

InfraStructures

CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 18 • Number 7 • August 2013 • *English Edition*



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Volume 18 Number 7
August 2013

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InfraStructures is circulated free of charge to qualified users of heavy machinery and specialized equipment in construction, public works, and natural resources across Canada in both French and English.

The cost of a subscription for either edition for one year is \$50 for Canadian residents and US\$75 or €75 for U.S. and overseas.

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Publications Mail Agreement #40052183

A Brief Word...

If anything will make you think about the speed with which winter arrives, it is a trip to the Yukon.

When you see the evidence left behind by thousands of people who risked life and limb to seek their fortune with nothing but brute physical force to overcome the terrain and the weather, it is awe inspiring.

Scroll on a century and the benefits of technology abound, from steamships and locomotives to heavy-lift aircrafts and ore carrying trucks. All of it needing to perform 12 months of the year in some of the harshest conditions the civilized world has to offer.

What better then to be up to date on than winter equipment. If you're unprepared, it can cost you an awful lot. InfraStructures is your source to get the jump on winter and ensure you are spurred into your preparations at the earliest opportunity.

As Canada's leading equipment publication we interact more intimately with our industry and our environment than any other. We tell your stories and bring your news to you wherever you are, from Whitehorse to Whiteway.

So get your woollies mended and the wood stacked and take a break to see how else you can combat winter in this latest issue.

Mush!!

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On the cover:

when sub-zero temperatures and extreme weather test transport systems to their limits, airports rely on specialized equipment to keep passengers flying, even in the harshest conditions.

When their client asked for a giant plow to clear the deicing pad with a minimum of disruptions to airport operations, Métal Pless came up with this custom-made 13.4 m extensible plow.

BRANDT TRACTOR ACQUIRES WALLACE EQUIPMENT

Brandt Tractor has acquired Wallace Equipment, the John Deere Construction and Forestry Dealer for Atlantic Canada, which includes New Brunswick, Nova Scotia, and Prince Edward Island.

This acquisition marks Brandt's first presence in Atlantic Canada and establishes Brandt as a nationwide company with 27 branches reaching from coast to coast.

Wallace Equipment operates five branches located in Fredericton, Moncton, Bathurst, Halifax, and Sydney.

Effective July 2, the Wallace Equipment Ltd. name changed to Brandt Tractor Ltd.

"We're very excited about this latest addition to Brandt and all the potential it represents," said Shaun Semple, Brandt Tractor president. "We're confident our expanded team and fortified expertise will help fuel our new nationwide commitment

to delivering value to our customers, every day."

Source: Brandt Tractor

TAKEUCHI SIGNS NEW DEALER IN NOVA SCOTIA

Takeuchi-US has announced Wilson Equipment Ltd., of Truro, Nova Scotia, as the latest addition to their expanding dealer network in Canada.

Wilson Equipment will carry the full Takeuchi line of compact earthmoving equipment. Wilson Equipment has provided state of the art heavy-duty equipment to the construction, forestry and mining industries for Nova Scotia, the rest of the Maritime Provinces, as well as the North-eastern USA, since 1955. A family-owned and operated company, Wilson Equipment specializes in sales and rental, and also has a well established, experienced parts and service department.

"Wilson Equipment's reputation is built on a history of looking after their customers' needs before, during and after the sale – that's right in line with the Takeuchi model," said Kim Robinson, Takeuchi director of sales. "Their near-60 year dedication to the construction, forestry and mining industries across the northern seaboard has brought them continued success, and we know that our new alignment will benefit both new and existing Wilson Equipment and Takeuchi customers."

Source: Takeuchi-US

AECON ANNOUNCES STRATEGIC PARTNERSHIP WITH MATAWA FIRST NATIONS

Aecon Group Inc. announced recently it has signed a Memorandum of Understanding with Kiikenomaga Kikenjigewen Employment & Training Services (KKETS), A Division of Matawa First Nations.

The agreement represents the beginning of a strategic partnership between Aecon and KKETS; starting with a joint commitment to expand training and development programs for First Nations in northern and remote areas surrounding Ontario's Ring of Fire mining development.

