InfraStructures

CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 10 • Number 7 • August 2005 • English Edition
The Professionals Choice
For Specialized Equipment

Manufacturer of Heavy Duty Snowblowers
LeeBoy
Distributor of products for Quebec and the Maritimes

1-877-658-3013

Rosco RA 300 POTHOLE PATCHER
The original one man operation for road maintenance. A proven early intervention, capable of patching at temperatures to -10 degrees Celsius.

Rosco Maximizer 3 Asphalt Distributor
Features a standard extendable spray bar, that smoothly moves from 8’ to 16’ wide in 4” increments with precision spray rates.

LeeBoy 785 Grader
All-gear Dana tandem drive, 130 HP Cummins engine, 25,300 lbs static weight, 6 speed forward / 3 speed reverse powershift transmission. 12 foot sliding moldboard, articulated frame 40°

LeeBoy 8515 Paver
Can be operated in either High or Low Deck configurations. Dual 36” conveyors, 12” augers, under auger forward mounted cut-offs.

LeeBoy 8816 25,000 lbs class 8’ to 16’ paver
Cummins 130 HP engine, Legend™ screed system with 10% slope on extensions, variable speed 14” cast segmented augers, patented under auger cut-offs.

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LARUE D55 detachable loader mount, mechanical drive, 300 HP, 8500 lbs, 36 in. ribbon auger, 40 in. impeller, telescopic chute

LARUE T60 R36 self propelled hydrostatic drive, Cat C9 350 HP engine, 36 in. ribbon auger, 40 in. impeller, telescopic chute

LARUE 7060 Series 226 self propelled hydrostatic drive, Detroit Diesel Series 60 533 HP engine

Put the Larue advantage to work for you

The Future on Residential and Commercial Construction Sites

Three models to choose from... 50 to 130 HP
A Word From the Publisher

Almost ten years ago, InfraStructures was launched to serve the users and manufacturers of heavy machinery and specialized equipment in Canada. Since then, InfraStructures has established itself as the most acknowledged reference in its field.

While other magazines cover part of this varied industry, none offers a better mix of local content, important industry news and features.

InfraStructures is the only publication available in both official languages, making it the first and only such magazine with coast to coast coverage.

The August issue is about snow. Every year, we feature articles and news releases on snow equipment and technology. We hope that this refreshing reading will help you prepare for Winter. As not everyone has to worry about snow removal, you will find the usual diverse mix of topics readers have come to expect.

Editor/Publisher
GLOBALSTAR AND AEROSTRTO TO EXPAND SATELLITE DATA COVERAGE

Globalstar LLC announced recently that it has signed an agreement with AeroAstro, a leading developer of microsatellite systems and components, to purchase seven new simplex data appliques. The new appliques will reside in various Globalstar gateways around the world, allowing it to continue expanding availability of its simplex-based asset tracking and monitoring solutions. “This agreement will allow more of our customers around the world to access our network’s enhanced simplex data capabilities in order to reliably track and manage assets in remote regions via the Globalstar satellite network,” said Tony Navarra, President of Global Operations for Globalstar LLC. “It is also further proof of our commitment to infrastructure upgrades as the company continues to enhance its network coverage and global voice and data offerings. The acquisition of the appliques, in conjunction with the completion of testing of the new gateway in Florida scheduled for July and our recent agreement with Qualcomm, signals another major milestone for Globalstar as the company prepares to meet its global customer’s needs for the next decade and beyond.”

Globalstar simplex data asset tracking and monitoring solutions deliver reliable digital data communications for remote sensing and monitoring applications. Small-footprint satellite telemetry devices can be installed in fixed or mobile assets allowing packet-switched data to be sent automatically on a time or event-driven basis. Globalstar satellite data solutions are ideal for industries operating in remote locations where alternative communications systems are unavailable or prohibitively expensive.

“We are excited about the system expansion and Globalstar’s commitment to the Simplex Data Service,” said Rick Fleeter, CEO of AeroAstro. “We look forward to delivering the seven new appliques and to providing our customers with a worldwide system by working with Globalstar to provide simplex data capability to the balance of their gateways.”

Source: Globalstar LLC

RAMCO SALES APPOINTED AUTHORIZED DEALER FOR SAKAI AMERICA IN ALBERTA

SAKAI offers a full line of high-quality, high-productivity vibratory soil and asphalt compactors, static rollers, soil stabilizers and seven new 4000VPM rollers designed for Superpave and perpetual pavements. Innovators in compaction equipment for over 80 years, Sakai is also the first to offer a track driven soil compactor for steep slope applications as well as the world’s first vibratory pneumatic tire roller for today’s contemporary mix designs.

Ramco Sales, Inc. has been fully trained in the application, sales and service of SAKAI products and offers prompt and professional parts and service support. This application, parts and service support is offered at Ramco branches in Pincher Creek, Lethbridge, Taber, Calgary and Red Deer.

Source: SAKAI America, Ramco Sales, Inc., 1-877-627-6541

DYNATEC PRODUCING COAL-BED METHANE GAS IN WEST VIRGINIA

Dynatec Corporation announced that the company is producing gas from its first pilot
well pair at its coal-bed methane project in West Virginia. Production from the well pair, which is being delivered to market through an existing regional natural gas collection system, has already reached a rate of approximately 50 mcf per day, which represents 25%-30% of the anticipated eventual peak daily production rate from the pair, according to the model prepared by the project’s reservoir engineer, Questa Engineering Corporation.

Initial production from a second pilot, well is under way. Drilling of a third pilot well pair has been completed and drilling of a fourth should have been completed this Summer. Gas production from these two well pairs is expected during the third quarter of 2005. As more information about reservoir pressure and flow behavior becomes available, Questa’s model will be refined leading to a more detailed production forecast.

