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In spite of some bemoaning about the cool weather we’ve had, there are a few things to bear in mind. Namely, it will likely be A LOT cooler come January!

That being said, InfraStructures realizes many of you not only have to work in the cold and snow, many of you have to plan and prepare how to cope with it. Every August, “Old Man Winter” reminds us to give you all a gentle reminder that he too will be back from summer hols soon.

It is interesting that we are a “Nation with winter” rather than a “Winter Nation”, a subtle and revealing truth about how we manage the change of season. Consider that the four largest winter maintenance equipment manufacturers are European. One of which is in Italy!! The freezer section in Loblaws likely gets colder.

The point which I should like you to consider is that innovation is not limited to space travel, cell phones or the Internet. There may be a better, proven way to tackle your operational and logistical issues of winter maintenance. That is what this annual edition is all about, and why so many of you cherish it and use it.

Skol!
Celebrating a Decade of Success at the Garden & Floral Expo

Running a successful and exciting Expo year after year does not happen by accident! No one understands this better than Landscape Ontario who will mark the 10th anniversary of their popular Garden & Floral Expo on October 20th and 21st at the Toronto Congress Centre.

To reflect on the show’s 10th successful year, Landscape Ontario asked long-term exhibitors why they continue to come back year after year:

“Being a distributor at the Expo since day one, I can say there is no better place to introduce new products, find out what’s exciting for next season and meet stakeholders who are important to my business than at the Expo,” says Brad Neil, vice-president of sales for Premier Horticulture in Pickering.

Each year, the Garden & Floral Expo attracts in excess of 3400 industry professionals – retailers, growers, garden centre owners, florists, gift and mass merchants from Canada’s largest horticultural marketplace. With over 87% of 2008 exhibitors agreeing they met or exceeded their marketing objectives, it’s not hard to see why the show is celebrating a decade of success.

Additionally, long-term attendees say the show is a great place to discover industry trends, attend informative workshops, source new suppliers and network with industry experts from all different sectors of the business.

The show unofficially kicks off on Monday, October 19th with a number of special events including the Garden Centre Symposium and the Awards of Excellence Presentation.

Landscape Ontario plans on celebrating the 10th Anniversary of Garden & Floral Expo by recognizing industry stakeholders who have been integral to shaping the organization’s vision. The second annual Garden Party will celebrate the show’s 10th anniversary with a reception that includes refreshments, entertainment and recognition of the founding clients on Tuesday, October 20th.

Source: Landscape Ontario

CITY OF KITCHENER RECEIVES ESRI’S SPECIAL ACHIEVEMENT AWARD FOR EXCEPTIONAL USE OF GIS TECHNOLOGY

ESRI Canada recently announced that the City of Kitchener, Ontario, has received a Special Achievement in GIS Award at the 2009 ESRI International User Conference in San Diego, California. Selected from more than 300,000 organizations worldwide, Kitchener was recognized for its innovative use of ESRI’s geographic information system (GIS) technology to develop and implement a pioneering enterprise infrastructure management system.

The City of Kitchener recently launched “Project Delta” – a new financial, work order management and asset accounting system that utilizes hundreds of GIS and corporate database interfaces across its enterprise system. The project has enabled the city’s operations, utilities, engineering and finance departments to make operational and
strategic decisions based on information that is synchronized across all corporate systems, improving service to businesses and residents in Kitchener.

“The City of Kitchener is an excellent example of how municipalities can leverage GIS technology to improve accounting and asset management, and deliver enhanced value to citizens,” said Alex Miller, president, ESRI Canada. “We are proud of the success the city has achieved with its infrastructure management system and admire its commitment to using GIS technology to further improve its operations.”

The City of Kitchener has used GIS technology for more than 17 years to ensure its systems are aligned and integrated. The City plans to further enhance its enterprise solution by leveraging GIS to provide capabilities above and beyond a core work management system.

GIS software enables users to intelligently manage and manipulate location-based data to reveal hidden patterns, relationships and trends. GIS helps users to make informed decisions and increase efficiency throughout their organization. More than one million users across the globe rely on GIS to solve problems by thinking and planning geographically.

Source: ESRI Canada

GENIVAR ACQUIRES WM. R. WALKER ENGINEERING

The GENIVAR Income Fund (GENIVAR) is pleased to announce the acquisition of WM. R. Walker Engineering Inc., a multidisciplinary engineering firm based in Sault Ste. Marie, Ontario.

“With Walker Engineering on board, GENIVAR will be in a better position to serve our northern Ontario clients and we intend to keep expanding our team in all of our markets. This firm has established a solid client relationships, including municipalities, the provincial and federal governments and the private sector,” said Marz Kord, vice-president for Northern Ontario, GENIVAR.

“I am very pleased with this merger which will ensure the continuity of our firm and the pursuit of its development within GENIVAR. It's a winning situation from every angle, for the development of both our team and our clientele,” mentioned Doug Leask, president of Walker Engineering. “Our decision was motivated namely by the fact that GENIVAR's business model focusses on regional development. We foresee a future, full of opportunities for developing our team and our clientele,” concluded Mr. Leask.

Walker Engineering was founded in 1981. The firm has 15 employees in its office in Sault Ste. Marie. Its services cover municipal, transportation, energy and building engineering. Its clientele includes a number of municipalities, provincial and federal governments, as well as private developers and First Nations.

Source: GENIVAR Income Fund

THE FIRST AWARD FOR EXCELLENCE IN INNOVATION IN CIVIL ENGINEERING

The Canadian Society for Civil Engineering (CSCE) presented its first Award for Excellence in Innovation in Civil Engineering at the CSCE Annual General Meeting and Conference held May 27-30 in St. John’s, Newfoundland. The award, sponsored by Canam Group, was bestowed on the Ontario-based firm Cast ConneX Corporation for the development of high-strength connectors.
specially designed to improve building safety in seismically active zones.

“The CSCE is very pleased to partner with Canam Group in launching the new Award for Excellence in the field of Civil Engineering,” said George Akhras, Chair of the CSCE Innovation and IT Committee. “This award was created to encourage innovation in every sphere of civil engineering and is presented to an individual or group belonging to a Canadian firm or research organization involved in the practice of civil engineering in Canada.” He emphasized that this award is primarily intended to encourage creativity and ingenuity in civil engineering practice.