Under the agreement, Aecon and KKETS will work collaboratively to develop "Remote Training Centres" to provide local access to community-based education, trades and apprenticeship training, operated by First Nations in a socially and culturally relevant environment. The Remote Training Centres take advantage of state of the

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Matawa First Nation Management (MFNM) is a nonprofit corporation and Tribal Council that provides advisory services to its 9 member First Nations of Eabametoong First Nation, Neskantaga First Nation, Marten Falls First Nation, Nibinamik First Nation, Webequie First Nations, Constance Lake First Nation, Aroland First Nation, Long Lake #58 First Nation, and Ginoogaming First Nation. KKETS is the Aboriginal Skills and Employment Training Strategy Provider for Matawa First Nations and is committed to delivering programs that meet the needs of employers and trainees for all Matawa First Nations.

Source: Aecon Group Inc.

CNH SHAREHOLDERS APPROVE MERGER WITH FIAT INDUSTRIAL

CNH Global N.V. recently announced that the shareholders of CNH Global N.V. met at an Extraordinary General Meeting and approved the merger between Fiat Industrial S.p.A. and CNH Global N.V. with and into a newly established company to be named CNH Industrial N.V.

Subject to the closing of the transaction, CNH shareholders will receive 3.828 common shares of CNH Industrial for each CNH Global share they hold at the time of the merger. Furthermore, CNH shareholders that participated in the CNH extraordinary general meeting of shareholders, including those who attended or voted via proxy, are entitled to make an election to receive, upon completion of the merger, one additional special voting share for each common share of CNH Industrial they will receive upon the effectiveness of the merger, provided that they hold the shares in respect of which they have made such election continuously from the record date for the CNH Extraordinary General Meeting of shareholders (June 25, 2013) through the effective time of the CNH merger.

Source: CNH Global N.V.

SDLG EXPANDS INTO NORTH AMERICA

Already popular in many international markets, Shandong Lingong Construction Machinery Co., Ltd., has announced that it is to introduce its competitively priced wheel loaders to value-seeking customers in North America.

Shandong Lingong Construction

Machinery Co., Ltd., (Lingong) has announced that it is to introduce its SDLG branded equipment to customers in North America. The company will enter the North American market in the second half of 2013 by launching two models from its popular range of wheel loaders, the LG938L – a 1.8 m³ loader, and the LG959 – a 3.1 m³ loader.

The entry into North America is the latest phase of the company's ambitious international expansion program. Recent introductions have seen SDLG enter markets such as Latin America, Russia, Oceania, Africa, the Middle East and much of Asia – with considerable success. The company's products attract customers who are looking for new machines that are

Edbro Makes the Lightest Lighter...

Edbro used Tip-ex13 as the showcase event to launch the second generation CX14 cylinder to the market. Since its launch at the same event in 2010, the CX14 has been proven to be the lightest of all the 8x4 tipping gears on the market; now its shed a further 28 kg without compromising on tipping speed, lift capacity or reliability. The CX14 can now generate thousands of dollars in extra payload over the life of a vehicle.

Since its launch three years ago, the CX14 has become the tipping hoist of choice for most fleet operators in the UK market when specifying an 8x4 tipping vehicle. This claim is fully endorsed by the sales figures: Tarmac has fitted over 150 units in 18 months, that

is more than the closest competitor unit has sold nationwide in 24 months. Other national fleets to specify CX14 include Aggregate Industries, Cemex and Lafarge, while both MAN & Volvo use the tipping hoist as the standard cylinder for their "Trucks to go" program.

Offering a weight saving of 86 kg against the previous industry benchmark, Edbro's CX15, and a lift capacity of 25 t to the top it is not hard to understand the reasons behind the cylinder's popularity. Thanks to the overwhelming success of the model it has been economically viable for Edbro to make further investments in tooling which has facilitated the launch of the lighter 2nd generation CX14.

Maximised payload is not the only advantage of the CX14 model. It offers safety factors in excess of 50% on buckling and has a safe lift capacity of 25 tonnes to the top. The only possible scenario in the UK where a larger cylinder may be required is in a heavy off-road application in which payload and ground conditions are less controlled.

Competitor cylinders, which are exclusively imported from foreign markets apply heavy sub frames to protect the cylinder from twist and flex which is not a concern in the UK, and many other places. The CX14 has been designed to make the cylinder lighter and offer a direct increase in payload rather than adding weight to protect the cylinder from conditions that will not necessarily be encountered.