Bruce V. Walter, President and Chief Executive Officer of Dynatec, commented: “We are very pleased with the progress being made with our pilot production program, through which we will assess long-term flow rates and determine the most effective means of drilling out the field. While still early, the results to date from our first well pair are encouraging and serve to underscore the value creating potential of our coal-bed methane project. The gas we are producing is of high quality, exceeding 95% methane, and the permeability of the coal seam is favourable and very much in line with our expectations.”

Dynatec’s coal-bed methane project involves a lease over a contiguous property position of approximately 42 000 acres in West Virginia. A program of drilling, core sampling, desorption and permeability testing was completed in 2004, which resulted in a gas-in-place estimate of 65 billion cubic feet. The pilot production program was initiated late in 2004. The well pairs being drilled as part of the pilot program involve a single horizontal well intersecting a vertical production well. Once in full production, well pairs are expected to include two horizontal wells intersecting a single vertical well.

Source: Dynatec Corporation

GL&V AWARDED THREE MAJOR CONTRACTS FOR THE GLOBAL PULP AND PAPER INDUSTRY

Groupe Laperrière & Verreault Inc. is pleased to announce that its Process Group (Dorr Oliver Eimco) and Pulp and Paper Group together have been awarded three major contracts totaling $12.9 million, to deliver pulp and paper equipment in various regions of the world.

The Pulp and Paper Group was awarded two multi-million dollar orders to supply BTF Headbox Systems™. As part of a Southern USA containerboard mill upgrade, it will provide a complete BTF Headbox System, along with screening equipment and a fourdrinier extension. Delivery and installation are scheduled for completion in early 2006. This is the second BTF Headbox System to be purchased by this board producer, shortly after the highly successful start-up of a first BTF Headbox System at another facility. In addition, the Pulp and Paper Group will supply, before the end of 2005, a BTF headbox with automatic dilution control to a pulp and paper producer in Indonesia. Since 2001, GL&V has sold 43 BTF units. The BTF headbox technology is known to be among...
the most efficient on the market for improving sheet formation uniformity and paper quality, while increasing operational flexibility.

For its part, Dorr-Oliver Eimco secured a large-scale order in China to supply a complete recausticizing system for a greenfield pulp mill, being built in the Guizhou Province. Upon completion in March 2007, this facility will become the world’s largest pulp mill using bamboo as a fiber source, and will produce 200,000 tons of bleached pulp per year. From its technology center based in Salt Lake City, Utah, Dorr-Oliver Eimco will supply all the engineering, process design, procurement, project management, key technologies and supervision services, while the balance of the manufacturing will be outsourced to GL&V’s worldwide network of subcontractors. The recausticizing unit will be delivered by the end of GL&V’s fiscal year 2005-2006, and will produce 4000 m$^3$ a day of cooking liquor. This contract confirms Dorr Oliver Eimco’s positioning as a global leader in supplying recausticizing systems and technology to the international pulping industry, and its growing presence in Asia. Last year, Dorr-Oliver Eimco commissioned another major greenfield recausticizing system in China for the world’s largest single line mill producing bleached Kraft pulp sourced from eucalyptus and acacia, located on Hainan Island.

Source: Groupe Laperrière & Verreault Inc.

**SNC-LAVALIN AND BLACK & VEATCH CONSORTIUM AWARDED MANAGEMENT CONTRACT FOR NEW LNG TRAIN IN ALGERIA**

SNC-Lavalin International Inc. and its consortium partner, Black & Veatch Corporation, are pleased to announce that they will be providing services to Sonatrach in connection with the construction of the new Liquefied Natural Gas (LNG) train in Skikda, Algeria, under a Project Management Consultancy agreement. Services started in early July 2005, and are expected to be completed in 2010.

LNG trains are the production units where natural gas is converted into liquid form for transportation by LNG tankers. The consortium under the leadership of SNC-Lavalin will ensure the monitoring and control of engineering and the management of the new LNG train project.

“We are excited to be associated with this important LNG project in Algeria and to work once more with Sonatrach, a world leader in LNG production and a strategic customer for SNC-Lavalin,” said Pierre Duhaime, Executive Vice-President, SNC-Lavalin Group Inc.

“This is a very prestigious project for Black & Veatch as we continue our relationship with Sonatrach,” stated David Still, Black & Veatch Corporation, Senior Vice-President and Executive Director of the Middle East, India, Europe and Africa. “LNG is a core competency of Black & Veatch and this project further strengthens our global presence in the LNG market.”

Black & Veatch Corporation is a global engineering, consulting and construction company specializing in infrastructure development in energy, water, information and government markets. Founded in 1915, the employee-owned company has more than 90 offices worldwide. Black & Veatch is ranked on the Forbes “500 Largest Private Companies in the United States” listing for 2004.

Source: SNC-Lavalin Group Inc.
The Salt Lake City International Airport serves over 18.5 million passengers a year, with an average of 750 flights a day. It is the 50th largest in the world. With an average snowfall of 62 in (157 cm) a year, snow removal is not taken lightly. In fact, the airport’s snow removal crew is as good as they come – they won first-place at the International Aviation Snow Symposium for “excellence in snow removal and ice control” during the winter of 2002.

Key to the airfield strategy of snow removal is their fleet of Kawasaki loaders. Although they use trucks equipped with snow plows on the runways and roads, loaders have proven to be ideal in highly congested areas such as ramps, gates, and taxiways. They are agile, quick, and definitely more powerful.

Kawasaki uses heavy-duty torque proportioning differentials in the all models except the 115ZV and 135ZV as standard equipment. This transfers up to 60% of the traction from the slipping side to the traction side automatically, therefore adding traction and reducing tire wear.