High-strength, mass-produced connectors made from cast steel were developed to provide the steel construction industry with off-the-shelf, pre-qualified, seismic-resistant bracing connectors. The components interface with standard hollow structural section (HSS) brace members and are more economical than conventionally fabricated seismic-resistant connections. Standardizing the components has allowed them to be validated through rigorous, full-scale laboratory testing to prove their performance in an earthquake – unlike the one-off connection designs utilized today. This novel connection technique was first used by Canam Group in 2008 in the construction of the Sandoz Canada head office, a 4-storey, steel-framed building in Boucherville, Quebec.

The technology behind these connectors was developed by Jeffrey A. Packer, Constantin Chrisopoulos, Carlos de Oliveira and Michael Gray, who subsequently founded Cast ConneX Corporation in 2007 to commercialize these seismic-resistant connectors. Patents are pending in many countries around the world.

Founded in 1887 by prominent civil engineers in Canada, the Canadian Society for Civil Engineering is a learned society intended to develop and maintain high standards of civil engineering practice in Canada and to enhance the public image of the civil engineering profession.

Source: The Canadian Society for Civil Engineering

GE AND MITSUBISHI TO CO-DEVELOP NEW STEAM TURBINE FOR COMBINED-CYCLE POWER PLANTS

GE Energy and Mitsubishi Heavy Industries, Ltd. (MHI) have signed final agreements to co-develop a “next generation” steam turbine for use in gas turbine combined-cycle power plants. The co-development effort will focus on the design of a new, advanced steam turbine, leaving each of the parties to separately manufacture and sell the co-developed steam turbine in support of its natural gas-fired, combined-cycle power generation products.

GE Energy and MHI first announced a memorandum of understanding for combined-cycle steam turbine co-development in January 2009. Development of a new, advanced steam turbine is viewed by both companies as a key step in meeting customer requirements for increased combined-cycle efficiency and performance worldwide.

The new steam turbine will enter commercial service coupled with the GE Frame FB and the MHI G-class gas turbine products in the 50 Hz segment of the global power generation market. These gas turbine models are typically used for combined-cycle power plants in the range 850-1000 MW.
Continental Tires Offered as Original Equipment for Freightliner M2 Trucks

Continental Tire North America, Inc. and Freightliner Trucks are pleased to announce that Continental tires will now become standard original equipment on all Freightliner Business Class® M2 medium-duty trucks.

In addition, Continental’s lineup of commercial vehicle tires will become optional on other Daimler Trucks North America LLC brands including Western Star trucks, Thomas Built buses, Freightliner Custom Chassis Corporation chassis and all other Freightliner vehicles.

“The addition of Continental’s truck tires to the already impressive list of original equipment on the Business Class M2 trucks completes Freightliner’s commitment to quality and performance,” said Melissa Clausen, Freightliner Trucks’ director of product marketing.

Freightliner customers will soon be able to choose from new offerings from Continental to meet their truck tire needs. Continental will be launching a redesigned regional steer tire, the HSR2, which replaces Continental’s best-selling HSR, introduced in 2002. Produced in Continental’s Mt. Vernon, Illinois, award-winning manufacturing plant, the HSR2 is set to maintain Continental’s industry benchmark in the regional steer application. The updated tread compound is designed to increase mileage by 15% over the current HSR and improves cut and chip resistance for optimal performance.

Freightliner customers for waste hauling, construction and other on/off highway service applications will also soon be able to choose Continental's newest tire for urban needs, the HSU2 (Heavy Steer Urban) which replaces the HSU model. The HSU2’s enhanced bead design enables 4500 kg capacity at 105 km/h.

Available in multiple cab configurations, Freightliner’s Business Class M2 medium-duty trucks support a wide range of bodies and chassis-mounted equipment, making them ideal for a wide variety of applications such as towing, pickup and delivery, food and beverage distribution, emergency services, utility or garbage collection.

Source: Continental Corporation
a range of environments, Carmanah solar-powered LED aviation lights are installed at some of the world’s busiest airports, including Chicago O’Hare International Airport, Dubai International Airport, Gatwick International Airport, Singapore Changi International Airport and Toronto Pearson International Airport.

Source: Carmanah Technologies Corporation

GT SOLAR LAUNCHES ENGINEERING SOLUTION TO ENABLE THE MANUFACTURE OF SILANE GAS

GT Solar, a global provider of specialized equipment and technology for the solar power industry, recently announced the availability of its Silane Production Package, which bundles GT Solar’s silane technology expertise with its proprietary equipment. This new package enables companies in the semiconductor, solar, and flat panel display industries to secure their own source of ultrapure silane gas using cost-effective, local production facilities.

“Increased demand from the semiconductor, photovoltaic, and flat panel display industries has resulted in shortages of silane gas accompanied by rising prices,” said Dave Keck, vice president and general manager of GT Solar’s polysilicon business. “As the need for silane gas continues to grow, companies around the globe are beginning to seek more secure solutions. With silane production a natural extension of our existing, well-proven polysilicon and trichlorosilane production plant capabilities, we believe we are well positioned to take advantage of these adjacent market opportunities. “Similar to what we are experiencing in polysilicon production, where GT Solar’s efforts with new entrants are drastically augmenting polysilicon supply, we expect that our technology and know-how will help create a new class of regional competitors in the silane market. As a result, we anticipate that silane users will have more choice, and there will be a reduced reliance on the one, primary supplier that currently exists.”

GT Solar’s Silane Production Package is a modular equipment solution and basic engineering package that enables companies to construct silane plants and begin delivering silane gas within 24 months. The package includes design, fabrication, quality control, training and technical support services; as well as a modular silane production plant, complete with piping, instrumentation, and analytical equipment.

Silane (or monosilane) gas is one of the most widely used silicon-containing gases utilized in the production of the thin silicon layers that are the foundation for semiconductor and photovoltaic products, as well as flat panel displays.

Source: GT Solar International, Inc.

GreatWest Kenworth Receives Kenworth Medium Duty Dealer of Year Award

GreatWest Kenworth in Calgary, Alberta, was named 2008 Kenworth Medium Duty Dealer of the Year for the United States and Canada at the annual Kenworth Dealer Meeting held recently in Columbus, Ohio.

