaller and non-electrified mines. The drilling products business moves us into another area of resource extraction that has similar fundamentals and value drivers as surface and underground mining, and therefore is a good fit for our business model which



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focuses on equipment reliability and Life Cycle Management. Oil and gas has been defined as a strategic growth opportunity for a number of years, and LeTourneau gives us a great entry point into this sector. We welcome the LeTourneau team to Joy Global Inc. and look forward to working together to pursue the growth opportunities that come with the combined business."

LeTourneau is well positioned to grow its mining business as mine expansion continues. It is the only manufacturer of electric drive loaders and has the broadest

range and largest sizes of wheel loaders in the mining industry. These are the only wheel loaders with installed power greater than 2,000 hp rating, and the only wheel loaders capable of loading 360 t haul trucks. LeTourneau's mining products business will be integrated with Joy Global Inc.'s P&H Mining Equipment business.

Randy Baker, president and COO of P&H Mining Equipment said, "The addition of LeTourneau's front-end loaders will enhance our product offering and leverage our existing manufacturing and product

distribution networks. We expect a smooth integration since P&H already serves as a dealer for LeTourneau in key geographies around the world. In addition, LeTourneau's electric drive technology is more efficient than mechanical drive systems, which has resulted in strong order growth. We believe that the LeTourneau business gives us the opportunity to further build on our Life Cycle Management strategy by adding a complementary product range that brings volume and scope to our aftermarket business. We intend to use this acquisition to more efficiently provide our customers with better service levels. As a result, we will look for ways to integrate the LeTourneau and P&H field facilities and distribution activities."

LeTourneau's drilling products business is expected to benefit from the renewal of a new rig build cycle for both offshore and land rigs. This demand is driven by the increased requirement for new, high-specification rigs and the emerging need to replace the majority of the jack-up fleet that is approaching its design life. This industry trend is well supported by 22 new jack-up rig orders thus far in 2011, with options for 28 more. With a full suite of drilling equipment and well recognized brands, LeTourneau is ideally positioned to benefit from this improvement in the land and offshore drilling markets. LeTourneau's revenues have been restricted because its addressable customer base largely competes with Rowan for drilling contracts, and therefore the change of ownership will significantly expand LeTourneau's market acceptance.

Source: Joy Global Inc.

BAUER Water Project in Oman Nominated for Global Water Award

On April 18, 2011 the Global Water Awards once again honored outstanding projects in the field of industrial water recovery and treatment. This year a project from BAUER Water was nominated in the category "Industrial Water Project of the Year": the innovative reed-bed treatment plant in the Sultanate of Oman on the Arabian Peninsula has a good chance of winning an award.

Since November 28, 2010 – precisely two years to the day after the contract was awarded by the client Petroleum Development Oman – produced water has been flowing into the world's biggest commercial reed-bed sewage treatment plant, which covers 235 ha. This has been achieved by local resources subsidiary BAUER Nimr LLC in a build-own-operate project and with the aid of a finance package from the German Investment and Development Corporation (DEG).

Background: At the Nimr oil field around 250,000 m³ of contaminated water are brought to the surface together with the oil; this water then has to be disposed of. Using a test plant in the oil field and on the basis of experience gathered in recent years in the Middle East, Dr. Roman Breuer, who is the responsible engineer at Bauer Resources GmbH, and his team developed and optimised a suitable plan for the plant. Particular attention was paid to sustainability: crude oil to the value of several thousand US dollars is recovered every day, and the energy requirements of the plant have been reduced by more than 80% in comparison with standard technologies.

The plant is currently purifying around 47,000 m³ of contaminated water every day, achieving a level of purification of 99.5%. Furthermore, biomass is also produced as a possible energy source and a biotope. One other valuable by-product is salt, which remains after the water has been evaporated and is to be used in industry.

Source: BAUER Water GmbH



CONSTRUCTION OFFICIALLY BEGINS ON UNDERPASS PARK

Waterfront Toronto together with the Governments of Canada, Ontario and the City of Toronto celebrated the official start of construction for Underpass Park, a significant milestone in the development of the West Don Lands.

Underpass Park is the most extensive park to ever be built under an overpass in Canada, and the first of its kind in Toronto. The unique urban park is transforming the derelict space beneath the Eastern Avenue, Richmond and Adelaide overpasses into a bright and welcoming neighbourhood amenity and a key public space in the West Don Lands community.

The imposing concrete structures of the overpasses currently act as a barrier between the north and south parts of the community. Underpass Park innovatively re-engineers the area under the overpasses to create an inviting public space that connects the two parts of the West Don Lands, contributing to the vibrancy of the neighbourhood and the success of the development projects underway in the area.

Designed by landscape architectural firm Phillips Farevaag Smallenberg with The Planning Partnership, Underpass Park maximizes the unique site conditions imposed by the massive concrete overpasses to convert a neighbourhood liability into a welcoming and distinct public space.

The park is being built in two phases, with the portion east of St. Lawrence Street adjacent to both the River City private sector development and the new affordable housing complex by Toronto Community Housing, being constructed first. The first phase is expected to be complete by the end of 2011. The second phase of the park, on the western side of St. Lawrence Street,

will be built next.

Construction of Underpass Park is another sign of the momentum and progress being made in the West Don Lands, which will be home to the Athletes' Village during the 2015 Pan Am Games. Work is well underway throughout the West Don Lands, both in the area that will be home to the Athletes' Village and the areas surrounding it.

Source: Waterfront Toronto

MAJOR CONSTRUCTION PROJECTS DRIVE ONTARIO BUILDING SKYWARD UNTIL 2019

Big industrial and utility projects will drive construction employment to near record highs in Ontario over the next few years. Building will expand steadily until 2019, though gains will not be distributed evenly throughout the province and will cause some volatility in regional housing markets.

A new forecast scenario published by the Construction Sector Council (CSC) says an estimated 60,000 new workforce entrants are expected to join the province's construction workforce over the next

nine years. But the industry will still need to recruit almost 100,000 more to meet demand and to compensate for the 73,000 retirements.

The large size of the Ontario construction market conceals the impact of major projects on regional construction markets, says George Gritziotis, CSC executive director, noting that local housing cycles and the start and end of big industrial and utility projects create distinct peaks and troughs in each region. "But changes will be dominated by the big projects planned for the GTA," he adds.

Construction Looking Forward: An assessment of construction labor markets from 2011-2019 for Ontario says both residential and non-residential construction are on a gradual upward track, with proposed industrial, commercial, institutional, mining and utilities projects leading the way. Expansion of public transit in the Greater Toronto Area (GTA) and parts of Central Ontario, new mining facilities in Northern Ontario, building related to the 2015 Pan American games, and investments in energy infrastructure such

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as nuclear plants are among the major projects.

Each year, the CSC releases nine-year labor forecast scenarios for each province following consultations with industry leaders, including owners, contractors and labor groups, as well as governments and educational institutions. The Ontario report details the supply and demand for labor of each of the province's five regions: GTA, Central, Eastern, Northern and Southwestern.

Source: Construction Sector Council

AECON AWARDED TWO UNION GAS CONTRACTS

Aecon Group Inc. announced recently that its Industrial Division has been awarded two construction contracts from Union Gas totalling \$26 million. Under the contracts, Aecon is providing comprehensive construction services, including project management, at two natural gas compressor stations wholly owned by Union Gas Limited.

At the Lobo site, located near London, Ontario, Aecon is reworking and expanding

existing yard piping, as well as electrical and instrumentation yard modifications and additions. Substantial completion of the Lobo project is expected in October 2011.