Prior to release, the model was subjected to stringent testing, including cycle tests, side load resistance and over pressurisation, and several operators took part in a four year field trial. The tests showed that the cylinder is able to operate reliably within the parameters of the UK market and offer operators real life payload improvements and commensurate commercial benefits.

When specifying a tipping vehicle the last thing that should be compromised on is the very thing which makes it a tipper. Edbro offers industry leading reliability on all of its products and boasts a national service network which is second to none. Its expert sales team are available to speak to you about your needs prior to specification and advise you on how you can maximise your tipping efficiency.

Source: Edbro Plc



reliable, simple and with a more competitive price point than premium, features-led equipment. SDLG is enjoying a growing reputation for the high build quality of its products and the reliable service support the brand provides.

Founded in 1972 and headquartered in Linyi, China, SDLG has been a subsidiary

of the Volvo Group since 2007. With manufacturing facilities in China and soon-to-be Brazil the company's product range consists of wheel loaders, crawler excavators, backhoe loaders, soil and asphalt compactors, and motor graders.

Source: Shandong Lingong Construction Machinery Co., Ltd.

Continental CST Launches Most Complete Tire Range for Port Fleets at TOC CSC Europe 2013



Continental Commercial Specialty Tires (CST) introduced the most complete tire portfolio for port fleets at TOC Container Supply Chain Europe 2013 in Rotterdam. The portfolio includes customized tires for all vehicle types operating in port logistics, such as straddle carriers, reach stackers, rubber tire gantry cranes, terminal tractors and trailers, and heavy-duty forklifts. Most tires of the portfolio are based on the revolutionary V.ply technology. The extremely sturdy V.ply tires have been especially developed for the challenging working environments of vehicles in port operation.

"For port fleets, fuel is cost factor number one, and tire replacement cost factor number two. More than that, 20% of a vehicle's fuel consumption originates in the rolling resistance of tires", says Dr. Michael Andreas Maertens, managing director of Continental CST. "With our new high quality portfolio we offer our customers in the harbor business a complete solution that increases reliability and safety. At the same time it helps to keep operating costs down and to optimize the environmental performance of their fleets."

Cross-ply technology is well-known for its superior damping properties and radial for optimum rolling resistance. Continental's V.ply tires combine the best of both worlds, by integrating an innovative weaving pattern of multiple cords arranged at specially designed angles. V.ply allows the production of sidewalls three times thicker than those used in radial tires.

The carcass of a V.ply tire consists of up to 20 layers of cross-ply fiber woven into three separate wire beads. Because steel cord does not provide an optimal bond between the carcass construction and the rubber shell, the V.ply technology uses high-resistance polymer.

The result is the powerful V.ply construction with strong sidewalls. It enables high payloads even on heavy vehicles that need to reach high stacks, turn on the spot and perform frequent directional changes. More than that, extensive field-tests in ports worldwide have proven that V.ply features outstanding resistance against damages, a high reliability over a long service-life, and a low rolling resistance.

TOC Container Supply Chain Europe was held from June 25-27 at the Ahoy Centre in Rotterdam, the Netherlands. Next years' event will be held from June 24-26, 2014 in London, UK.

Source: Continental Commercial Specialty Tires

MESSE MÜNCHEN AND AEM FOUND JOINT VENTURE IN SOUTH AFRICA

Within the scope of their close collaboration organizing international trade shows for construction machinery, Messe München and the Association of Equipment Manufacturers (AEM) are founding a joint venture in South Africa. They plan to call the joint venture bC Expo South Africa (Pty) Ltd.

The first bauma Africa will be held in Johannesburg in September 2013. It is being organized by MMI South Africa (Pty) Ltd., a 100% subsidiary of Messe München. Subsequent events will then be organized by the new joint venture.

Eugen Egetenmeir, managing director of Messe München, is convinced that this collaboration will give bauma Africa added potential: "Our colleagues at AEM have been supporting us in organizing the premiere of bauma Africa. We are very pleased that this spirit of cooperation is reflected by the fact that our two companies have founded this joint venture. I am sure that this will allow us to recruit even more exhibitors from North America for the fair in Johannesburg."

Dennis Slater, president of AEM, said: "AEM is pleased to take this next step in its relationship with Messe München. Our first joint venture, bC India, has developed as a model of industry efficiency and effective competition in the global marketplace, and we now look forward to a natural extension of our cooperation. Africa has great opportunities for economic growth. Recognizing this, AEM seeks to support and promote its member companies in North America through the bauma Africa 2013 launch."