GreatWest Kenworth operates dealerships in Calgary, Clairmont, Lethbridge, Medicine Hat and Red Deer.

The other six Kenworth dealer finalists recognized for excellence in the medium duty category at the Kenworth Dealer meeting are Papé Kenworth, Inland Kenworth, Kenworth Montreal, MHC Kenworth (Midwest), MHC Kenworth (Tennessee), and Worldwide Equipment.

Source: Kenworth Truck Company

Bri-Mar Unveils Utility Trailer Line

Bri-Mar Manufacturing, LLC, known for its high quality dump trailers and equipment haulers, has recently added a new line-up of value-based utility trailers for homeowners and landscapers with lighter loads to haul.

The utility line features the same high-end component and paint qualities and the very competitive structural and performance qualities that have made Bri-Mar the best in the field. The new utility line was designed to be positioned between the low price, low value trailers offered by some retail stores and Bri-Mar’s own premium line of high class equipment trailers.

Depending on the model, Bri-Mar Utility Series trailers offer over 50% higher GVWRs and payload capacities than many competing trailers of the same size. That means you can carry more weight, more safely with a more reliable trailer that will last longer and requires fewer maintenance expenses. Bri-Mar Utility Series trailers come in eight different models. Custom-sized trailers are also available at additional cost.

Source: Bri-Mar Manufacturing, LLC

Hyster Company Celebrates 80 Years of Lift Truck Manufacturing

Hyster Company celebrates its 80th year as a lift truck manufacturer this year. Hyster Company was born when Willamette Iron & Steel, originally a lumber carrier manufacturer, merged with two other companies in 1929.
to form a new company named Williamette Ersted. The name was eventually changed to Hyster Company, a reference to laborers shouting “Hoist ‘er!” when a load was ready to be lifted.

For the past 80 years Hyster Company has been dedicated to providing customers with the best value for their investment. Since introducing a smaller lift truck in 1941 and moving into the container handling market in 1959, Hyster Company now offers 130 models of lift trucks configured for gasoline, LPG, diesel, or electric power, with the widest capacity range in the industry.

Hyster Company continues to demonstrate a commitment to excellence with this year’s introduction of the E45-70XN, a totally electric, AC product that provides superior energy efficiency and outstanding productivity capabilities. Hyster Company also continues to pursue the commercial development of alternate energy sources, including lithium ion battery technology, advanced energy storage devices, and hydrogen fuel cells.

Source: Hyster Company

SUBARU ANNOUNCES A NEW 3-YEAR WARRANTY

These days, everyone is looking for more. Well, when you buy Subaru, that is exactly what you get. Not only does Subaru offer an extensive selection of high quality, reliable industrial engine products, it backs every one of those products with the industry’s best warranty policy.

Marindustriel, the exclusive distributor of Subaru industrial engines and powered equipment for Eastern Canada, is proud to announce this new warranty that extend to 3 years on Subaru’s engines, generators and portable pumps.

The new warranty extends the previous 2-year limited warranty to 3 years without exception between professional, commercial, industrial or consumer uses.

This warranty is an integral part of Subaru’s willingness to offer engines (1,1 hp to 25 hp), generators (1650 W to 12 000 W) and pumps (11 models) that are the best protected in the world.

Marindustriel commercializes Subaru’s motorised equipments with a network of over 100 authorized dealers in Ontario, Quebec and Atlantic provinces.

Source: Marindustriel

www.subaruequip.ca

LVM-Technisol secures a second breakthrough in Ontario

On June 17, 2009, Naylor Engineering Associates Ltd of Kitchener, Ontario, joined the LVM Group. Established in 1983, Naylor is specialized in geotechnics, hydrogeology, environment and material control. Through this transaction, more than 60 employees working from the Kitchener, Brantford and Stratford offices and laboratories will now contribute to LVM-Technisol, leader in its field in Quebec. This new subsidiary will operate under the LVM-Naylor banner. Dave Naylor will manage the Kitchener-Waterloo area office, while Dennis Kelly will manage the Stratford and Brantford offices.

This represents LVM’s second acquisition in Ontario in less than a year. In December 2008, John Emery Geotechnical Engineering from Toronto, a firm specialized in road engineering, geotechnics and laboratory test services also joined the group under the LVM-JEGEL corporate name. LVM now proudly employs more than 1000 employees across 30 business offices in Quebec and Ontario. LVM management and its employees extend a warm and cordial welcome to its newest members!

Source: LVM-Technisol inc.

Kenworth Introduces the New T470

Kenworth Truck Company significantly expanded its product range in the vocational and municipal markets with the introduction of the new Kenworth T470 model. “Kenworth is expanding its product line while other truck manufacturers are exiting the market,” said Gary Moore, Kenworth assistant general manager for marketing and sales.

“The T470 offers Kenworth durability and performance that is serviced by our World’s Best dealer organization for snowplow, dump, mixer, winch, refuse, and other heavy front axle vocational and municipal applications.”

The Kenworth T470 is powered by a 9,0 l Cummins ISL engine with 345 hp and 1150 lb-ft of torque. Other features include a range of manual and automatic transmissions; and 5500 to 10 000 kg rated front axles, 9500 to 11 800 kg rated single rear axles, and 18 150 to 20 800 kg rated tandem rear axles.

The fixed grille hood has a 128 cm bumper setting for convenient installation of a front engine PTO. The hood allows for full extended frame rails for a heat-treated, 827 MPa steel frame without the need for cutouts. Halogen projector headlamps are standard equipment.

The interior of the Kenworth T470 features the same, high-quality multiplexed dash installed in Kenworth’s Class 8 product line with a large panel for convenient installation of body controls and gauges. The Kenworth Driver Information Center is standard in the T470. The popular Kenworth Extended Day Cab is available as an option. The spacious cab enhances driver comfort with an additional six inches of length and five inches of cab height compared to Kenworth’s traditional day cab.

Source: Kenworth Truck Company
At Demopark, held June 21 - 23, 2009, AUSA displayed the new B 300 H sweeper and new Taurulift T 276 H telescopic forklift. Demopark is one of the largest outdoor exhibitions in Europe for municipal machinery, gardening and golf course equipment with an exhibit area of 25 ha.