At the Dawn J site, located near Chatham, Ontario, Aecon's scope consists of a new compressor and driver package installation, electrical, instrumentation and controls work. Fabrication of large bore pipe spools for both sites will be performed at Aecon Industrial's Cambridge facility. Completion of the Dawn J project is expected in August 2011.

"Our relationship with Union Gas

is a good example of Aecon's ability to provide clients with one solution for their varied construction needs," said Ian Turnbull, president of Aecon Industrial, Central Canada Division. "In addition to the compressor, piping and fabrication work announced today, Aecon's various divisions also provide natural gas service installations for Union Gas throughout Ontario, and have built several local offices for them as well. This ability, along with our shared commitment to providing a safe work environment, has made Union Gas one of our longest standing clients."

Source: Aecon Group Inc.

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EagleView® Technologies Launches Aerial Measurement App for Android™

EagleView Technologies, the leader in aerial roof measurements, announces the launch of its aerial measurement App for the Android. The App offers an easy, mobile alternative for placing, receiving and storing premium roof measurement reports and provides users with a simple interface that makes ordering and tracking reports easier and faster.

"The introduction of the Android App ensures that EagleView customers have even more options to easily access accurate roof measurements whether they are in the field or in the office," said Chris Barrow, president and CEO of EagleView Technologies.

The Android App is the next tool in the EagleView mobile suite that allows users to utilize EagleView aerial roof measurement services from anywhere and at anytime. Contractors and adjusters can get accurate, timely roof measurements with pitch, square footage, lineal footage and much

more right from their smart phone. The App offers many useful features including the option to upload a photo when placing an order, view reports when they are ready and access current and past projects.

This free EagleView App for Android is available to download now in the Android Marketplace. The EagleView iPhone™ App was launched in summer 2010 and is available on iTunes.

Headquartered in Bothell, Washington, EagleView Technologies, Inc. invented the concept of 3D aerial roof measurements. Its proprietary patent-pending software



and process provides detailed calculations and offers higher accuracy and precision than any other method. EagleView is currently in its sixth generation of aerial measurement software.

Source: EagleView Technologies

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Record Order for GIA on Malaysian Water Tunnel

Sweden's GIA Industri AB has started deliveries and installation of its record order for locomotives and ventilation fans and ducting on the 44.6 km Pahang Selangor Raw Water Tunnel in Malaysia. The order for nine D10 locomotives, six AVH90 Sweden fans and 36 m x 1,6 m diameter ducting was placed through its local dealer JetCan and is the company's largest order for a single tunnel project in Asia.

Forming a key element of the Pahang Selangor Water Transfer

project, the tunnel will be the longest and biggest in South East Asia and the sixth biggest in the world.

It has been designed to transfer water from Pahang to meet future water supply

shortfalls in Selangor/Kuala Lumpur region for domestic and industrial users.

Once completed in 2014 by the main joint venture contractors, comprising Japan's Shimizu Corporation and Nishimatsu Corporation plus local companies IJM and

to the water treatment plant.

The tunnel will be excavated by TBM's over 35 km and conventional New Austrian Tunnelling Methods (NATM) at both portals. Construction will also include four adits.



UEM Builders Bhd, the scheme will pump 1890 million l/d of water at a discharge rate of 27.6 m³/s.

Raw water will be transferred through the 5.2 m diameter tunnel with gravity flow

The GIA equipment is being distributed at three different locations supporting the excavation and tunnelling works.

The Sweden ventilation fans and ducting system is being installed to blow fresh air into the tunnel and ventilate the air back outside the tunnel. The fans are built in a rugged anticorrosion treated design to withstand aggressive environments.

GIA's Sweden ducting is fabricated in flexible, precoated polyester fabric in lengths of 10 m up to 200 m to ensure a pliable, easy to handle duct with a relatively low weight and high durability.

According to JetCan's managing director, Jet Wee Ong, the flexibility of the diesel locomotive's design including lowering its overall height was a key factor in winning the order. "It allowed the locomotives to function at an optimum level even under the constricted construction conditions of the underground tunnel."

The nine GIA D10 diesel locomotives will be used to convey building materials and workers in to the tunnel. Designed for tunnelling and mining applications, the 10 t-class locomotives offer high productivity, a high traction force and a top speed of 20 km/h.

Throughout the 25 month construction period, JetCan will provide a full on-site maintenance and back-up service for the GIA equipment.

Issued on behalf of GIA Industri AB by Joem Promotions

HERO™ Challenges the Hardest Grounds

The HERO™ series of matrices is ready to take on the hardest ground thanks to the new HERO™ diamond core bit, introduced into the market by Canadian manufacturer Fordia.

Consistent with the series, this latest addition comes with a 13 mm diamond impregnation height and offers an outstanding penetration/lifetime ratio. Manufactured with great care and precision to meet Fordia's exceptional quality standards,

the HERO™ is made with the same unitary furnacing process applied to the entire series to ensure tool consistency.

A specialist in the manufacture of tools and accessories for drilling companies, Fordia has integrated this matrix into the HERO™ family to round out its range. Together, the three core bits that comprise the product line cover ground types with a hardness of 3.5 to 7.5 on the Mohs scale.

The HERO™ is specially designed to

conquer very hard to extremely hard ground types, such as those consisting of basalt, felsic or volcanic rock. These

are present on the South American and Australian markets. Grounds like these call for an extremely sharp matrix, and that is precisely what the HERO™ delivers. In a single thrust, it responds with more bite than a lower-level matrix.

Tests in Australia put the tenacity of the HERO™'s on

display. "Clients will be glad to hear about the launch of this new matrix, which takes on the hardest ground types without hesitation," says Charlie Younger, manager of Fordia's three outlets in Australia. "The HERO™ is the first in the series to meet the needs of the Australian market." With significant expansion in its mineral exploration activities, Australia is sure to benefit from this new matrix.

Source: Fordia



Equipment-Mounted Drills Offer A Productive Solution For Full-Depth Concrete Repair Projects

E-Z Drill introduces its Model 210 Equipment-Mounted concrete drill attachment series. Consisting of three models: the three-gang Model 210-3 EQ MT, four-gang Model 210-4 EQ MT and five-gang Model 210-5 EQ MT, the series is compatible with most model of backhoes and excavators. The pneumatic drills offer specially-designed features for maximum productivity and reduced maintenance, making them ideal for full-depth road repair and patching projects.

A user-friendly, easily-accessible control panel is mounted on the drill to provide convenient operation from the ground. The units are capable of drilling 16 to 63.5 mm ($\frac{5}{8}$ - to $2\frac{1}{2}$ ") diameter holes, at a depth of 457 mm. Each individual drill motor requires a minimum of 2.8 m³/min (100 CFM) for operation, with a minimum of 8.4 m³/min (300 CFM) required to power the smallest unit in the series, the three-gang Model 210-3 EQ MT. To reduce

air compressor requirements, an optional 450 l air tank is available.

Designed for quick, precise drill positioning, the 210 EQ MT drills feature a side-shift control. In contrast to similar equipment-mounted drills, the carrier operator is not required to position the unit in the exact drilling location. The drill must simply be placed in close proximity to the specified drilling area, then can be quickly and easily adjusted to the target location with a toggle switch found on the control panel.

Multi-point oil injection allows each drill to be lubricated individually from a single reservoir, ensuring each drill always has the proper amount of oil. This reduces

wear on the motor and is more effective than a central oiling system, which does not offer individual lubrication points. An automatic drill shut-off further extends individual drill life by preventing dry-firing.

The 210 EQ MT drills offer extra height adjustment, providing access to the center of a slab, even in extreme asphalt overlay conditions. To offer a complete system, a full line of drill bits and drill steel is available.