Messe München and AEM have already collaborated in the successful BAUMA CONEXPO SHOW – bC India. Its premiere in 2011 occupied 88,000 m² of exhibition space. When the fair was last held in February 2013, the amount of exhibition space increased to an impressive 150,000 m².

Source: Messe München International Association of Equipment Manufacturers

INNOVATION AND DIVERSITY AS PROMINENT FEATURES AT bautech 2014

bautech, as the building industry's first highlight for 2014, will bring together numerous traditional bautech exhibitors, but also well-known new exhibitors who have already decided to participate in next year's February show. bautech 2014, to be held



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in Berlin, Germany, from February 18-21, 2014, is an ideal venue for presenting intelligent construction solutions, projects and services to a target group wishing to gain an overview of trends and innovations in the building industry.

In response to the increasing trend towards networking in the industry, bautech will be presenting a compact exhibition of services which include the synergetic system combination of building shells and technical building installations. Here, sustainable construction and renovation work on existing buildings is equally as important as demand-based construction of new buildings. Both core areas of future

construction activities will have to be measured in terms of energy efficiency and their suitability for demographic development.

The roofing trade hall, remains on course to success, supported by its well-established cooperation with Berlin's roofing guild. Many popular exhibitors will be showing the diversity of roof-related services.

Hall 18, with its new concept covering the product sectors "wood and other renewable raw materials" and "interior construction" will be a special attraction. Everything there will center around the materials forum, dealing with construc-

tion materials and their applications and provides topical support for the exhibition and show areas by offering various activities and options. For the first time ever, it provides exhibitors with a stage for their product and project presentations, as well as being the starting point for topic-related tours of the hall.

The various congresses accompanying the exhibition will also be dedicated to central issues of the future, and the Federal Ministry of Transport, Building and Urban Affairs has played a leading role in compiling the congress programme.

bautech 2014 will not only be a showcase for innovative products, projects and modern services, but will specifically promote communications and information exchange among important industry representatives and a wide trade audience thanks to its attractive event sector dedicated to "building for the future".

Last but not least, Berlin, as Germany's capital, is an ideal trade-fair venue, where representatives from the worlds of politics and business, decision-makers of countless companies and trade associations, many famous providers of cutting-edge technology, innovative products and services frequently meet. bautech 2014 exhibitors and visitors alike can only stand to gain from this situation.

Source: Messe Berlin GmbH

HammerHead Introduces New CIPP Epoxy System

HammerHead Trenchless Equipment introduced its new epoxy system for the recently released HydraLiner Lateral Lining system. Expanding on its previously available options, this single base resin system comes with three choices of curing agent hardeners. The 100% solids epoxy is used for installing cured-in-place pipe (CIPP).

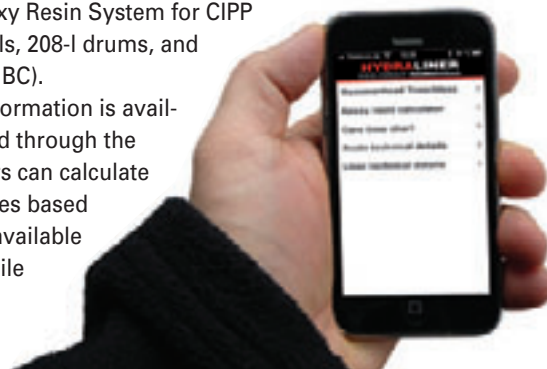
HydraLiner epoxy base resin is tinted transparent blue. Hardeners are transparent yellow. When the two are properly mixed, they create a uniform green color. This combination has proven to work well with felt or fiberglass liner material.

Winter Blend is the fastest curing HydraLiner hardener and is ideal for cold weather conditions or for short applications that require a fast return to service. Standard Blend is the customary hardener with an increased working and cure time sufficient for most project applications. Summer Blend is useful in long or large diameter pipe runs and high temperature applications with a sustained temperature of up to 93°C. The speed of cure for any of the hardeners increases with the addition of heat via hot water, hot air or steam.

The epoxy base, winter and standard hardeners are classified by the Department of Transportation as non-regulated and non-corrosive, minimizing shipping issues for hazardous materials. HydraLiner Epoxy Resin System for CIPP with hardeners is available in 19-l pails, 208-l drums, and 1041-l Intermediate Bulk Containers (IBC).