Kawasaki uses outboard brakes on its bigger machines. They have higher oil capacity, which lowers heat buildup. The outboard brake and planetary system lasts longer, cost less to maintain.

“Our loaders are responsible for clearing about 20 million square feet,” says Gerrard. “They have 30-foot snow plow blades. When the loader is on a ramp, it will push the snow to a windrow. Blowers will blow the windrows into a field or pad designated to receive snow or they will blow the snow into huge piles.

The Kawasakis change over to 12-yard snow buckets, dig into the piles, and load 40-yard articulated haul trucks. The trucks then take the snow to a designated spot.”

“Our operators really enjoy running the new ZVs,” says Tom Gerrard, Senior Airfield Maintenance Supervisor. “They like the cab layout and from a maintenance standpoint, they are easy to care for. They have worked out excellently.” The airport ordered each of their 95ZVs with a 6-yard dirt bucket, a 12-yard snow bucket, a 30-foot ramp plow, and a quick coupler system.

After snow season ends in late March, the loaders are kept busy with a variety of other tasks. When a building is demolished, the loaders put the debris into haul trucks. They do road building, runway maintenance, road stabilization, and tree removal. They also do dirt work – like repairing any snow-melt erosion, filling in low spots around the perimeter fence, and creating snow pads onto which next winter’s snowfall will be piled.

Source: Montreal Tracteur Inc., 1-800-363-2282
Code of Practice for the Environmental Management of Road Salts

MORE THAN MERE ADVANTAGES TO THE ENVIRONMENT

The Canadian northern climate, with its periods of frost and snowfalls, is a continuous challenge for authorities in charge of ensuring free-flowing and safe traffic on Canadian winter roads. On average, five million tons of road salts are spread from coast to coast each year. While our current operating procedures provide the means for winter road safety, we may ask ourselves whether traditional practices for road salt management are the best ones or not.

The Code of practice – As the result of a scientific assessment carried out under the Canadian Environmental Protection Act (1999), an assessment report published December 1, 2001 concluded that road salt discharges were harmful to the environment and its ecosystems. The conclusions of this report gave rise to the Code of practice for the environmental management of road salts, which came into force in April 2004. This Code is a tool that was purposely developed by Environment Canada and road authorities across Canada to safeguard the environment. Its main objective is to provide environmental protection while maintaining road safety. It is intended for organizations that use over 500 tons of road salts each year and organizations that include on their territories sensitive area which could be affected by road salts.

ADVANTAGES OF ADHERING TO THE CODE

Once enforced, Code recommendations will not only be profitable to the environment, but they could also include advantages for road authorities, such as more efficient operations and savings in equipment use. Environment Canada published several case studies showing the environmental and financial benefits brought about by the improvement of road salt management practices. The Code of practice for the environmental management of road salts features a simple and flexible alternative that you can adapt to the reality of your organization for greater benefits.

FOLLOWING RECOMMENDATIONS

The Code of practice recommendations correspond to four steps that are highly adaptable to each organization. Table 1...
summarizes each one of these steps.

For more information – To obtain additional information or receive reference material on road salt management, please write to Environment Canada at RoadSalts@ec.gc.ca or contact one of the following regional offices:

<table>
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Table 1. Summary of the Code of practice recommendations for the environmental management of road salts

<table>
<thead>
<tr>
<th>Step</th>
<th>Deadline</th>
<th>Description</th>
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<tr>
<td>1. Letter of intent</td>
<td>As soon as possible</td>
<td>Organizations targeted by the Code of practice must inform Environment Canada of their intent to prepare a road salt management plan (SMP) by submitting a letter of intent.</td>
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<tr>
<td>2. Assessing current practices</td>
<td>Before winter 2005-2006</td>
<td>To prepare an appropriate road salt management plan, organizations must identify activities or operations regarding road salts in order to compare the Best management practices developed by the TAC professionals (Transportation Association of Canada). The TAC drafted and published eleven syntheses of the Best practices for road salt available on the Internet (HYPERLINK “<a href="http://www.tac-atc.ca%E2%80%9D">http://www.tac-atc.ca”</a> <a href="http://www.tac-atc.ca">www.tac-atc.ca</a>)</td>
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<tr>
<td>3. Preparing and implementing a road salt management plan</td>
<td>Before winter 2005-2006</td>
<td>The next steps consist in preparing and implementing your SMP. Once again, the TAC syntheses will be a valuable source of information. Please keep in mind that the road salt management plan is an efficient and flexible tool that you control, and that is easily adaptable to the reality and context of your organization. The actions that you will choose to take can be spread over several steps, even several years.</td>
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<tr>
<td>4. Annual Report</td>
<td>June 30 of each year, beginning in 2005</td>
<td>Annual reports on road salt management must ideally be submitted by June 30 of each year, beginning in 2005. If you have not sent your report yet, it is not too late to do so. Collected data will enable Environment Canada to keep track of the nationwide progress. The Code of practice will actually be assessed in five years by taking into account the implementation level of the Best practices and the reduction of the negative impacts of salts on the environment.</td>
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For real-time fleet tracking, go with the leader in automatic vehicle location: the FLEETfinder™ / Interfleet™ team.

Easy to install, the system gets its power from a compact FLEETfinder unit paired with a wireless modem combined to a GPS antenna and a cellular transmitter.

Here is the CONTROL POINT.
The easiest ice control system to use in the world.