Source: E-Z Drill





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Crack busting at YSJ!

To most readers the words “crack” and “airport” likely conjure up images of sniffer dogs, mules and Columbian cartels. When a full service regional airport located in an



Atlantic port city with scheduled service to Toronto and Montreal is the setting, then your imagination may be flashing an entire television miniseries full of underworld

intrigue before your eyes.

Sorry to disappoint, but the “crack” in this case refers to the wear and tear of runway and other pavements at Saint John Airport (YSJ) in New Brunswick. Not quite the stuff of sensationalised viewing, rather an acknowledgement of safety and responsibility to the patrons of this strategically placed facility.

Airfield and roadway pavements endure severe weather as well as the stress and strain of dynamic loading. Runways particularly experience huge fatigue loads



from aircraft landings, hot sunny days and chemical deicings in cold weather. The management at YSJ is well aware of this, and has actively supported pavement maintenance as one of the cornerstones of operations for decades.

Recently, as part of this commitment to pavement preservation, YSJ Operations purchased a Cimline Magma 110 DHRCI melter/applicator. This unit gives the operations crew a completely self-contained oil-jacketed melter with fully digital thermostatic controls for oil, material and hose in order to maintain material specifications and increase efficiency. The VMAC compressor is mounted under the fully insulated engine cowl and provides 70 CFM @ 100 psi continuous air pressure and a 15.2 m retractable hose reel. This screw type compressor is “On-Demand” being belt driven via an electric clutch and a fully self-diagnostic controller. Co-located on the reel is a fully regulated propane supply to power the heat lance also supplied on this model.

Not only does this unit have the only enclosed self-contained compressor and heat lance available, it also comes with the Cimline One Hour Start-Up Guarantee, another industry exclusive. Fully insulated splash-proof loading doors, ceramically lined firebox and 114 l/min material pump all contribute to the efficiency and high production [TLP: 800 m/h] of the Magma series. Standard fume reduction, non-submerged pump, torsion axle and high output allow the crew to get hooked-up and on the job quickly and easily.

Perhaps not the “edge-of-your-seat” drama you had hoped, but certainly news that should lessen those butterflies next time you fly in to see the Reversing Falls, Fundy Tides or indulge in the World’s Best lobster and seafood.

Source: Cimline Pavement Maintenance Group

Bobcat S750 Skid-Steer Loader Makes Lifting and Loading More Efficient

Bobcat’s new S750 skid-steer loader can help contractors power their way to top performance in construction, landscaping, nurseries and other applications. Lifting and loading is easier and faster because the machine achieves maximum reach at full lift height.

The S750 joins the Bobcat M-Series loader line, which share features such as improved power and performance, better visibility and outstanding operator comfort.

The S750 delivers an incredible 3.35 m of vertical lift and features a 87 l/min standard hydraulic flow. It has an operating weight of 4,413 kg, a rated operating capacity of 1,450 kg and is powered by an 85 hp engine.

The hydraulic systems on M-Series loaders have been engineered for higher standard flow and pressure that give attachments more power to work more quickly. The auxiliary hydraulic quick couplers are mounted directly to the front plate of the lift arm to provide a solid mounting, and hoses are routed through the loader arms for better protection. A guard bar extends in front of the coupler for added protection.

The S750, like other M-Series loader models, features a unique cab-forward design that moves the operator closer to the attachment and provides unmatched visibility in all directions. Windows on the sides and rear of the cab have also been increased in size to provide more visibility to the tires and to the rear. The larger top window makes it easier and more comfortable for the operator to see the attachment with the lift arms raised, an advantage when loading trucks or performing other tasks.

The control levers on the optional Selectable Joystick Controls (SJC) move up and down in conjunction with the seat to reduce arm movement and fatigue as the operator controls the machine. The joystick mounts slide forward or backward to adjust to the preference of each individual operator.

Source: Bobcat Company



New Ammann Dealer for the Province of Quebec and Ottawa Region

Peter Price, Area sales manager for Ammann Canada, is pleased to announce that Bock Inc. has joined the growing network of Canadian Ammann distributors.

The company will represent the full line of Ammann compaction and paving equipment in its four branches in Montreal, Saint-Hyacinthe, Sherbrooke and Quebec City.

"Bock will pioneer the global Ammann product line in the four corners of Quebec, as well as parts of Eastern Ontario and the Ottawa region," says Peter Price. "It is a new and exciting market for Ammann Canada."

Bock is the exclusive CASE Construction dealer located in Quebec and has earned a well deserved reputation as a leader in sales and product support of industrial equipment. The company services a broad customer base including clients in road construction, excavation, landscape, demolition, snow removal, municipal works,

utilities and landfill. In addition to CASE Construction, the company represents Link-Belt and Takeuchi products.

Adding the complementary line of quality European Ammann compaction and asphalt rollers to Bock's existing product lines gives the company more flexibility to meet their customers' needs.

"The Ammann line-up is complementary to our full-line of CASE products so we can now offer one-stop shopping to our customers in the earthmoving, compaction and paving sectors," says Raphael Bock, manager of Business Development.

Going forward, Mr. Bock sees considerable opportunity for the Ammann brand in Quebec. "Quebec's harsh winters continually create a significant backlog of



infrastructure projects like roads, bridges and overpasses which has in turn created a huge demand for quality road building equipment to get the work done," he says. "We're convinced that our new line of Ammann products will go far in meeting that need."

Bock officially launched its Ammann line during Journée Expo-Bitume, a roadbuilding show organized by Bitume Quebec, held in Saint-Hyacinthe on March 31, 2011.

Source: Ammann Canada

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Ammann Compaction Celebrates 100 Years



The Ammann Engineering factory was already a renowned provider of mixing plants for road surfacing at the beginning of the 20th century. Proprietary patents were registered in 1908, when the first mobile mixing drums left the factory in Switzerland. The drive with which the company continuously improves its products brings with it a necessary extension to the product range for road builders: The first road rollers are built, equipped with sophisticated technology right from the start. It is the year 1911 and the Ammann family business is already 42 years old.

Traditional "static" compaction is based on the heavy weight of the roller. The machines become increasingly heavier, rolling majestically along surrounded by impressive clouds of steam due to a lack of diesel engines. Back then, they were known as compaction trains: they consisted of the roller, the coal tender, the water wagon and the caravan for the operator. He never

went home on the weekend but rather stayed with his train throughout the entire road-building season.

To this day, the concept of the static three-wheeled roller is held in high esteem by road-builders around the world. Equipped with pneumatic tires as an alternative, these static models have a balanced weight distribution that achieves an unsurpassed compacted surface smoothness.

Just three years later, in 1914, the patented Ammann Rugel roller, a manually-controlled roller weighing 1.6 t and driven by a combustion engine, is launched on the market. The advantage: it enables the professional compaction of smaller road-works, pavements and industrial areas.

Tar-based Macadam surfaces are replaced by bitumen mixtures from 1918 on. Ammann's engineers use this ground-

its responsive steering – even though mechanical in nature – leaves hardly any offset tracks, whilst its drive is virtually jolt-free and guarantees a presentable, smooth surface.

At the end of the 1920s, the occurrence of two dam bursts with grave consequences in America triggered a development in compaction technology that marked an epochal turning point. California's water authorities defined the measurement method developed by American engineer Ralph Proctor as the minimum target requirement for adequate substrate compaction. This degree of compaction, the Proctor Value, cannot be achieved with the conventional method of static compaction. (Ralph Proctor's discovery demonstrated in particular that the moisture content of a substrate is of crucial importance to the maximum possible degree of compaction.)