Technical, mixing and cure time information is available on the HammerHead website and through the HydraLiner Calculator App. Customers can calculate resin/hardener mixtures and cure times based on project specifications. The app is available on iOS, Android and Windows 8 mobile devices.

Source: HammerHead Trenchless Equipment



U.S. OPERATOR OF DETROIT-WINDSOR TUNNEL FILES FOR BANKRUPTCY

American Roads Holdings and nine affiliated Debtors filed for Chapter 11 protection with the U.S. Bankruptcy Court in the Southern District of New York, lead case number 13-12412.

American Roads is seeking to restructure \$830 million in debt. The bankruptcy was not the result of the recent petition for bankruptcy by Detroit, although the city's problems contributed to the company's difficulties, Neal Belitsky, American Roads' chief executive, said in court documents. The company blamed a decline in the population of the Detroit area for the drop in traffic through the Detroit-Windsor Tunnel. Traffic volumes fell short of projections made in 2006 when it took on its debt, according to court documents.

Source: U.S. Bankruptcy Court in the Southern District of New York



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The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.



The Autocar Xpert is designed to ensure the best sight lines in any cabover or conventional truck. The spacious cab features a huge windshield, side, and rear windows.

The Autocar Xpert can be equipped with an OEM dual steering system. With all controls placed either in the middle, or duplicated and mirrored on both sides.

The high performance dual steering gear system is designed for an extra tight turning radius, and the electrical system is designed for dual steer from the ground up, with no third party splicing into a wire harness.



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Pro-Tech Launches New Savik® Brand

Pro-Tech Manufacturing and Distribution, Inc. has introduced its newest product offering, the Savik ERG – the first model of new, elite-level containment and multi-use plows – under the Savik brand name.

The Savik brand will feature industry-first sensor technology, component optimization, and mass customization to provide snow and ice professionals the ultimate in flexibility, efficiency, productivity and results. The Savik brand is committed to offering innovative, forward thinking products to industry leaders by leveraging research, industry partnerships and customer insights.

The Savik ERG model has a steel-edge, featuring 61 cm dual-edge cutting sections, which enable surface outcomes, operator productivity and product durability at levels never seen before. Each

Savik ERG model is customized per order and is offered in lengths from 2.4 m to 4.9 m.

The prime mover it will be paired with, will determine connection type, poly hinge and coupler type, among other options.

The Savik ERG can be equipped with a plow sensor that will, for the first time, allow the operator to get real-time feedback and guidance on cutting edge down pressure and plow position. This will enable any operator to perform like a pro, increasing efficiency and scraping consistency while eliminating unnecessary wear to the plow and the plowed surface.

Each dual-edge cutting section trips individually with a unique flexible, poly



hinge – eliminating many of the moving parts in traditional, less durable spring loaded trip edges.

The Savik brand is also introducing a new connection type, called a binding bucket clamp. The new connection eliminates chains, clevises and loose ratchet binders and provides a non-sliding environment between the bucket and plow. The connection can be easily interchanged with other connection types thanks to the Savik's unique flexible poly coupler. The coupler allows the chassis to conform to larger surface irregularities, provides additional movement when encountering obstructions and eliminates vibration back to the cab.

The common, robust chassis is low profile allowing it to be used with any prime mover. It is designed using a slot and tab construction for superior strength. The side plates are bolt-on for easy replacement or removal for side discharge. They incorporate moldboard supports directly through the side plate for greater strength. The wear shoes are mounted behind the cutting edge and inboard of the side plates so they will not interfere with the surface outcome or cause curb damage. The pin-on design requires no tools for replacement.

"The Savik ERG is the latest achievement in our mission to deliver meaningful contributions to the snow and ice industry," said Craig Geller, president of Pro-Tech. "This innovation-driven product, with its cutting edge and sensor technology combination will offer surface outcomes and salt reduction at elite levels."

Source: Pro-Tech Manufacturing & Distribution, Inc.

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EasyHeat® Sno*Melter® Keeps Walkways Clear of Ice & Snow

New Sno*Melter® Cable Kits from EasyHeat® are simple to install, energy-efficient and environmentally-friendly, offering safe, reliable snow melting throughout the winter months in driveways, sidewalks, patios and stairs.