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When discussing ‘Pre-Wet’, what is actually being reviewed? Generally it is accepted that a purely or primarily liquid material is most likely to be a ‘De-icing’ or ‘Anti-icing’ process. This procedure would be similar to what most commercial flyers are familiar with during winter travels. Pre-wet most accurately describes a ratio blending of solids (salt or grit) and liquids (brine or de-icing fluid) to create an emulsion or suspension. This seems to suggest a simple equation to be implemented operationally by road maintenance staff. However, this is merely one step in a series that need to be evaluated and incorporated into any action plan.

A ratio blend, by definition requires some technical or scientific formulation based upon the characteristics of each constituent. This is an area where more expert advice is required and welcomed! Information of varying complexity is available through agencies like the National Research Council, MoE, Transport Canada, industry associations and others. The most directly relevant facts to be aware of are the percentage of solids in suspension, the quality and the consistency of each solution. Natural brine, saline solutions and manufactured products all react to temperature and mixing differently. Coarse salts, as commonly used in Canada, dissolve slower than fine ground salt. Maintenance of the thawing emulsion during storage, transport and application will also vary the consistency of results.

Essentially the concept revolves around the density and volume of the thawing material. If you were to compare a cube of salt and an equal mass of granulated material, the surface area occupied by each is noticeably different. The surface contact area of the granular greatly surpasses that of the cube, permitting coverage of a larger area, thus resulting in a larger reactive spot on the road surface. Unfortunately, we most commonly use a coarse crystallized salt product which is notably less effective without additional agitation. In regions where high traffic volumes do not exist this type of product does not spread and the result is a slushy, pock marked ice/snow roadway. Also, the larger crystals tend to bounce and disperse towards the fringe of the driving surface. This adds to peripheral contamination and loss of effective thawing.

Now, by applying a salt-based emulsion or suspension to the ‘Dry’ material being distributed the effectiveness is greatly increased and the waste is minimized. The bounce effect is eliminated and the large crystals become mushy and better suited to traffic agitation and distribution. However, in low traffic areas the results are minimal. Also, the larger crystallines will stick on contact and the solution will leech away further reducing the effective area. The result in both of these situations is that to meet safety and performance criteria a greater volume of material is required. This may be achieved through higher dosage or multiple applications, or both. Either way it defeats the principal of pre-wetting and adds significantly to the cost. How can the effective performance be maintained or improved whilst escalating costs are controlled is the next step requiring our attention. There are two avenues that must be pursued to solve these issues. One is Product Selection, and the other is Equipment Selection.

Product selection will have the single most immediate impact on the effectiveness of any thawing application. Coarse grit has been shown to be the best traction improvement material that can be used. Fine or ground salt has proven to be the best dry thawing agent commonly available. Natural brine, with a salt content approaching 25% of volume, seems to be the best ‘wetting’ medium. Choosing the ideal material and ratio will result in less material required for the same area to be covered. Blending and applying these materials is dependent upon traffic conditions, road classifications, meteorological factors and equipment. A remote, single carriage-way, gravel surfaced, steep slope roadway requires a much different approach than a multi-lane metropolitan thoroughfare. Material consumption, application rate and safety factors vary immensely for each scenario. Any Winter Maintenance Plan has to account for these to be physically and fiscally effective.

A multi-level plan requires management, to ensure compliance and adjustment which brings us to the issue of equipment selection. Simplicity and longevity are the two primary criteria of all equipment managers. Both are relative terms and are impacted by cumulative advancements in technology. In the field of winter maintenance we have now reached a sea change in technology available to us. We have discussed the evolution of material science to address efficiency of the thawing medium, now we must examine the equipment evolution.

Traditionally a simple mechanical system
was employed to discharge material from a storage container to the road surface. From a tailgate chute to adjustable hydraulic spinners, these methods have changed little in over fifty years. The materials revolution, environmental and fiscal constraints and the evolution of electronics now can be combined to bring spreader technology into the 21st Century.

Simplicity is still best, and the conveyor and spinner are essential to any commercial spreader. These have now been augmented by the use of computer modeling, electro-mechanical sensors and liquid application systems, all of which combine to create a machine that is flexible, manageable and simple to operate. By the careful selection of the thawing and traction materials today’s spreaders can be pre-programmed and remotely monitored to blend, mix and apply any combination of products in almost any operational scenario. They not only do this more efficiently through sensing and comparative electronics; they do it more economically. The manager becomes better able to control a changing situation and the operator less distracted and better able to navigate the equipment. Record keeping is improved and critical decisions are made quickly and reliably, balancing safety and budgetary parameters. So much so, that a given vehicle can be dedicated to a route with a minimum of operator requirements. By placing the ability to manage the functional aspects of Winter Maintenance in the same hands as the operational management requirements, a simpler, efficient, economical and flexible system is established.

We are now at a crossroads where operational requirements and specifications, material selection, equipment selection and managerial procedures MUST be collectively considered. With this done a long range plan can be initiated that will carry the industry through the next decade and beyond.
Ottawa Equipment & Hydraulics (OEH) recently announced a partnership with Larochelle Equipment Inc., a Canadian manufacturer of snow & ice control equipment. As of mid-August 2005, OEH will be able to proceed with the installation & service of Larochelle truck mounted snow equipment in its Edinburgh street workshop located in the Sheffield industrial park in Ottawa East.

OEH is a distributor of the most reliable hydraulic equipment available anywhere. In operation since 1992, it is proud to offer a wide range of high quality solutions, including forklifts, cranes, loaders, excavators, concrete pumps as well as other specialized equipment. OEH is the authorized dealer of Komatsu, Manitou, Palfinger, Yanmar and Alliance lines of products. OEH offers a complete service for repairs on any type of equipment from scheduled maintenance to complete overhaul of cranes, boom trucks, forklifts, and utility trucks. Its highly qualified personnel can perform any repairs in the hydraulic field – hydrostatic, electric, welding and fabrication.