First attempts to equip rollers with excentrics causing the roller to vibrate are developed during the second half of the 1930s.

THE NEW ERA: VIBRATORY ROLLERS

Following the second world war the new method gives rise to fascinating technologies that in turn lead to seminal improvements in the possibilities and quality of road construction. The subsidence process of fresh earth in the substructure of the road is reduced to a minimum from then on. The first towed vibratory rollers achieve compaction results that were previously unknown. The weight of vibratory rollers no longer plays such a significant role as it did in the preceding static models: three to four times the level of compaction is achievable with the same weight.

Once again, Ammann's development engineers see an opportunity welcomed by site engineers to achieve more efficient compaction results on earth and asphalt substrates with the compact machines of a 2-t weight category.

The successful DTV (Double Tandem



breaking development to gain experience that will flow into the design of the next generation of asphalt mixing plants.

The developers of compaction rollers also produce a number of new models characterised by a number of technical advantages: The compact range is controlled by an operator sitting on top of the roller;

Vibration) range is developed at the end of the 1960s, first in the form of a vibrating drum followed just a few years later by double vibration; it offers the operator a broad spectrum of possible uses: Offset drums prevent the creation of tracks during asphalt compaction, whilst an articulated joint capable of oscillating by up to 8° – the object of an Ammann patent – follows twists in the surface without causing cracks. And the side clearance enables compaction right up against the wall.

These “self-driving” machines enable the operator to concentrate fully on the job in hand without tiring.

Walk-behind vibratory rollers were developed in Hennef during the mid-1960s and found a market niche in the 500 to 800 kg range; the rapid development of urban road networks and a variety of uses soon made any building site virtually unthinkable without them. Nonetheless, there was still room for further development in the category of light-weight mini-compactors. Unidirectional and reversible vibratory plates equipped with powerful petrol or diesel engines met a demand that is still growing today.

A trading partnership for walk-behind rollers founded in the 1970s culminated



in the acquisition of the German company and, as a result, an expedient addition to the model range that secured a number of valuable patents for Ammann.

SOPHISTICATED DRIVE TECHNOLOGY: OIL-HYDRAULICS

Ammann’s development engineers spontaneously embraced a welcome development in drive technology for compaction rollers and put it to many different uses – much to the benefit of the company’s customers:

- Mechanical drives are successively replaced by hydrostats that are soon available to the manufacturer in every perfor-



mance category. This epochal development enables the engineers to achieve goals that had previously seemed unattainable.

- Steplessly controllable drives and smooth-driving, reversible machines are soon an everyday occurrence on construction sites. And there is more: These advantages soon become prerequisites for installing increasingly subtle bitumen recipes with the necessary fine control.

And Ammann is once again a step ahead of the demands raised by road-building engineers. The self-regulating measuring and control system for compaction rollers patented as Ammann ACE and introduced



during the mid-1990s transforms the machines into intelligent, thinking partners.

This ingenious technology then becomes available for Ammann machines of every type and class in the years that follow. Today, even hydrostatic vibratory plates from Ammann are able to increase or decrease their compaction force depending on the level of compaction and to inform the operator continuously of the compaction result.

AMMANN – A VALUABLE PARTNERSHIP

Ammann Compaction has experienced above-average growth over the past 20 years. Globalization has resulted in

subsidiaries and trade partnerships on every continent that support the main claim of the Swiss company to provide the appropriate service for every machine delivered to a customer. It breathes life into the company’s motto of Productivity Partnership for a Lifetime.

In response to the demand for greater production capacity, the company’s shareholders decided to make appropriate investments to implement the growth phases and secure its outstanding know-how: The specialist for walk-behind double vibratory rollers and vibratory plates in Hennef, the globally established market leader for vibratory trench rollers Rammax in Metzingen (both in Germany), and finally, in 2005, the specialist for single drum rollers in Nove Mesto, Czech Republic, were the acquisitions that, in addition to rapid organic growth, have made Ammann one of the world’s leading manufacturers of a complete range of compaction machines.

Ammann’s compaction machines are celebrating their 100th anniversary this year. The revolutionary development is a continuous challenge to Ammann’s engineers to search for more economical drive solutions and more effective vibration technology. Respect for the environment is the driving force behind Ammann’s research into conservative and safe alternatives. Every employee contributes towards tackling these demanding challenges.



Mercedes-Benz Unimog U 20 Fights Forest Fires in Belgium

The Unimog has proven to be the ideal vehicle both on and off the road and its reputation is now further strengthened by the Civilian Protection Authority in Luxembourg, who has started using the U 20 in firefighting operations. The firefighting tank vehicle will support the Unimog U 5000 which went into service in the Grand Duchy of Luxembourg in 2010.

Due to its compact dimensions and a turning circle that is similar to that of a car, the Unimog U 20 comes in handy when driving along narrow forest trails or turning and manoeuvring at very close quarters.

Off-road mobility is also among the vehicle's key features, mostly thanks to the permanent four-wheel drive, portal axles securing high ground clearance, differential locks on both axles as well as a lockable longitudinal differential.

The water tank with enough capacity for 2,000 l of water is positioned directly behind the cab, and the technical firefighting equipment is fitted behind it. In



addition, it has been equipped with special tires suitable for both on-road and off-road conditions.

The four cylinder in-line engine of the Unimog U 20 offer a total output of 150 hp. The transmission with its 8 forward and 6 reverse gears is especially suitable for crawling at low speed off-road as well as for "pump and roll" operations (extinguishing fires while driving). As an option,

the Unimog U 20 is also available with a more powerful 177 hp engine.

The U 20 is also fitted with a compressed air foam system. It is capable of turning the 2,000 l of water carried into a total of 14,000 l of extinguishing agent. The system uses compressed air to add a foaming agent to the water to create seven bubbles of foam from one drop of water.

Source: Daimler



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Autocar E3 Advanced Series Hydraulic Hybrid

Autocar announced the commercial launch of the E3 Advanced Series Hybrid cab/chassis at Waste Expo 2011. This commercial launch is the culmination of a rigorous testing and validation program, and follows the very successful implementation of a preproduction E3 fleet that is in service in the greater Miami area.

The E3 is the industry's lowest emission, fully functional class 8 truck available today. Operational results have shown fuel consumption reductions of 30-50%, with a typical saving of 45%. This translates into a savings of 17,000 l/y of diesel fuel for an average refuse application, with a corresponding annual reduction of CO₂ of 45 t per truck. In addition to fuel savings, operators will also realize a dramatic reduction in brake wear, and reduced operational noise. These savings are realized in a platform that improves both performance and productivity resulting in environmental and operational benefits.

Autocar's partner-supplier Parker

Hannifin has developed the Runwise® hybrid module that replaces the vehicles' traditional automatic transmission. Going beyond the energy recovery capabilities of other systems, it features full power-train management to deliver these unmatched results. The E3 and Runwise have been recognized by the California ARB for the Hybrid Vehicle Incentive Program voucher program, and by the EPA as an Emerging Technology under the National Clean Diesel Campaign.

Tom Vatter, Autocar's vice president of Sales and Marketing states, "Autocar is excited to bring the E3 to the marketplace. Its benefits have been shown to pay dividends in the field trials and with the preproduc-

tion units in service. Adding this chassis reinforces Autocar's position at the leading



edge of alternate fuel and alternate propulsion solutions for the refuse industry. At a time when the United States reliance on foreign oil is a front-page concern, Autocar is proud to be participating in programs that reduce that dependency, and improve the environment for all."