In stock and available for immediate shipment, the dual-element, fixed-resistance cables are UL Listed and CSA Certified, and provide the simplest and safest method of winter protection for your home or business. When combined with an

EasyHeat controller (sold separately), Sno*Melter Cable Kits are extremely cost effective and eliminate the expensive, labor-intensive hassles of snow removal by automatically maintaining a surface temperature above freezing.

Cable selection is easy – all you need to know is the amount of surface area that is to be cleared of snow. EasyHeat Sno*Melter Cable Kits are available in sizes that cover from 1 to 10 m² with just a single cable, and can easily be configured to fit unique walk, stair, patio and driveway shapes. To accommodate larger commercial jobs, multiple cable kits can easily be combined to cover more substantial areas.

Once the kit is selected, the contractor simply attaches the Sno*Melter cable to welded-wire mesh or rebar with the



included twist ties, hard wires the single-end cold lead to a standard power source, and finishes pouring or laying the surface material. The installation is complete by including an EasyHeat self-contained controller that begins the heating process whenever moisture is present and the temperature drops below 3.3°C.

Ice, snow and sleet make staying on two feet a challenge for people of any age. The best way to avoid winter slip-and-fall accidents is to remove the ice and snow by installing EasyHeat Sno*Melter Cable Kits.

Source: Emerson Industrial Automation

Corktown Common is Waterfront Toronto's Newest Park

Corktown Common, Waterfront Toronto's newly named park in the West Don Lands, opened to the public on June 28. A key component of the revitalization of the area, Corktown Common is destined to become the heart of this emerging new waterfront community.

Great parks and public spaces are a vital part of the renewal of Toronto's waterfront. Since 2004, Waterfront Toronto has opened 20 new or improved parks or public spaces.

At 7.3 ha, Corktown Common, formerly known as Don River Park, is the largest park in the area. Innovatively positioned atop the flood protection landform that has removed the flood risk for 210 ha of prime Toronto real estate, including part of Toronto's financial district, Corktown Common is a creative use of vital infrastructure and another example of Waterfront Toronto's approach to revitalization. The park also capitalizes on the unique landscape to open sightlines to the Toronto skyline, the Don River and beyond.

Toronto and East York Community Council approved Corktown Common as the new name for the park on June 18.

Corktown Common was chosen by the public through *Name That Park*, a 6-week online naming contest sponsored by Waterfront Toronto and *The Grid*.

Corktown Common offers something for everyone.

The playgrounds, splash pad, athletic field and large central lawn can be used for informal gatherings or organized activities. The flexible outdoor space, tables, benches, barbecue and fireplace create welcoming spots for the community to meet and socialize.

With more than 700 trees and thousands of shrubs, groundcovers, and aquatic plants, Corktown Common is a diversely planted habitat with ecological richness that will encourage biodiversity and a healthy forested area within the park. The large marsh, which is an integral part of the onsite stormwater management



system, is already home to birds, bugs, frogs and ducks.

The practical needs of the park are well served by the striking and sustainable pavilion at the play hill. The park's washrooms, small management office, stormwater management equipment and utility space are located within the pavilion, and in keeping with Waterfront Toronto's sustainable building approach, solar panels have been included on the pavilion to supplement onsite power needs.

Source: Waterfront Toronto

Sand Spreader Attachment Maximizes Truck Utilization

Bergkamp Inc. offers the optional Sand Spreader attachment to help government agencies and contractors employ their Bergkamp FP5 Flameless Pothole Patchers in winter months when patching is not always ideal.

Used in place of the standard material chute or Swing Auger System, it applies an even coat of sand to the road surface to create traction before and after snow fall and freezing precipitation. Sand is held in the unit's 3.9 m³ hopper (used for asphalt when patching) and then transferred via a hydraulically driven auger to the 44.5 cm in diameter poly spinner for distribution.

Easy-to-use in-cab controls let you regulate how much sand is being laid down and adjust spinner speed to change the width of the sand coverage from 1.5 m to 10.4 m. Since the Sand Spreader runs off the same hydraulic system as the Flameless Pothole Patcher, switching between placing asphalt and sand is quick and easy. The unit's selector valve shuts off patching mode to

prepare for spreading sand, while quick disconnects allow the operator to easily disconnect the hydraulic breaker hoses and connect the spinner.