In operation since 1956, Larochelle Equipment Inc. is a solid, third generation family-owned and operated company, reputable for its strong engineering and manufacturing experience. Larochelle provides public works departments & contractors a complete line of snow & ice control products such as U-shaped dump spreader, V-box hopper spreader, snow plows, wing plows, underbody scraper & pre-wetting spreader system.

Source: Larochelle Equipement Inc.
www.larochelle.ca

Ottawa Equipment & Hydraulics Inc.
www.oehinc.com

Brenda Shackles, Ontario Territory Manager for Larochelle Équipement Inc., with Michel Pouliot, President of Ottawa Equipment & Hydraulics Inc., at the Association of Ontario Road Supervisors Exhibition held in Minden last June.

M.M. Metal Buys a Hyundai Loader From R.P.M. Tech

It is with great pride that R.P.M. Tech welcomes M.M. Metal Recycling as a Hyundai customer. Mario Meloche, President of M.M. Metal became the proud owner of a Hyundai HL 740-7 wheel loader in June.

M.M. Metal is amongst the first Hyundai customers at R.P.M. Tech. He is very satisfied with his new loader and the service R.P.M. Tech provides as you see on this picture being congratulated by the sales representative Mike Minicucci.

In effect Hyundai Construction Equipment is classified as one of the best construction equipment in the world according to the well renowned magazine “Construction Equipment”

Source: R.P.M. Tech Inc., Mike Minicucci, 1-800-631-9297

Ground Heaters Introduces the Arctic Bear HD

Ground Heaters, Inc. introduces the new Arctic Bear HD (Heavy Duty) indirect-fired heater. This patent-pending heater is designed to deliver clean, dry heat while tolerating the most extreme cold-weather conditions. The Arctic Bear HD is ideal for a multitude of applications and markets, including general construction, mining, pipeline construction and maintenance, utility work, aircraft ground support and temporary heating for buildings.

The Arctic Bear HD’s heat output of 500 000 to 850 000 BTU/hour varies with outdoor air temperature. Maximum temperature rise of 240°F is, by far, the highest in the industry. Air flow rates vary with ambient air temperature and duct type, diameter and length.

Source: Ground Heaters, Inc., www.groundheaters.com (231) 799-9600

Ground Heaters, Inc.
www.groundheaters.com (231) 799-9600

M.M. Metal Buys a Hyundai Loader From R.P.M. Tech

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Source: Ground Heaters, Inc., www.groundheaters.com (231) 799-9600

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www.groundheaters.com (231) 799-9600
The New TM 227 Snow-Blower From RPM Tech

R.P.M. Tech Inc., a manufacturer of industrial snow blowers and off-road vehicles established in 1962, is always looking into improving its products and listening to its customer demands.

Lately, the engineering team at R.P.M. Tech, has developed a new generation of self-propelled snow blowers, the TM 227. This unit has been designed to replace the existing DV 904/1104 that have been so popular over the years. The basic tractor is still a Ford County with a newly developed cab. The cabin is surrounded with industrial-grade safety glass, which complies with governmental specifications, to improve visibility for operators.

A tilt steering column, a multi-functional joystick, an easy to read dashboard, as well as a very low noise level of under 75 dB, will provide a comfortable working environment.

Powered by a Ford 110 HP engine, a hydrostatic transmission, and equipped with Nokia tires, as well as a 19 inch longer frame, the County is now a much more pleasant ride.

The TM 227 is a two-phase snow-blower with 27 in. augers driven by a 350 HP engine and a marine PTO with a torque rating of 4500 PSI. The augers and the chassis are specially fabricated for rigorous winters. The augers can also be fitted with ice breakers as an option.

Equipped with a 42 in. diameter drum and a 5 bolted-on blade turbine, the TM 227 has a capacity of up to 3000 tons/hour for a very fast and well compacted loading. It can also project the snow up to 150 ft through the side-casting system depending on conditions.

The TM 227’s mechanism is propelled by industrial chain encased in an oil bath basin for lubrication. The 16 in. diameter chute with a telescopic system, including a 300 degree rotation produces a projection of 50 ft for convenient truck loading.

The TM 227 is available as a new machine or refurbished with the new cab and features from and existing DV chassis.

Source: R.P.M. Tech Inc, Mike Minicucci, 1-800-631-9297

RSC Partners With Suncor to Help Manage Equipment and Rental Needs

Since the first time a prehistoric caveman loaned somebody his pointed rock, people have faced the challenge of keeping track of their tools and equipment. Obviously, that is a serious concern on any modern jobsite, because efficient, timely use of equipment and machinery directly affects a project’s bottom line and its schedule.

The problem can get even more complicated if rental equipment is involved. When a large company maintains several project sites and frequently rents many different pieces of equipment, items often come and go as schedules or priorities change. Without a way to know exactly who’s using what equipment and where, it can be difficult and frustrating to maintain accurate inventories. That is what was happening at Suncor Energy Inc.

Headquartered in Calgary, Suncor manufactures, distributes and markets transportation fuels and other petrochemicals, primarily in Ontario. In addition to hundreds of retail fuel locations throughout Canada, Suncor operates a 70 000-barrel-per-day refinery in Sarnia, Ontario, where it produces gasoline, diesel fuel, kerosene and jet fuel. The company also recently broke ground for an important new ethanol plant in St. Clair Township, Ontario.

Given its network of sites and huge production facilities, Suncor understandably has had an ongoing need for rental equipment, yet managing those transactions was becoming a very time-consuming responsibility.

Understanding the types of challenges faced by Suncor and many other industrial customers is what motivated RSC Equipment Rental to create its unique Total Control™ computer software program. Total Control enables a customer to quickly locate equipment, track its usage, schedule on-rent/off-rent dates, times and processes, and much more—all in real time, and all right at the customer's fingertips. Total Control simply resides on the user's company network, or can be accessed via the Web. Total Control can be customized to distribute whatever specific information the customer wants.