Source: Autocar, LLC

Elliott's New M43 HiReach

The new M43 HiReach aerial work platform unveiled by Elliott Equipment Company recently, features a cutting edge design that addresses the most contemporary worksite needs in aerial construction and maintenance applications.

With growing technology, outdoor maintenance has become highly technical and time consuming. That is why the new Maintenance-Line from Elliott offers a range of productivity features that are

designed to help maintenance teams finish the job quickly at lower cost to the employer and the customer.

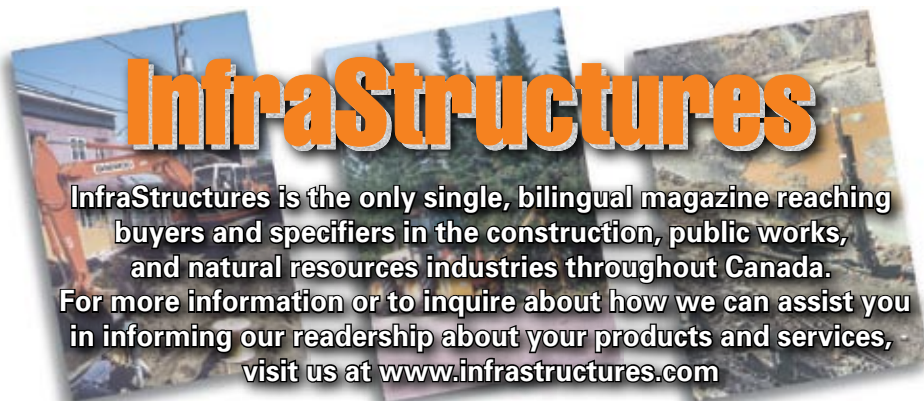
The M43 features 14,6 m of working height, 11 m of working side reach, and Elliott's popular



76 cm x 137 cm EZR rotating and removable work platform system. Combined with other great features like a narrow outrigger spread, 110 V line to platform, and plenty of room for toolboxes or a linebody, it is the right aerial work platform for most work environments.

Elliott's engineering team focused on maximizing capabilities while retaining a small overall size, which is why the M43 can carry two workers in the platform and can lift 227 kg of materials using the hydraulic jib winch, all on a 8845 kg GVWR chassis.

Source: Elliott Equipment Company

The image shows the cover of the InfraStructures magazine. The title "InfraStructures" is prominently displayed in large, bold, orange letters. Below the title, there is a collage of images related to construction and infrastructure, including a bridge, a road, and some industrial equipment. The text on the cover reads: "InfraStructures is the only single, bilingual magazine reaching buyers and specifiers in the construction, public works, and natural resources industries throughout Canada. For more information or to inquire about how we can assist you in informing our readership about your products and services, visit us at www.infrastructures.com".

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Boweld Taperlite Body and Edbro CX14 Tipping Gear Offer Improved Payload

The Taperlite, a new steel, single skin tipper body, designed and developed by UK-based Boweld Truck Bodies integrates an Edbro CX14 lifting cylinder to provide weight and space saving as part of a new



lightweight package that will increase potential payloads for operators to more than 20 t and improve profitability.

The Taperlite body, as its name suggests, tapers from front to rear by 10 cm. It has been designed with a flat floor, to enable any material stuck to it to be easily removed with a shovel. "With the design of the body we are able to get the arms of the sheeting system within the body width," said George Boden. "This removes the blind spots created by the arms on traditional bodies. The top rail is also unique to the Taperlite, it allows the fully extended sheet to cradle against the tailgate covering the entire load."

The first of five single-skin Taperlite bodies, which has European Design Registration, has been built for Manchester-based demolition and earthworks company, PP O'Connor Ltd. It is fitted to a Scania P400 8x4 chassis cab.

"The combination of our new steel, single skin Taperlite body and Edbro's CX14 tipping gear meant that we were able to meet PP O'Connor's target payload exceeding 20 t," said George Boden. "The body and tipping gear as a total package weighs only 2,200 kg, driving down the overall chassis weight, and increasing

potential payload and profitability."

"Our company has used Edbro gear for over 30 years and have never had a problem," commented Peter O'Connor, of PP O'Connor. "We knew that the CX14 is extremely lightweight and durable and would improve the overall performance of our vehicles, providing a fantastic opportunity to increase payload and improve the profitability of jobs. We will almost certainly be ordering more CX14s in the future."

Designed for rigid vehicles with up to 32 t nominal GVW, the combined pump and tank CX14 delivers weight savings of 230 kg against competitor products for the same application and 30% faster dump cycles.

Boweld Truck Bodies designs and manufactures steel dump bodies and auxiliary equipment. Established over 25 years ago, the company manufactures the most technically-advanced, design registered, steel tipping bodies available in the UK



with individual products enjoying the benefit of a number of extensive patents.

PP O'Connor is a well established, family run business located on the outskirts of Manchester. The company's main activities center on the construction industry, providing comprehensive services for excavation, demolition, disposal and ground works. Clients include building and civil engineering companies in the North West of England and rest of United Kingdom.

Source: Edbro Plc

Accuride Announces New Fabco™ Steerable Drive Axle Family

Accuride Corporation's Fabco™ division has released its new FSD-23 low-profile Steerable Drive Axle family. The new line of Fabco axles offers customers a lighter weight and lower height solution for heavy-duty all wheel drive vehicles.

"Fabco's new low-profile Steerable Drive Axle will assist truck manufacturers in their efforts to maintain a low cab height in vehicles with larger engines which normally make installation of front drive axles more difficult," said Al Sunderland, president of Fabco. "The low profile axle design utilizes a high torque capacity and compact single reduction differential assembly to reduce the axle profile compared to previous Fabco and current competitor axles. Additionally, the optimized Fabco fabricated steel housing design can result in significant weight savings relative to competing products."

The FSD-23 axle is developed for severe service applications such as military, oil field, construction, mining, wildland fire, and municipal utility. Fabco All Wheel Drive components are either the exclusive offering or standard position offering at most North American severe service commercial vehicle OEMs.

Source: Accuride Corporation



Accolades for FLO Components from the Ontario Government and Lincoln Industrial

FLO Components Ltd. is proud to announce that it is one of sixteen Ontario employers being recognized for their dedication to training the next generation of skilled workers and supporting the province's economic future.

The annual Minister's Awards for Apprenticeship Training celebrate employers that show leadership in training apprentices, support the apprenticeship training system, and promote careers in skilled trades.

Commenting on the award nomination, Chris Deckert, president of FLO Components said; "It was an honor to be nominated. Especially to be named with such other great organizations in industry as Mining Technologies International Inc. (North Bay) and Toromont CAT (Thunder Bay). The apprenticeship training system is something we believe in very strongly. We are committed to 'Meeting Customers' Needs Better', and the only way to

do that is with qualified, well trained people. We see this as a necessary investment in the growth of our employees in order to continue providing superior service to our customers."

FLO is also pleased to announce - it has received the Lincoln Industrial Corp. "Distinguished Distributor Award" for 2010. This award is presented annually for outstanding sales performance to one or two distributors in North America. This is FLO's fifth time receiving this particular recognition, the previous years being 1999, 2002, 2005 and 2007. FLO has been the leading distributor for Lincoln in Ontario since 1977.

On the Lincoln award, Mr. Deckert said; "Again, it's about people helping people; it's about everyone in the entire



organization bending over backwards to respond quickly, install professionally and making sure the customer is happy. We thank everyone at FLO who keep making us the best provider of quality customized lubrication solutions in Ontario - done right the first time. And our customers who continue to trust us and allow us to be their long-term partner in success."

Source: FLO Components Ltd.