AUSA enjoys a solid position in the municipal market, thanks to its wide range of state-of-the-art multiservice vehicles and sweepers, which allows it to respond to the needs of a sector that demands versatile, functional, reliable and cost-effective machinery. AUSA machinery also meets the strictest environmental, ergonomic and safety standards.

The B 300 H to be presented by AUSA at Demopark is an innovative 3 m³ sweeper, based on the structure of the multiservice MULTITASK 300 H. A versatile and highly productive vehicle, it has a vacuum capacity of 13 000 m³/h, three central brushes and a 600 l water tank, which grants it a high degree of autonomy. This multipurpose machine allows various tools, such as the snowplow with salt spreader or the street cleaning equipment, to be interchanged quickly, making it extremely cost-effective.

The B 300 H is an agile, manoeuvrable and environmentally friendly sweeper. It features a state-of-the-art VW Euro IV TDI engine, with low CO₂ emissions and low fuel consumption. Equipped with hydrostatic transmission and permanent four-wheel drive, it is able to reach speeds of 62 km/h.

The Taurulift T 276 H, with a load capacity of 2700 kg at a height of 6,1 m. Powered by a Kubota Turbo Diesel V3600T engine, with a low noise level and reduced fuel consumption, it features hydrostatic transmission and permanent four-wheel-drive that allows it to overcome all kinds of obstacles, while reaching speeds of 24 km/h.

Source: AUSA
SIMA’s Snow & Ice Symposium

The Snow & Ice Management Association (SIMA) held its 12th Annual Snow & Ice Symposium in Louisville, Kentucky, from June 24-27, 2009. The 4 day event featured a trade show, speakers, educational sessions, and networking events for professionals in the snow and ice industry.

For the first time this year the Symposium included a half day equipment demonstration at Manning Equipment in Louisville, where attendees could take a hands-on approach to snow and ice equipment and discuss best practices in equipment safety, maintenance, preparation, troubleshooting, and more.

The Snow & Ice Management Association Inc. is a trade association for those who manage snow and ice. SIMA ensures professionalism and safer communities by helping those who manage snow and ice master essential skills and practices.

Source: The Snow & Ice Management Association Inc., www.sima.org
Cummins recently announced the result of a “Fuel Duel” test confirming a 5% fuel efficiency improvement for a Tier 4 Interim QSB6.7 installation compared to an identical machine powered by a Tier 3 engine. The fuel consumption evaluation was conducted under site conditions across a series of duty cycles representative of typical working operations.

The Fuel Duel was undertaken to fully validate previous test results from other Cummins concept installations that have also demonstrated impressive reductions in fuel consumption while meeting EPA Tier 4 Interim and EU Stage IIIIB low-emissions standards taking effect in 2011.

Identical front-end loaders in the 190 to 200 hp class were used as host machines for the Fuel Duel, offering the high engine load factors typical of hardworking equipment. The various duty cycle tests included short and long cycle times with minimal idle time to represent real-world real operation. The machines undertook a sequence of pile breakout and bucket discharge testing, together with repeated sprints and braking.

The 6,7 l QSB engines competing back-to-back in the Fuel Duel were specified with the same power output, peak torque and rated speed. The higher fuel efficiency of the Tier 4 Interim engine was achieved without compromising machine performance. In fact, the Tier 4 Interim QSB6.7-powered machine completed the Fuel Duel tests within shorter cycle times due to a faster engine response to load demands.

“The results from the Fuel Duel speak for themselves. OEMs can expect lower cost of operation and enhanced productivity from their Cummins-powered equipment while achieving Tier 4 Interim low-emission standards,” said Hugh Foden, Cummins executive director Off-Highway Business.

“We have an inherent technology advantage to meet the 2011 emissions standards because we design and manufacture the complete engine system from air-in to exhaust-out aftertreatment. This means we can leverage our integration advantage to formulate a cleaner and more fuel-efficient combustion process,” added Mr. Foden.

FUEL DUEL TEST MEASUREMENT

The 5% higher fuel efficiency achieved by the Tier 4 Interim QSB6.7 installation factored in active regeneration of the self-cleaning Cummins Particulate Filter exhaust aftertreatment. This was barely measurable in terms of fuel consumption, as the filter proved capable of self-cleaning in passive regeneration mode for long periods of the equipment operating time.

Both the Tier 3 and Tier 4 Interim-powered machines were operated by the same driver back-to-back with the same bucket size and tire pressure to eliminate any possible variables that could influence the results. Fuel consumption was measured using a special secondary fuel tank mounted on each of the front-end loaders and precisely weighed after each test to record the exact amount of fuel consumed.

The 5% fuel savings represented an overall average measured over different duty cycle tests, with each test performed repeatedly to further validate the results.

VIRTUAL FUEL CONSUMPTION ANALYSIS

Cummins has introduced a virtual fuel consumption service available on a consultancy basis for OEMs to predict Tier 4 Interim fuel savings for specific duty cycles and machine types. The analysis work is undertaken by Cummins Virtual Installation Center, recently established to help support OEMs with Tier 4 integration work. Opportunities for fuel savings can be identified for the machine before work commences on the prototype installation.

“We take the fuel map and duty cycle data of the current Tier 3 machine as a starting point. This is used as a basis to build up a predicted fuel consumption across the power curve of the intended Tier 4 Interim powered machine,” explained Keith Nolting, Cummins director Industrial Applications.

“The fuel consumption analysis can be conducted quickly and enables performance optimization work to begin well ahead of the prototype installation – saving the OEM both engineering time and resources. By working with the OEM to understand a specific application duty cycle, we can fine tune various machine and engine features at the virtual design stage to realize the best possible fuel efficiency,” added Mr. Nolting.

Source: Cummins Ltd
SnowEx Introduces the V-Maxx 9300 Spreader

SnowEx, a product division of TrynEx International, offers the new 2,3 m³ capacity V-Maxx 9300 V-box-style spreader. Compatible with light-duty dump-bed and flatbed trucks, the V-Maxx 9300 is ideal for winter maintenance contractors looking for more capacity than the V-Maxx 8500 model without the vehicle requirements of the larger V-Maxx 9500 unit – maximizing a fleet’s capabilities and productivity.