When Suncor implemented a Total Control program through RSC, the results were evident almost immediately. Equipment procurement was quicker and smoother, and efficiency was improved at a number of levels, according to Naticia MacDougall, material technician for Suncor.

Source: RSC Equipment Rental, RSCrental.com
Is Grunge Cool? Roofing’s Under-fulfilled promise

A lot has been made about the energy efficiency of roofing systems, membranes and coatings. None bigger, than the potential reduced cooling costs of reflective or “white” coatings used in roofing. This is a trend originating more in warmer climes, but as we all begin to struggle with finite energy resources, has begun to make in-roads in Canada.

I truly believe that the proponents of this concept mean what they say and have demonstrable evidence to support this technology. After all, we all know that snow reflects a high percentage of solar energy and it’s white. Snow is also an excellent natural insulator and encouraging a safe build-up could contribute to reduced heating costs in the colder seasons. The difficulty is, that for a surface to be reflective it should be free of impurities, imperfections and most importantly it must be clean.

This is the point when reflective membranes begin to diverge from the promised performance characteristics. There are many reasons property managers clean roofing systems; repair, inspection and aesthetics. However, the idea of cleaning a roof as part of a regularly scheduled preventative maintenance plan is largely unheard of.

What has been promoted to government, architects, engineers and code writers is that “white” roofs will save energy. The concept of cleaning roof surfaces to maintain reflectivity is rarely touched upon.

The general notion in the minds of property managers, architects, designers and professional roofers is that once a roof is constructed or installed it will perform as expected with little or no maintenance required. We all tend to forget about maintenance on our automobiles and other equipment, when did you last check your oil? Roofs are even further removed from our regular agenda. At ROOTech, a brief straw poll noted that no membrane or coating manufacturer could provide procedures and methods for this type of maintenance.

The issue of cleaning, should not be limited to energy saving roofs, but to all roofs and roofing systems. Deterioration by UV radiation, algae and other contaminants affects all types of roofs and the ability to resist weathering and moisture. It becomes more critical when the system in question is selected because of a Value Added feature such as thermal efficiency. Interestingly, roofs sometimes are cleaned when manufacturers and researchers attempt to investigate these claims. Some governmental bodies allow cleaning of test samples to take place before evaluation of the specimen. It should be obvious that testing aged membranes or coatings AFTER cleaning is wholly incredible.

MCG to Display Lifting Power at ICUEE 2005

A broad range of lifting technology, including boom truck, industrial, and self-erecting crane technology, will be displayed by Manitowoc Crane Group at the ICUEE show in Louisville, Kentucky next September.

Two newcomers to the National Crane boom truck line will be on display for the first time. Perhaps the most significant of these is the 13110A, a crane that has a capacity of 27 t (30 ton) and a maximum tip height of 49 m (162 ft). The 1300A is an all-new design equipped with dual, H-style outriggers with mid-span capability. The enclosed cab has swing controls located in the arm rests – the optional cab can be replaced by open seat controls as a versatile alternative.

The other crane making its debut is the National 690E-U, ENVI, a clean machine that runs on biodegradable diesel and utilizes vegetable oil throughout its hydraulic system. The new unit will be a particularly useful asset to those who work in environmentally sensitive locations. It has an 18 t (20 ton) maximum capacity, a 28 m (90 ft) four-section boom, and a 14 m (45 ft) two-section jib. The maximum tip height with jib is 44 m (144 ft). Another feature of this machine is the H-style ‘out-and-down’ outriggers with full and mid-span settings.

Additional cranes on display at ICUEE from National Crane are the Model 990A-AG, the 14127H, and a second Model 671E-U – displaying the boom length versatility of the new 600E-U.

The Model 990A-AG on display will be fitted with an auger unit to highlight its digging capabilities. It has a four-section boom, a 24 t (26 ton) maximum capacity, 28 m (90 ft) maximum boom extension, and a 44 m (143 ft) maximum tip height.

The largest boom truck on the stand will be the 14127H. It has a five-section boom, a 30 t (33 ton) maximum capacity, 38,7 m (127 ft) maximum boom extension, and a 51 m (167 ft) maximum tip height with jib. The 671E-U, meanwhile, has a maximum capacity of 18.4 t (20 ton), a 21,6 m (71 ft) maximum boom extension, and a maximum tip height of 13,7 m (45 ft).

Two Grove Yard Boss models – a 7,7 t (8,5 ton) 4409 XL and a 13 t (15 ton) 5515 – will also be on display at the Kentucky Fair and Exposition Center site. These cranes are perfect for industrial and utility applications, as their carry-deck capability and four-wheel steer maneuverability make them ideal for tight-quarter applications.

Elsewhere at Booth # J302 will be a Potain Igo MA13. This self-erecting crane made its US debut earlier this year and has since found great success on job sites where space is at a premium. Personnel from Manitowoc Crane Group will put the 1,8 t (2 ton) capacity crane through its paces, with hourly demos showing how the unit, which has a 22 m (72 ft) radius and 16 m (52,5 ft) under-hook height, can be remotely controlled via a wireless handheld control box.

Source: The Manitowoc Company
and possibly unethical if used to promote products and technologies without adequate clarification of the realities of how this data was collected.

Although it seems obvious to the casual observer, there are some hidden obstacles to initiating cleaning of low slope surfaces as a routine maintenance practice. The evidence is clear that regular cleaning will maintain the reflective qualities of the surface; however, because manufacturers and others have not fully considered the warranty implications, caution must be exercised.