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MTU's Pioneering EPA Tier 4 final Solutions

At CONEXPO-CON/AGG, held in Las Vegas in March 2011, Tognum's subsidiary MTU showcased its pioneering solutions for the U.S. emissions stages EPA Tier 4 interim (Tier 4i) and Tier 4 final (Tier 4f). MTU features the lineup of C&I engines with the lowest fuel consumption figures across the entire power range from around 135 to 4,020 hp.

In the range up to 750 hp, MTU supplies Tier 4i engines of Series 400, 500 and 900 with Selective Catalytic Reduction (SCR). They are based on Mercedes-Benz commercial vehicle engines and succeed Detroit Diesel's Series 60 engines. The SCR technology allows OEMs to convert their vehicles and equipment for 2011 emissions targets with the least possible outlay. This approach also brings additional benefits in the form of reduced fuel consumption up to 5%.

Beginning in 2014, MTU will introduce new Tier 4f engines of the Series 1000, 1100, 1300 and 1500. MTU is thus one of

the first engine manufacturers already able to present an entire engine family for Tier 4f below 750 hp, giving OEMs ample time to adapt their applications for the new engines.

Beginning in 2014, the future Series 1600 engines extend the program up to 980 hp. These off-highway engines will be used for applications such as dump trucks, loaders, excavators, cranes and mining equipment.

The new generation of Series 2000 C&I engines for Tier 4i covers a power range from 752 to 1,560 hp and fulfills the emissions limits using only in-engine technol-

ogy and no exhaust gas after-treatment. It powers, for example, harbor and mobile cranes, excavators, loaders and open-cast mining vehicles as well as drilling equipment and pumps.

Beginning in 2015, the new generation of the Series 4000 engines for Tier 4 covers the 1,070 to 4,020 hp power range with 8, 12, 16 and 20 cylinder versions. On customer request, the new Tier 4i or

Tier 4f compliant engines will be available even before 2015. They are mainly used in heavy mining vehicles, wheel loaders or excavators.

Source: MTU Detroit Diesel, Inc.



Eaton Announces Breakthrough in Hydraulic Hose Technology - The Hose That Knows

Eaton Corporation recently announced the launch of a new breakthrough technology that enables reporting of imminent hose assembly failure by means of real-time monitoring of high pressure hose assemblies used in hydraulic systems. Eaton's LifeSense™ hose, a patented hydraulic hose condition monitoring system, were introduced to the North American market at the International Fluid Power Exposition held in conjunction with CONEXPO-CON/AGG in Las Vegas, March 22 - 26, and to the European market at Hannover Messe 2011 in Hannover, Germany, April 4 - 8.

Eaton's LifeSense hose was developed in conjunction with Purdue University and the Purdue Research Foundation's Office of Technology Commercialization to continuously monitor the health of hydraulic hose assemblies and alert users when an assembly approaches the end of its useful life. The LifeSense hose can monitor and track the health of each hose assembly in a hydraulic system. This system does

not estimate or predict through arithmetic calculations when a hose is going to fail, like some products on the market today. The LifeSense hose actually detects when a hose is nearing the end of its useful life. Then an alert is sent to the user so that the assembly can be replaced to prevent downtime. A single monitoring unit can handle input from multiple hose assemblies.

"Most hydraulic maintenance programs are designed to avoid hose failures by replacing assemblies at regular intervals, using a schedule based on usage data or past experience," said Doug Jahnke, Eaton product marketing manager. "As a result, a large number of perfectly good hydraulic hose assemblies are discarded long before the end of their useful life out of fear that they might fail. The LifeSense hose allows the user to utilize virtually all of the useful life of a hydraulic hose assembly, more than 50% longer life in a typical lab test, thus saving on replacement costs and associated downtime while providing



The initial LifeSense hose offering will include the widely-used -8, -12 and -16 two-wire hose assemblies. Eaton's LifeSense hydraulic hose condition monitoring offers performance equal to industry standard 2SN pressure-rated hose and is certified to the same industry specifications as conventional hydraulic hose products. The technology is currently available for trial with factory-made assemblies including straight JIC swivel fittings.

Source: Eaton Corporation

New Hipower Distributor for Ontario

Marindustrial Ontario Inc. has been selected by Himoinsa Power Systems as its official distributor for the province of Ontario. Himoinsa Power Systems is the North American subsidiary of Himoinsa Generator Sets, a multinational generator sets manufacturing company headquartered in Spain. Founded in 1982, the company has representation in nearly 100 countries providing global power generation solutions.

Hipower is the new identity for products provided by Himoinsa Power Systems in North America. The company and its products will now be branded as Hipower. Whether you are looking for a diesel generator, home generator, portable power or an industrial diesel generator, Hipower has the right diesel generator for your needs.

Hipower gensets are high quality

industrial diesel generators supplied in various configurations: industrial diesel or rental towable (HR) generator. Diesel gensets from 8 kWe to 651 kWe : CSA certified, AVR and PMG Newage alternators, single (120/240 V) & three phase (480 or 600 V), industrial grade emission compliant EPA Tier 3 and Tier 4i Yanmar and John Deere engines, heavy-duty sound attenuated weather enclosure, residential silencer,



extended run time high-capacity fuel tank, heavy-duty skid base with forklift pockets, complete distribution panel with multiple receptacles, and a single eye lifting point. All gensets are offered with a wide range of options.

Source: Marindustrial Ontario Inc.
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Emissions Regulations Continue to Change – Here's How to Keep Up

One might think all would be quiet now that the “dust” is beginning to settle on interim Tier 4 and Final Tier 4 does not take effect for most off-road equipment until the 2013 - 2015 timeframe, depending on horsepower.

Not exactly. Local, state, and regional emission control measures for legacy engines/equipment remain and have the potential to change. The more you know about changing developments in your area, the better equipped you will be to continue working, bidding on – and winning – new jobs.

There are two types of changes to be aware of:

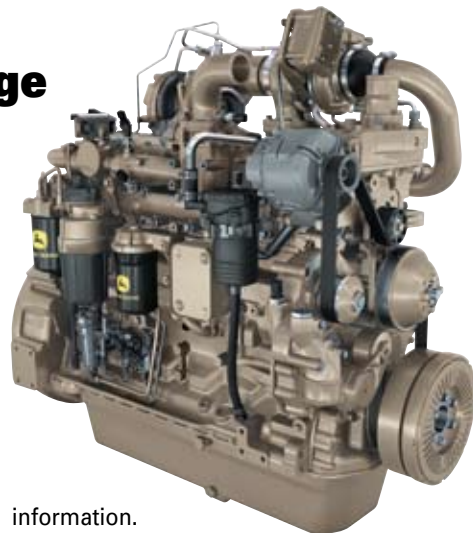
- New in-use rules are popping up in and around the country. While there is been a well-publicized delay in the rules for California and New York, in-use rules continue to be in effect in Chicago (Illinois), Vancouver (British Columbia) and New Jersey.

- The U.S. Environmental Protection Agency (EPA) is expected to strengthen its standard for ground-level ozone later this summer. This will likely result in a re-drawing of the non-attainment map, creating more non-attainment zones around some urban areas. It could also result in some new locations being designated as non-attainment areas for the first time.

A non-attainment area may no longer be the big city or metropolitan area you have traditionally known. Based on your worksite location, you could be affected by the new non-attainment area map.

While it is a good idea to become familiar with what both the EPA and local governing bodies are doing, who can keep track of all the changes?

Your construction equipment dealer should be keeping an eye on important off-road equipment emission developments in your city, state or region. Stay in contact with this important source of emissions



information.