The V-Maxx 9300 features the patented SnowEx Material Feed System – a multi-angle hopper with a built-in, inverted “V” baffle configuration. Also included is an attached vibrator to reduce clumping and allow continuous material flow, regardless of what is being spread. The unit is able to spread 100% sand, 100% salt or any combination in between. And because it is designed for use with larger vehicles, the spinner assembly features an extended drop chute to ensure material is spread closer to the ground and with better accuracy.

Featuring a hopper constructed entirely of heavy-duty polyethylene, the V-Maxx 9300 eliminates common corrosion and maintenance concerns associated with steel V-box alternatives. The unit also weighs up to 40% less than similar capacity steel-built alternatives.

Maintenance concerns are further reduced thanks to the V-Maxx 9300’s fully electric-powered design. To further enhance durability and ease of maintenance, the electric drive system is completely weather-resistant sealed and includes two grease Zirk fittings.

The innovative cab-mounted spinner/auger control is designed to minimize material waste by allowing independent spinner speed and auger speed adjustment. Spread width is infinitely variable from 3 to 12 m. A digital LED display with status monitoring and auto-reverse function is standard, as well as an auto-reverse function in the event of auger jams.

Like all SnowEx V-box-style spreaders, the V-Maxx 9300 is built with a Quick-Connect spinner assembly. Compared with competitive models that require the spreader assembly to be unbolted or for the entire spreader to be removed from the truck’s bed before being able to tow, the Quick-Connect system allows the drop chute spinner assembly to be detached in seconds by removing one pin.

Source: TrynEx International
InfraStructures English Edition
August 2009 – page 14

BAA Airport Gatwick Turns to the Mercedes-Benz Unimog for its Entire Winter-Service Fleet

Long, hard winters tend to be the exception in Great Britain. But on the rare occasions when they do occur, the unexpectedly heavy snow and widespread icy conditions – like those of February 2009 – represent a major headache for the people whose job it is to keep transport services operating. But not for David Charman, responsible for airside safety at London Gatwick Airport. He has had several Mercedes-Benz Unimog vehicles in his fleet for the past five years and was able to count on them to keep the airport moving during February’s snow.

In the light of this experience, it was all the easier to make the decision to change over the entire winter-service fleet to Mercedes-Benz Unimog vehicles. In addition to its Gatwick fleet, airport operator BAA also uses Unimog U500 vehicles at Heathrow, Edinburgh and Aberdeen as flexible implement carriers for many different tasks.

“In the peak season we have up to 60 take-offs and landings an hour here at Gatwick and up to 1000 aircraft movements every day,” says Mr. Charman. “If flights are delayed or, worse still, cancelled because of snow or ice on the runway, the costs incurred are considerable and, of course, our customers aren’t happy. That’s why it’s important for us to have winter-service vehicles we know we can rely on 100%.”

Equipped with snowplows and towed airport sweepers, the Unimog vehicles operate in a staggered echelon formation to free the runway from snow extremely rapidly so that aircraft movements can continue. David Charman adds: “Gatwick was the only airport in southern England to get through last winter without any closures, and our Unimog fleet deserves much of the credit.”

Other implements for use with the Unimog vehicles include a snow cutter, a sprayer unit for runway de-icing and a loading crane for infrastructure work.

The same implement-carrying capability which allows the U300 – U500 Unimog model series to provide professional winter-service cover with snowplows, snow cutters and sweeper-blower units also means that these vehicles lend themselves to other airport duties, too. With a PTO shaft, power hydraulics and working gears, the Unimog can be used as a large-surface mower, for example, with a working width of some 6 m. Regular mowing prevents birds from nesting on the airfield and so reduces the risk of bird strikes during take-off and landing.

Equipped with a front-mounted sweeper, the Unimog cleans aprons and taxiways. When this unit is removed, a permanent magnet beam can be attached to the front mounting plate in order to keep the runway and apron free of foreign metal objects, thereby contributing to aircraft safety. The Unimog’s ability to operate year-round with different implements increases its cost-effectiveness and the flexibility of the vehicle fleet.

Source: Daimler AG

The first new Unimog U500 vehicles being handed over to London Gatwick Airport by Mark Hopkins, Head of Unimog Sales at Mercedes-Benz UK

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Rotogrip CS – Fit for Safety

If you like nothing more than fitting snow chains in appalling weather, read no further.

If, however, your preference is to stay in your warm cab, read on.

For many years, RUD, the well known supplier of traction and snow chains, has been supplying the Rotogrip – a name synonymous with road safety. Rotagrip can be summoned to action at a moment’s notice and deployed, in-motion, from the comfort of the driver’s seat.

When a sudden snowfall or sub-zero temperatures makes driving conditions dangerous, the truck or bus driver simply presses a button mounted on the cab’s console. An electro-pneumatic piston lowers the Rotogrip’s supporting arm and a flail-like, radial array of rotating 30 cm lengths of 5 mm flat-link chain is drawn below the vehicle’s drive wheels providing instant traction and safety. When conditions improve the Rotogrip is withdrawn by another press of the button.

There are three models in the Rotogrip range: the well known and original Rotogrip 1 is usually fitted to heavy trucks, coaches, snowplows and fire engines; the electrically-operated Rotogrip 3 suits smaller vehicles that do not have compressed-air systems such as; vans and light trucks; keeping in step with automotive developments, RUD has now introduced the Rotogrip CS.

The new Rotogrip CS (Compact Solution) is designed to fit modern trucks and buses where rear axle space is restricted by low profile tyres and pneumatic suspension assemblies.

Unique to RUD, the forged steel cylinder, which lowers and raises the supporting arm, has a pre-tensioned spring which absorbs the stresses on the spinners and the chain. This feature protects the Rotogrip, provides smooth running and minimizes tire wear.

Identical on all Rotogrips, the patented spinner has a tough, rubberised surface which is pressed against the vehicle’s wheel. The motion of the wheel draws the chains under the front providing a constant moving “mat”.

Fitting and maintenance of the Rotogrip CS requires little effort. Fitting kits are available to suit most makes of commercial vehicle, all three Rotogrip models are easily and quickly installed. Important to the daily operation of commercial vehicle, replacement of wear parts is minimal.