According to Tom Hutchinson of the Hutchinson Design Group, when he investigated this issue with a number of manufacturers, the predominante response was; “Good question, I’ll look into that...”. Questions about damage, erosion or chemical reaction resulting from cleaning and the implication on life-span and warranty largely drew a blank response. When he asked these same manufacturers about training and certification for cleaning procedures the answers were unanimously negative.

Again, promotion of a technology and its’ benefits without adequate consideration of maintenance and warranty issues is questionable and a potentially expensive position for any reputable manufacturer to take.

Unfortunately, this reality leaves many owners of these systems in an awkward situation. Do they forfeit the thermal efficiency promised or forfeit warranty and life expectancy? Without guidelines and procedures in place from government or manufacturers a dilemma will continue to grow and fester. The result that will occur without constructive action by the roofing industry, is the eventual rejection of the “Cool Roof Concept” and a further distrust of any “Green” or developing technologies. This in sharp contrast to the emerging construction and performance codes could result in stagnation and litigation throughout the building, maintenance and manufacturing sectors. When this occurs, we all will suffer the penalty.

Source: HESS
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Why Crackseal?

Cracksealing is one form of preventative pavement maintenance that ensures the consistent operation of our roadways. Contractors and municipalities extend the life of our motorways and car parks and save ratepayer money with cost-effective cracksealing materials and devices. For ideal sealant performance, crews must be educated on the proper use of cracksealing equipment and accessories and the correct sealant application.

Pavement cracks develop due to the expansion and contraction caused by temperature fluctuation. These cracks allow moisture to penetrate the pavement base and sub-base materials, causing elements to lose cohesion and structural integrity. If not repaired or prevented this cracking effect will grow, leading to deformation of the materials, potholes and ultimately the degradation of the asphalt or concrete surfaces.

Cracksealing is a preventative measure against water from further damaging the road surface and structure. The use of hot or cold applied sealant minimizes water penetration, frost and traffic erosion. Most importantly, cracksealing lengthens the life of roadways; car parks and other structures made with asphalt or concrete. According to most MoTs’, with the timely application of sealant, the useful life of the road surface can be extended by as much as 10 years in comparison to other temporary surface treatments such as chip seals, micro-paving, thin overlays and slurry seals. As an added benefit, cracksealing is executed at 1/6th the cost of conventional pavement rehabilitation or reconstruction methods.

However, as any preventative measure, it needs to be engaged before a major failure occurs. Extensive damage, such as lizard/alligator cracks, potholes or base shifting and erosion are too late for any preventative procedures to be effective.

Surface cracking begins almost immediately after an asphalt or concrete surface begins to cure and cool. It is at this time that sealing is most effective and inexpensive. Within the first year of a road surface entering service a sealant plan should be enacted, regardless of how small or simple a procedure may be used. A pour pot and squeegee application of cold liquid sealant at this stage will significantly improve the wear life of the structure. As time and traffic begin to impact the vibrancy of the surface more technical methods need to be employed possibly including, routing, sawing, pumping and the use of thermoplastic materials. At this time the cracks are becoming more visible, they are also becoming more contaminated with dust and debris. This contaminant will...
affect the ability of the sealant to adhere to the asphalt or concrete and, unless adequately cleansed, shorten the effective life of the sealing job. It may be as simple as blowing the crack out with compressed air; it may require the use of a heat lance to ensure moisture is removed completely. Also, although possible throughout the dry weather, optimum sealant performance occurs in the spring as the surface begins to expand, opening the cracks for cleaning and material application.

So the fact remains that with a very simple procedure, tremendous savings can be realized through the preservation of the driving surface. It is important to think ahead and plan, before the damage is done. There are few municipalities or government agencies with the reconstruction funds that were once so plentiful to keep roadways in pristine condition. We need to consider the most innovative methodologies to create the same effect in a more cost conscious environment.

Source: Cimline Incorporated, Marty Drinkwine, www.cimline.com

**J.A. Larue appointed Cimline dealer for the Maritimes**

Cimline Incorporated, a division of Plymouth Industries Inc., has announced the appointment of J.A. Larue Inc. as the newest Canadian distributor, serving Newfoundland and the Maritimes.

Larue, a well acknowledged dealer of municipal and road maintenance equipment joins a network of Cimline dealers supporting customers in the crack sealing and waterproofing industries throughout Canada. According to Brad Dunn, VP of Cimline, “We are very happy to be making this announcement as it provides us with very strong representation in the region.” David Robichaud of J.A. Larue added, “This provides us with a complete and comprehensive compliment to our product range...”

Local support for parts, service and training adds so much to the purchase of equipment. Our customers achieve peace of mind and uptime performance through the largest worldwide distributor network of pavement maintenance professionals. More than just equipment suppliers, Cimline dealers can assist in the development of procedures and specifications that will result in the most modern cracksealing equipment for a contractor or municipality. Our network is backed by the Cimline Parts and Service support staff that consistently receives high marks for product knowledge.

Since 1970, Cimline has focused on pioneering the technology with a commitment to innovative engineering. Such innovations include; first Oil Jacketed Kettles, first Dual Temperature Control, first Electronic Burner Ignition and first Rubber Torsion Axles. In addition to the Magma Series melter applicators, Cimline also manufactures a full range of accessories including routers, saws, heat lances, pour pots and more. Also available is the Guide to Cracksealing, an informative booklet on all aspects of cracksealing technology.

Source: Cimline Incorporated, www.cimline.com, 1-800-328-3874
Mack Honors Its Best Distributors for 2004

Mack Trucks Inc. recently announced the recipients of its 2004 Distributor of the Year awards.