For example, each John Deere dealer has a dedicated emissions expert who knows the local rules and responds to customers' needs and questions. They will also be familiar with government funding sources, such as those that finance retrofits.

The Straightforward Blog, part of Deere's "Emissions Hub," is another place to find the very latest information and valuable background on all emissions topics.

Source: Deere & Company

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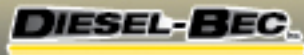
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Jarraf Announces New Tier III Engine Option

Jarraf Industries recently unveiled a new engine option for its Jarraf All-Terrain Tree Trimmer. The new Jarraf will now be available with a 130 hp Tier III Cummins engine. The Tier III engine option is available in the 4x4 wheeled



Jarraf configuration only. A 97 hp Tier II Deutz engine, is still available in both wheeled and track configurations. A tracked Jarraf with a Cummins engine will be available later this summer.

The Jarraf All-Terrain Tree Trimmer provides ROW maintenance contractors a dynamic field of operation, offering a 360° range of motion, 40° lateral tilt and 22.8 m cutting height. Two 4-way joysticks and fingertip controls offer optimal precision.

In addition, the Jarraf's cab is completely ROPS, FOPS and OPS certified. It also comes with a heating and air conditioning option. The Jarraf adds safety to every job because workers never leave the ground.

Source: Jarraf Industries

Daimler and Rolls-Royce Become Majority Stakeholder in Tognum AG

Engine Holding GmbH – the joint venture between Daimler AG and Rolls-Royce Holding plc – has received an acceptance rate of 58.35% of shares in Tognum AG.

This means the joint venture now holds a total of 59.87% of Tognum shares (including the 1.52% of the share capital acquired on the stock market during the acceptance period).

Daimler, Rolls-Royce and Tognum will thus establish a leading industrial engine systems and solutions company, offering a broad portfolio of products, services and integrated solutions on a worldwide basis.

"Daimler and Rolls-Royce are very pleased with this convincing result. It represents a milestone in the takeover process of Tognum AG and lays a strong foundation for the future co-operation of the three companies," a company statement reads.

On April 6, 2011, Daimler and Rolls-Royce made a public takeover offer to purchase all outstanding shares of

Tognum AG through their joint venture. The offer was increased on May 16. Shareholders who accepted the offer thus received a premium of some 41% on the last unaffected price of Tognum shares. The Executive and the Supervisory Board recommend the acceptance of the offer to all shareholders of Tognum AG.

"With the acceptance of the offer by our shareholders, Tognum, Daimler and Rolls-Royce now embark on a highly promising shared future. Together with the two companies, we further strengthen our technological leadership in propulsion systems and distributed energy systems and develop our company into a platform for growth," said Volker Heuer, chairman of the executive board and CEO of Tognum AG.

The Tognum Group's locations world-

wide are to be retained. Friedrichshafen remains the headquarters of the company as well as the research, development and production site for high-speed propulsion systems and energy systems. The move presents new cooperation opportunities for Tognum and Rolls-Royce in particular, because the two companies between them cover the entire spectrum of medium and high-speed diesel engines for complete propulsion systems. Moreover, the companies benefit from complementary additions to their energy product portfolios. As they offer different products in similar markets, this leads to significant opportunities in sales and after sales.

Source: Tognum AG



BOCK and Case CE Join the Cleanup Operations

Due to flooding affecting residents of cities near the Richelieu River in Quebec, Case Construction Equipment dealer BOCK Inc. decided to lend a new loader-backhoe to one of the worst-hit municipalities.



The municipality of Saint-Paul-de-l'Île-aux-Noix will benefit from a new CASE 580 SN WT loader backhoe in order to clean up the city in the next few weeks.

BOCK Inc., which has a network of four Case Construction Equipment branches in Quebec, believes it is important to contribute and help the victims of the region who have devoted

much of their energies for over a month to protect their homes and surroundings.

Source: BOCK Inc.



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Appointments

McElhanney Consulting Services Ltd. is pleased to announce the appointment of **Allan Russell, P.Eng.**, as vice president leading the Vancouver Region Engineering Group into the company's second century of operations.

Mr. Russell is a past president of the Consulting Engineers of BC and of Terra Engineering, and past Sr. vice president of Trow Associates Inc. He brings with him 25 years of leadership experience in major high profile civil infrastructure projects. Some of the recent major projects in British Columbia include the South Fraser Perimeter Road, Canada Line, Golden Ears Bridge, Sea to Sky Highway Improvement, Lions Gate Bridge Rehabilitation and the WR Bennett Bridge.

In addition to his expertise in pursuing P3, Design-Build and other major projects, Allan has extensive experience in overseeing geotechnical, materials engineering, environmental and quality management services, all of which will enable McElhanney to offer enhanced solutions to its clients throughout Western Canada.

Source: McElhanney Consulting Services Ltd.



Atlas Copco has appointed **Robert (Bob) Fassl** as president of the Mining and Rock Excavation Technique business area as of July 1, when the Group's new business area structure also comes into effect.

Bob Fassl is currently head of Atlas Copco's Drilling Solutions division, based in Texas, USA. He joined Atlas Copco in 1982 and has held several positions including General Manager, Service Manager, Supply Manager, Production and Purchasing Manager, in North America, Sweden and Great Britain.

Atlas Copco recently announced a change to its business area structure, going from three to four more focused business areas. Mining and Rock Excavation Technique brings together divisions for underground and surface drilling products, crushing, loading and hauling, and exploration equipment. The business area will be based in Stockholm. Bob Fassl's mission is to further develop the business area's market leading positions and to strengthen its aftermarket business through the creation of a dedicated service division.

Björn Rosengren, head of the Construction and Mining Technique business area, is leaving the Group for a position as president and CEO of Wärtsilä Corporation.

Source: Atlas Copco



Dufferin Concrete Wins Inaugural Award for Leadership in Sustainable and Green Construction Practices



Dufferin Concrete, a division of Holcim (Canada) Inc., is the recipient of the inaugural award from the Ontario Road Builders Association (ORBA) that recognizes environmental leadership and sustainable construction practices after the company equipped its fleet of more than 400

ready-mix trucks with the Enviroguard system. The 2010 ORBA Green Leadership and Sustainability Award was presented to Dufferin



Concrete on Earth Day by ORBA, in partnership with the Ministry of Transportation (MTO) and the Ontario Good Roads Association (OGRA).

Enviroguard is a self-contained ready-mix truck chute wash-out system that addresses the industry-wide environmental issue of properly disposing of chute wash water in a safe, cost-effective and eco-friendly way.

This innovative solution works in a simple and effective manner where the ready-mix truck driver simply attaches a bucket to the end of the chute so when he hoses down the chute the waste water collects in the bucket, along with unused sand, aggregates and cementitious materials, all of which is recycled. This closed system provides an environmentally responsive and economical recycling solution for materials and water that might otherwise be dumped at a job site.

In 2010, Enviroguard helped Dufferin Concrete eliminate nearly four million liters of concrete chute wash water from being released into the environment.

Source: Holcim (Canada) Inc.

Crane & Rigging Conference Makes Canadian Debut

The Crane & Rigging Conference (CRC) will head to Canada for a two-day educational, networking event and exhibition, October 12-13, 2011, in Edmonton, Alberta.

Whether you work with mobile or overhead cranes, CRC Canada will provide opportunities to improve the management of crane operations before, during, and after the lift. Fleet and facilities managers, safety leaders, operators and riggers, will participate in sessions that will help you:

- apply new regulations;
- evaluate and safely prepare the work environment;
- hone your inspection skills;
- manage and maintain your equipment;
- learn from colleagues and competitors.