Source: RUD Ketten Rieger & Dietz GmbH u. Co KG

Parker Produces Custom Fluid Connector Products Quickly, Saving Customers Time and Money

When a one-of-a-kind tube fitting or adapter is needed, Parker Hannifin, the global leader in motion and control technologies, can design and deliver it in as few as two days. By keeping lead times to a minimum, Parker affords customers greater project planning flexibility, saving them time and money.

Parker’s Tube Fittings Division (TFD) can manufacture custom fittings and adapters – as well as manifolds and many other fluid conveyance products – to a customer’s specifications for prototypes, emergency repair or preproduction applications. Products are machined in steel, stainless steel, brass, aluminum or numerous other types of market-specific materials such as nickel copper/copper nickel, VIM/VAR, duplex and Hastelloy®. All parts produced comply with applicable conformance standards including SAE, ISO, DIN, JIS, ASTM/ASME and MIL/MS.

“Your supplier must have a full understanding of your market needs as well as design manufacturing processes required to produce high-end, nonconventional fittings,” said Brian Smith, Business Development manager, Parker Hannifin Corporation, Tube Fittings Division.

“Beyond fast turnaround, this is the real value we deliver. With more than 80 years in fluid connector technology innovation and dedicated customer service, design and manufacturing resources for custom products, Parker holds a leadership position few others can claim.”

With ISO 9001-certified facilities and resources dedicated to nonstandard parts production, TFD is one of a small number of suppliers that possess the necessary manufacturing capabilities to work with customers throughout their full product life cycle (prototype, preproduction, full production and aftermarket support) while offering a complete infrastructure of design, quality systems management and logistics support at the same time.

Furthermore, with its full complement of manufacturing resources – including rapid-response CNC capabilities – TFD can quickly and seamlessly transition from low- to high-volume production of a specialty product. This means customers can rely on Parker as their sole custom parts supplier, whether a single piece or 50,000 are needed.

Source: Parker Hannifin Corporation
Equipment Theft Is a Major Problem

Marc Roth, Boomerang Tracking Inc.
Special Collaboration

Boomerang Tracking Inc., Canada’s leader in stolen vehicle recovery, is launching the second annual Vehicle Theft Awareness Month in July to bring the reality and consequences of construction equipment theft to the public’s attention. Equipment theft continues to be a major issue, and can have an even bigger impact in a tough economy. A new Rogers Research Group survey commissioned by Boomerang Tracking/LoJack shows some disturbing trends in connection with the launch the second annual Theft Awareness Month in July.

The Construction Theft Survey was commissioned to explore four areas:
- to demonstrate how many businesses are affected by theft;
- to show how the consequences of theft go beyond replacing expensive pieces of equipment;
- to reveal that most construction company owners are not doing enough to protect themselves against theft;
- to provide insight to business owners to better protect themselves.

“Every year millions of dollars in profits are lost due to opportunistic equipment thieves. The construction industry deserves to know the best ways to protect themselves from becoming a victim of theft. Boomerang Tracking/LoJack has over 12 years of experience in the field, and is committed to raising awareness of the problem and to continuing to be a major part of the comprehensive solution against construction equipment theft,” commented Scott Nilson, Boomerang Tracking’s general manager.

CONSTRUCTION EQUIPMENT THEFT HAPPENS OFTEN
While most might turn a blind eye and think that theft happens to ‘everyone else’, construction equipment theft is not rare, with almost half of respondents (46%) reporting that they have experienced a theft on their job site. Even more concerning is that a third (31%) have experienced theft more than once. And not only does construction equipment disappear on a very frequent basis, but it disappears for good. Respondents noted that 63% of stolen equipment was never seen again. That kind of statistic highlights the real business impact of construction equipment theft, and that no one can be complacent in facing this expensive problem.

CONSTRUCTION EQUIPMENT THEFT COSTS MONEY
Everyone who deals with heavy equipment in their daily business knows that equipment theft is growing rapidly as are the costs associated with it, including insurance deductibles, depreciation and downtime, considering that insurance claims for equipment can take far longer than the 30-day standard for vehicles. Until the claim is settled, there is absolutely no revenue for business revenue from that piece of equipment. These common situations can add up to significant expense to business owners, not to mention insurance premium hikes that usually affect an entire fleet.

As far as real life impact, the Construction Theft Survey found the Top 5 Consequences of equipment theft as:
1. Extra time on the job due to lost productivity of the equipment;
2. Lost money due to business downtime;
3. Lost money due to stolen unit not being insured;
4. Increase in insurance premiums;
5. Increased operating costs due to need for more security.

A third of respondents said the recovery of the equipment – if it was ever recovered – took one week or longer. In addition, 98% of respondents reported that equipment that was recovered was damaged, and 43% of that damage required $5000 or more to repair.

Preventing the theft, and making sure thefts are responded to quickly and recovered fast are all needed to lessen the economic impact of theft.
CONSTRUCTION EQUIPMENT THEFT CAN BE PREVENTED!

While the Construction Theft Survey revealed that some contractors do exercise common sense to protect their assets, most are still very vulnerable. Two of the most popular preventative steps taken by contractors are to keep records of their equipment (59%) and fence in their equipment (40%). But is a fence really enough? In today’s world, it takes a layered approach of common sense and the right products to keep equipment safe. Only 8% of contractors have an alarm on their equipment, and only 6% have a tracking or recovery device. These are sobering numbers given the cost of downtime, replacement cost and insurance deductibles.

Two areas that equipment owners can proactively focus on are applying common sense strategies to prevent theft and installing recovery devices to get stolen equipment back fast.

Common sense includes parking equipment close together, identifying equipment with product ID numbers and implementing off-hours security measures. Recovery devices help law enforcement recover the equipment intact and in a timely fashion. Boomerang Tracking/LoJack has a team on the road 24 hours a day to recover stolen assets and offers well-tested and proven products that are covertly installed.

Equipment theft is a real problem, and equipment owners need to take effective, proactive and timely measures to avoid the hassle, cost and downtime associated with it. That is why as part of Theft Awareness Month to educate the population about heavy equipment theft and highlight the layered approach to vehicle protection, Boomerang Tracking/LoJack has published the Keeping Track – Construction Edition booklet, a guide to protect construction equipment from theft. An electronic version is available on Boomerang’s website.
New Versatile Guardrails for Roof Edge Protection

XSPlatforms is introducing a new range of guardrails for roof edge protection, the XTP-Guardrail. They are available in three varieties: straight, curved and collapsible. They fit various types of roofs, do not affect the appearance of a building and do not damage the roof structure. At the same time they are strong, secure and 100% safe. The guardrails can be concealed without a problem by folding them flat or using slanting posts.