Mack Truck Sales of Charlotte Inc. was selected U.S. Distributor of the Year. The dealership is part of the McMahon Truck Group, a provider of transportation related services including vehicle and trailer sales, full service leasing, parts and service sales and other related products operating in the Carolinas and the middle Tennessee region. Operating partners in the group are brothers Mike McMahon and Brad McMahon and father, Pat McMahon.

Their Mack dealership in Charlotte has been in operation since 1922, and is the largest Mack facility between New Jersey and Georgia. In 2000, the group expanded to a second major metropolitan marketplace in Nashville, Tenn. Bill Greer, President and General Manager of Mack of Nashville, has been associated with the McMahons for more than 25 years.

In addition to Mack Truck Sales of Charlotte Inc., other 2004 U.S. regional winners include:

- Pennsylvania Truck Centers, York, Pennsylvania
- Chicago Mack Sales & Service Inc., Chicago, Illinois
- East Texas Mack Sales L.P., Longview, Texas

The Mack Canada Distributor of the Year, is Cambridge Mack in Cambridge, Ontario. John Slotegraaf, dealer principal, opened the Cambridge dealership in 1993, and has since continued to add and enhance locations and services to create the largest Mack dealer organization in Canada. 2004 marks the second time Cambridge Mack has been named Mack Canada Distributor of the Year.

Salinas Y Fabres headquartered in Santiago, Chile, was recognized as the Mack International Distributor of the Year. Ramon Salinas, the father of current Chairman and CEO Robert Salinas, and his partner, Raul Fabres, became Mack distributors in 1938. Roberto first began working for the company in 1961, starting out in the tire department. Today, he heads an organization, which, in addition to a central location in Santiago, has seven branch offices throughout Chile. 2004 marks the sixth time that Salinas Y Fabres has been recognized as the Mack International Distributor of the Year.

Every year, Mack acknowledges the efforts and contributions of its dealer network by honoring high performing distributors in its U.S., Canada and International business units. The U.S. Distributor of the Year is selected from a pool of regional honorees.


Appointments

Denis Gougeon, Regional Manager Eastern Canada for Simson-Maxwell, is pleased to announce that Dick Netherway has accepted the position of sales representative for the Deutz Industrial Engines. Mr. Netherway has over 20 years experience in sales of industrial engines and farm implements. He will represent Simson-Maxwell in South-west Ontario Central Ontario and Eastern Ontario.

His primary goal will be to maintain the existing Deutz industrial engine customer base and find new industrial engine sales opportunities.

Simson-Maxwell is the distributor for Deutz engines in British Columbia, Alberta, Ontario and Quebec. Simson-Maxwell was established in 1941 and is a leading name in power generation and industrial engines.

Source: Simson-Maxwell, www.simson-maxwell.com
Denis Gougeon, 1-800-3 SIMSON

2005 Perpetual Pavement Award Program

The Asphalt Pavement Alliance announces that applications are being accepted for the 2005 Perpetual Pavement Awards. The award honors owners of hot-mix asphalt pavements which are at least 35 years old, have never had a structural failure, have been overlaid no more often than an average of 13 years, and demonstrate the economy and ease of Perpetual Pavement design. Eligible pavements include highways, streets, roads, airfields, and industrial applications.

Past winners include County of Santa Clara in California, Eareckson AFB in Alaska, Illinois DOT, Iowa DOT, Kentucky Transportation Cabinet, Oklahoma DOT, Maryland’s BWI Airport, Minnesota DOT, Missouri DOT, Nebraska Department of Roads, New Jersey Turnpike Authority, Ohio DOT, South Carolina DOT, Tennessee DOT, Texas DOT, Washington State DOT and the City of Toronto in Ontario, Canada.

Engineers at NCAT will evaluate the applications and the winners will be certified by a panel of industry experts. The awards will be presented during a special ceremony at the Asphalt Pavement Conference, held in conjunction with the World of Asphalt® Show and Conference in Orlando, Florida.

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

Agenda

Exposibram 2005
September 20 - 23, 2005
Belo Horizonte, Brazil

APEX 2005
September 22-24 2005
Maastricht, The Netherlands

APTA International Public Transportation Expo
September 26 - 28, 2005
Dallas, TX USA

ICUEE 2005 International Construction and Utility Equipment Expo
September 27 - 29, 2005
Louisville, KY USA

Inter Airport Europe 2005
October 11 - 14, 2005
Munich, Germany

ExpoCam 2005
October 20 - 22, 2005
Montreal, QC Canada

4th International Conference on New Dimensions in Bridges, Flyovers, Overpasses and Elevated Structures
October 23 - 26, 2005
Fuzhou, China

Canadian Waste & Recycling Expo
Canadian Public Works Expo
October 26 - 27, 2005
Vancouver, BC Canada

Landscape Ontario Congress 2006 / Fencecraft 2006
January 10, 11, 12, 2006
Toronto, ON Canada

World of Asphalt Show & Conference
March 13 - 16, 2006
Orlando, FL USA

XII International Winter Road Cong
March 27 - 30, 2006
Torino - Sestriere, Italy

Intermat 2006
April 24 - 29, 2006
Paris, France

CONEXPO ASIA
May 16 - 19, 2006
Beijing, China

10th International Conference on Asphalt Pavement
August 12-17, 2006
Quebec City, QC Canada

7th International Conference on Short and Medium Span Bridges
August 23 - 25, 2006
Montreal, QC Canada

North American Quarry & Recycling Show
October 26 - 28, 2006
Atlanta, GA USA

Bauma China 2006
November 14 - 17, 2006
Shanghai, Chine

National Heavy Equipment Show 2007
March 22 - 23, 2007
Toronto, ON Canada

Bauma 2007
April 23 - 29, 2007
Munich, Germany

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