Gathering crane users from British Columbia, Saskatchewan as well as the North West Territories' diamond mines, CRC Canada will address delegates preparing for major growth in the oil, gas and mining sectors over the next 10 years.

"This is the perfect time to launch an event into this exciting marketplace," said Richard Howes, Maximum Capacity Media (MCM) associate publisher.

MCM will partner with All Canadian Training Institute Inc. (ACTi) and KOLO Holdings Inc. to deliver the highest quality content for the local audience. "As we expand the reach of our CRC brand, it is important that we always adapt our model to best advance knowledge and promote sharing of information among local crane users and equipment suppliers. Working closely with ACTi and KOLO Holdings Inc., as event partners, we will be able to ensure delegates and exhibitors alike are getting the best possible value," said Mr. Howes.

First, CRC, the Industrial Crane & Hoist Conference (IHC) and Reach Expo will return to Houston, Texas, on July 19 - 20, 2011.

CRC Canada is produced by Maximum Capacity Media, publishers of Crane Hot Line, Industrial Lift and Hoist, and Lift and Access magazines, the CRC and IHC Conferences and Reach Expo 2011.

Source: Maximum Capacity Media



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Ninth Annual NeoCon East Returns to Baltimore

On November 2 - 3, 2011, NeoCon® East will showcase the contract furniture industry and include a special feature for the federal design professional. Highlights of the show include hundreds of innovative contract manufacturers, many of which are on the General Service Administration (GSA) schedule, captivating keynote speakers and some of the best educational programming in the industry. Thousands of innovative products, resources and services will be featured.

More than 7,500 industry professionals are expected to attend NeoCon East, including architects, interior designers, end-users, facility managers, federal government specifiers and procurement officers, office managers, purchasing managers, space planners, dealers/distributors, manufacturers' representatives, and real estate executives.

More than 40 CEU accredited programs representing a variety of important topics and covering 10 distinct educational tracks, including: facilities management; facilities construction and renovation; green design; government services administration; health, safety and welfare; institutional; professional development; residential and lighting.

Source: NeoCon® East

Agenda

Reach Expo 2011 – Crane & Rigging Conference, Industrial Crane & Hoist Conference

July 19 - 20, 2011
Houston, TX USA

APOM Technical Day

September 9, 2011
Lévis, QC Canada

BalticBuild - 15th International Building and Interiors Exhibition

ExpoClimate - International Forum for water supply and climate equipment
September 12 - 14, 2011
St. Petersburg, Russia

APEX 2011

September 14 - 16, 2011
Maastricht, The Netherlands

IndiaBuild

September 15 - 17, 2011
New Delhi, India

Expo-Paysages (Outdoor Landscaping Exhibition)

September 16 - 17, 2011
Saint-Liboire, QC Canada

2011 APWA International Public Works Congress & Exposition

September 18 - 21, 2011
Denver, Colorado USA

ICUEE - The International Construction & Utility Exposition

October 4 - 6, 2011
Louisville, KY USA



WaterSmart Innovations Conference and Exposition

October 5 - 7, 2011
Las Vegas, NV USA

Crane & Rigging Conference (CRC)

October 12 - 13, 2011
Edmonton, AB Canada



NeoCon® East

November 2 - 3, 2011
Baltimore, MD USA

Congrès INFRA 2011

November 7 - 9, 2011
Quebec City, QC Canada

Canadian Waste & Recycling Expo

November 9 - 10, 2011
Montreal, QC Canada

Atlantic Heavy Equipment Show

March 29 - 30, 2012
Moncton, NB Canada



EXPO GRANDS TRAVAUX 2012

April 13 - 14, 2012
Montreal, QC Canada



INTERMAT 2012

April 16 - 21, 2012
Paris, France



DEMO International® 2012

September 20 - 22, 2012
Saint-Raymond, QC Canada

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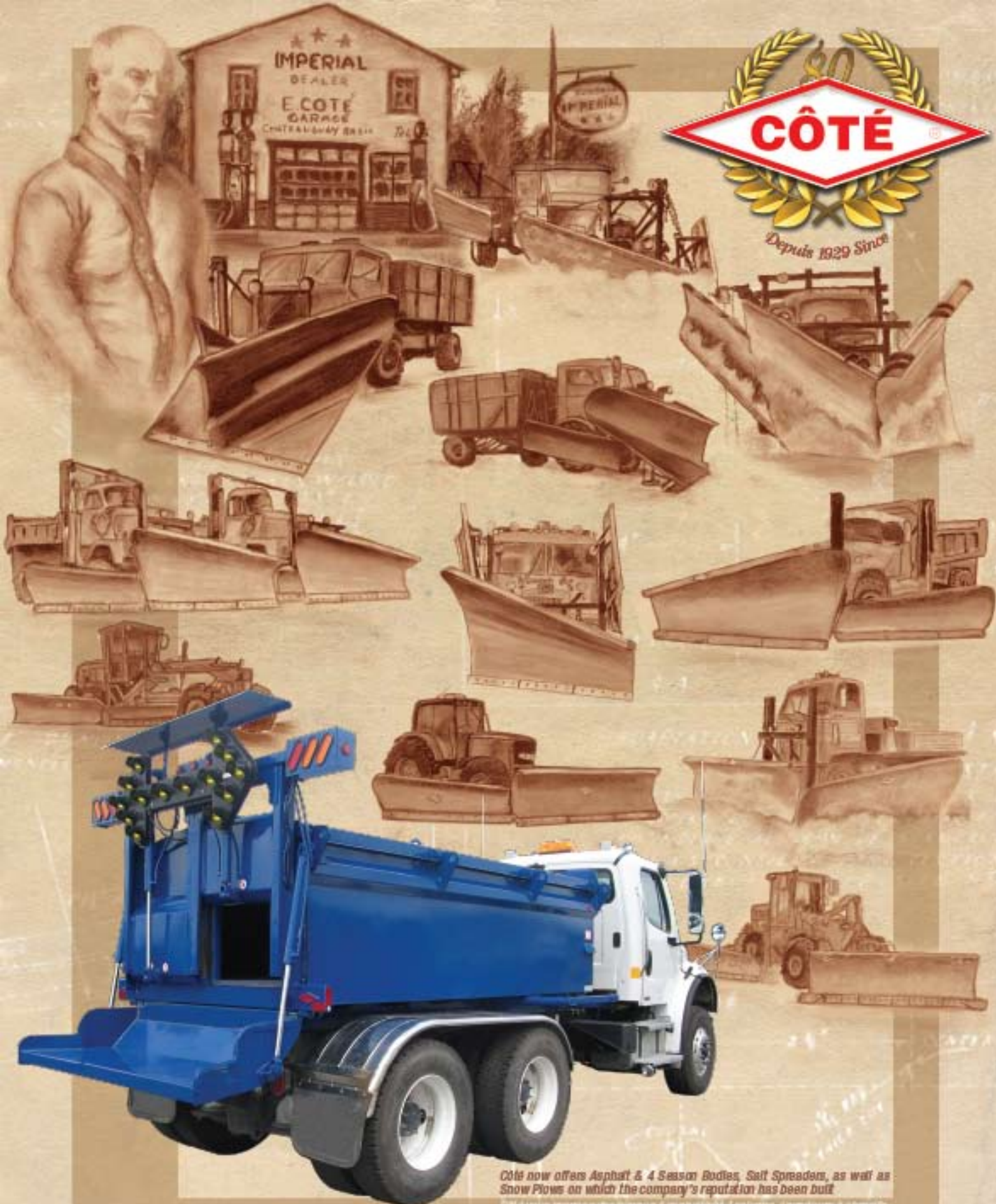
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