Guardrails provide safety at all times, regardless of the number of people working on the roof. Permanent fall protection in the form of guardrails is an attractive option when work at heights has to be done regularly. XTP-Guardrails are made of high-grade weather-resistant aluminium. The guardrails have a long life and are extremely hard wearing. The XTP-Guardrail system is certified (NEN-EN 13374) and maintenance-free, and it does not require periodic inspections.

Guardrails are visible and so clever design is crucial in order to preserve the architectural merits of a building. XTP-Guardrail stands out because of its elegant design and the high quality of the materials. Collapsible guardrails provide the solution when railings should only be seen while work is actually taking place on the roof.

Installing the XTP-Guardrail system is quick and easy. The main components simply click into position without the use of tools. Thanks to the free-standing design the guardrails do

Carlisle SynTec Introduces New Online Video Library – Carlisle TV

Carlisle SynTec, a leading manufacturer of single-ply membrane roofing systems, recently added another dimension to its e-Learning program with Carlisle TV. A unique online learning library filled with instructional and promotional videos, Carlisle TV is located on the Carlisle SynTec web site at www.carlisle-syntec.com under the Online Tools tab. Carlisle TV has videos for a variety of Carlisle products and roofing-related topics and is a great tool for anyone wishing to learn more about the products and services Carlisle offers.

Carlisle TV features detailed, step-by-step demonstrational videos for a variety of roofing system installations as well as promotional tools for representatives and contractors. Videos on Carlisle TV aim to teach roofers and customers about Carlisle products as well highlight news stories and special projects in which Carlisle has been involved.

One particular project online now is a time-lapse video of the historic photovoltaic project in Carlisle, PA that is a part of the American Recovery and Reinvestment Act. Carlisle TV also features video presentations for EPDM, TPO, Roof Garden, adhesives and polyiso insulation.

Source: Carlisle SynTec

InfraStructures English Edition August 2009 – page 18
EcoStar Roofing Tiles Offer 177 km/h Wind Warranty

EcoStar®, a leading manufacturer of recycled, synthetic slate and shake roofing tiles, offers a 177 km/h wind warranty on its eco-friendly Majestic Slate™ and Seneca Cedar Shake Tiles™. For residents of regions that are regularly hit with damaging storms, high winds and hurricanes, EcoStar offers superior protection from a roofing tile with 20 years of proven performance.

The first line of defense against severe weather is the roof, and homeowners in wind-prone areas should understand the importance of choosing a roofing tile that will protect and defend their home from the harshest weather conditions. EcoStar tiles have undergone meticulous testing to determine their wind-resistance level and have received Miami-Dade County approval for their ability to withstand high winds.

EcoStar Majestic Slate and Seneca Cedar Shake Tiles not only provide enhanced strength and impact resistance but are also environmentally friendly, offering a lightweight yet durable alternative to traditional slate and shake roofing materials. Made from 80% post-industrial recycled rubber and plastic, the roofing tiles utilize millions of pounds of waste that would otherwise end up in landfills. Because they are manufactured with minimal filler content, EcoStar tiles also feature long-term performance and enhanced durability backed by an available 50-year transferable labor and material warranty as well as the 177 km/h wind warranty.

Source: EcoStar, a division of Carlisle Construction Materials

not need to be fixed to the roof, so there is absolutely no risk of leakage.

The guardrails can be purchased through a select network of distributors worldwide. If need be, the distributors can also assemble them. The guardrails require no special maintenance or cleaning.

XSPlatforms designs, constructs, assembles and operates systems for physical facade access in high-rises. Made-to-measure, turnkey if necessary, worldwide and in accordance with legislation. XSPlatforms is the specialist for external access to innovative architecture and complex building structures.

XSPlatforms has more than fifteen years’ experience in the field of safe working at heights. Our products are facade maintenance systems and access structures, fall protection systems, cradles and scaffolding.

XSPlatforms trains users, perform risk inventories, work in accordance with ISO 9001 and provide consultancy services from currently 22 branches in Western Europe, Asia, the Middle East and North America.

Source: XSPlatforms

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**Ragged Ass Road Cracks!**

Yellowknife! What image conjures up in your mind – Tundra, Gold, Ice Road Truckers, Diamonds?

What should come to mind is a cosmopolitan, burgeoning frontier city that faces all the same issues that a Lethbridge, Peterborough, Drummondville, or Fredericton does.

Limited construction season, fluctuating temperatures, high traffic and general wear and tear in infrastructure. Throw in a costly and complex logistical supply chain, and you have a high-pressure environment where quality and professionalism are in daily demand.

It is little wonder that the City chose Cimline to help them deal with pavement maintenance, primarily cracksealing. The 230 DHRC Magma was put to work earlier this year in the cool, clear northern spring air. Freeze/Thaw, sub-grade instability and heavy truck loading all serve to accelerate pavement deterioration and cracking here. Now, with the addition of their new Cimline melter/applicator Yellowknife can begin to get ahead of the issue before further damage can occur.

The Cimline Magma is the benchmark melter/applicator for water-proofers and road maintenance contractors from East to West, and now North of 60! With average temperatures decidedly on the cool side, the Guaranteed One Hour Start-Up is put to the test. The proven angled burner design with ceramic firebox liner serves to enhance performance and improve service life. Fully digital temperature controls, full time recirculation and the proven lightweight electrically heated hose ensure high production and reliability all season, long or short!

Once again the considered and innovative design of the Cimline Magma allow it to perform where and when competitors models just cannot. From the heat of Brazil to Canada’s subarctic, Cimline continues to lead the way in pavement maintenance technology. (R.H.)

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**Doosan’s 48-Hour Parts Guarantee Celebrates its Two-Year Anniversary**

Two years ago Doosan Infracore America announced its 48-Hour Parts Guarantee for their wheel loader and excavator customers. The program guarantees that Doosan heavy equipment machine owners will receive their “machine debilitating” replacement part, in hand, within two business days or Doosan will pay for a replacement machine rental. Doosan Infracore America will get the part in the hands of the customer, wherever they are in North America.

When the customer-focused guarantee program launched, it met with some industry skepticism because it was different than others in the industry. Some were not sure it was going to last, others questioned the ability to have the part in the hands of the customer in such a short period of time. However, two years later, Doosan’s 48-Hour customer-centric guarantee is strong and has allowed customers to stay on the job with working machines. Doosan is operating at a 99% on-time delivery, and fulfilling their program commitment by providing a replacement machine to the customer if necessary.

Every 48-hour order is evaluated by Doosan parts personnel. Doosan will either offer the higher level component at 60% less than the list price or offer a reliable substitute part of equal or greater quality. If Doosan fails to deliver, a rental machine or gift card, equal to the rental rate up to one month, will be given to the equipment owner. Limited restrictions apply. To learn more about this revolutionary guarantee visit www.doosan48hour.com.

Source: Doosan Infracore America

You will find even more news of the industry on www.infrastructures.com
A One-Stop Paving House

When David Stern and Dale Rasmussen joined Cubex Limited two years ago, on the upside they noted that the equipment company had a very good product mix in the paving side of the market. On the downside, they realized the company was lacking on the compaction side.

“We discovered that many of our customers were going to other dealers because we couldn’t meet their compaction needs,” recalls David Stern, Cubex general manager Central Canada. “We quickly concluded that what we needed was a product line that would meet the compaction requirements of our customers. In short, we wanted to be their one-stop shop.”

Cubex found its solution by becoming an official Ammann compaction equipment dealer. “We couldn’t be more fortunate in being able to introduce the Ammann product line to our customers,” says Dale Rasmussen, Cubex account manager for Manitoba.

The new partnership with Ammann has paid immediate dividends for Cubex. The company recently inked a three-year lease deal with the Province of Manitoba which included the delivery of a number of Ammann units along with some trailers and pavers. As part of the customer service program to ensure that the Province got the most out of the new products, Mr. Rasmussen reports that Cubex hosted a training program in its Winnipeg location. “The customer sent a number of operators and maintenance people to the training program. They left with a complete understanding of how to maximize the performance of their new units and, with ongoing service, eliminate any unscheduled downtime.”

According to Peter Price, Area sales manager for Canada “Cubex took a very organized approach to their marketplace challenges. It is this professionalism that drew us to them.”

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

Source: Ammann Canada

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Appointments

Christoph Neuscheler has been appointed to the position of regional manager for Bosch Rexroth Canada’s regional office in Burnaby, British Columbia where he is responsible for the company’s operations. Mr. Neuscheler will focus on automation and hydraulics sales as well as application engineering but is also responsible for inventory planning and quality management. In his new role, he will further develop Rexroth’s focus on customer satisfaction in the region.

Source: Bosch Rexroth Canada

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The Churchill Corporation announced that its Board of Directors today appointed Carmen R. Loberg as a new director. Mr. Loberg will become the 9th member of Churchill’s Board of Directors and was appointed for a term expiring at the next annual meeting of stockholders to be held in May 2010.

The Churchill Corporation provides building construction, industrial construction and maintenance services throughout Western Canada.

Source: The Churchill Corporation

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Robert Adeland, president of Marketing Strategies & Solutions, is proud to announce the appointment of Brian Lowe as vice president, Client Services.

Brian Lowe is well known throughout the heavy equipment industry as a knowledgeable and creative marketer for some of the industry’s leading equipment manufacturers. Most recently, he served as communications manager and product manager for Volvo Construction Equipment and its line of motor graders and was an active participant for many years on Volvo CE’s Global Marketing Council.

Prior to joining Volvo, he filled several product planning and customer support roles in the forestry equipment industry with firms such as John Deere and Timberjack. In 1986, he began his career with Champion Road Machinery.

Source: Marketing Strategies & Solutions

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Great American Trucking Show  
August 20 - 22, 2009  
Dallas, TX USA

Jeux de Neige - Snow & Ice Management Show  
August 22, 2009  
Mont St-Bruno, QC Canada

Wood Week  
September 10 - 12, 2009  
Quebec City, QC Canada

APOM Technical Day  
September 11, 2009  
Trois-Rivières, QC Canada

2009 APWA International Public Works Congress & Exposition  
September 13 - 16, 2009  
Columbus, OH USA

4th Kazakhstan Energy Week  
September 16 - 18, 2009  
Astana, Kazakhstan

16th ITS World Congress  
September 21 - 25, 2009  
Stockholm, Sweden

WASTECON 2009  
September 22 - 24, 2009  
Long Beach, CA USA

CHINASHANGHAI INTERNATIONAL ROAD & BRIDGE TECHNOLOGY FAIR  
September 22 - 24, 2009  
Shanghai, China

ICUEE - The International Construction & Utility Exposition  
October 6 - 8, 2009  
Louisville, KY USA

WaterSmart Innovations Conference and Exposition  
October 7 - 9, 2009  
Las Vegas, NV USA

China Mining 2009  
October 20 - 22, 2009  
Tianjin, China

BICES - Beijing International Construction Machinery Exhibition & Seminar  
November 3 - 6, 2009  
Beijing, China

INFRA 2009  
November 16 - 18, 2009  
Mont-Tremblant, QC Canada

The Big 5 PMV  
November 23 - 26, 2009  
Dubai, United Arab Emirates

EXCON 2009  
November 25 - 29, 2009  
Bengalure, India

Atlantic Logistic Forum  
November 26 - 27, 2009  
Pau, France

CONGRESS 2010  
January 12 - 14, 2010  
Toronto, ON Canada

Bauma 2010  
April 19 - 25, 2010  
Munich, Germany

IFAT CHINA  
May 4 - 6, 2010  
Shanghai, China

Hillhead - Dates changed  
June 22 - 24, 2010  
Buxton, UK

IFAT 2010 - International Trade Fair for Water, Sewage, Refuse and Recycling  
September 13 - 17, 2010  
Munich, Germany

Offshore Wind Conference & Exhibition  
September 14 - 16, 2009  
Stockholm, Sweden

IAA Nutzfahrzeuge - Commercial Vehicles  
September 23 - 30, 2010  
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