Sand is more cost effective than salt, so to help stretch pavement management budgets, the Sand Spreader can be used exclusively or in conjunction with salt trucks. Sand is also a more vehicle-friendly alternative due to its non-corrosive properties. The Sand Spreader provides added flexibility for areas that don't use salt. In less than one hour, the unit can switch from patcher to Sand Spreader to quickly provide road traction in the case of a surprise snow fall or freezing precipitation. When not needed, it can be easily stored and protected.

In addition to the Sand Spreader, Bergkamp offers other options for its Flameless Pothole Patcher, including: the Swing



Auger System, the InPave™ System, a secondary auger motor, LED lights, upgraded arrow boards, a single-drum vibratory roller, traffic cone and shovel holders, asphalt lutes, a propane hand torch, a front cleaning fluid hand spray wand and various sizes of pavement breaker hammers and attachments.

Source: Bergkamp Inc.

Buyers Expands Plow Line

Buyers Products expands the SnowDogg Municipal Series Reversible Snow Plows with the addition of the new, smaller-sized 91 cm (36") plow.



The smaller municipal plow, for use on Class 6 and above trucks, is ideal for areas that receive lower average snowfall and do not need bigger and heavier plows.

Weighing 612 kg, the new municipal plow features 10-gauge carbon steel and is reinforced with six 127 mm by 760 mm ribs and a bushed 317 mm pivot point for strength and rigidity. The plow is available in two sizes, 3.0 m and 3.3 m, and features a full moldboard trip with adjustable external compression springs and three-position attack angle from 5 to 20°.

The plow is orange powder-coated and has twin, chrome-plated hydraulic cylinders located above the push frame for protection from road debris and ease of service while enabling heavy-duty reversing.

Source: Buyers Products Company

SnowEx Launches SuperMaxx II Spreaders



SnowEx has released its new SuperMaxx II spreaders for ice management. Available with 2.5, 3.3 and 4.6 m³ capacities, the units are engineered for superior pre-wetting integration and optimal weight distribution, making them ideal for large contractors and municipalities.

SuperMaxx II spreaders feature an enhanced material feed system with a new stainless steel trough, where brine and salt are mixed before being delivered to the spinner. This system offers unmatched pre-wetting performance compared with other designs.

With a variable spread width up to 12.2 m, the SuperMaxx's stainless-steel spinner contains adjustable cups for maximum control over the spread pattern. When not in use, the spinner assembly can be flipped into the upright position, providing full access to the vehicle's hitch.

Source: TrynEx International

Tips for Prepping Compact Equipment for a Winter Workout

By Debbie McClung,
Woodland Communications
Special Collaboration

manual where they will find a checklist of seasonal maintenance items, plus oil and fluid recommendations. Any compact equipment operator will attest that there are several basic maintenance procedures and inspections that should be performed before starting a machine. As weather turns colder, items that should be checked include fluids, oils and fuels, tire pressure, battery and cold-climate comfort features such as heating and defrosting systems.

FLUIDS, OILS AND FUELS

Some of the most important winter checkup items are the fluids. If a machine does not have the proper engine oil, engine coolant, hydraulic oil and fuel for operating in colder weather, an operator will find that its performance is not up to par. Equipment managers should refer to their operator's manual for instructions on filling their machine with the correct fluid in the correct increments.

For example, when the temperature turns colder it is important to have an engine oil viscosity that matches the outside operating temperatures and a low-temperature grease for proper lubrication on pivot points.

"Do not overlook the hydraulic oil filters, which should be changed as they may have collected water and debris over the spring and summer. Changing the hydraulic oil filter will help minimize future maintenance problems," says Mike Fitzgerald, loader product specialist for Bobcat Company.

As with any automobile, engine cool-

ant – or antifreeze – is also an important wintertime fluid for compact equipment that should be tested according to



manufacturer's specifications prior to the weather turning chilly.

Not only can improper oils and coolants cause maintenance problems in the winter, but so can using the wrong fuel. While it is typically not required to use anything other than normal No.2 grade diesel fuel, operations in cold and far northern regions may want to consider an alternative diesel fuel and/or anti-gel additives. In extreme cold weather conditions, diesel fuel can gel.

PAIR ADVANCED FLUIDS TO TIER 4 MACHINES

Today's engines burn cleaner and run hotter even in cold months. As the EPA's

Though construction slows in colder climates when the temperature dips, winter is when construction companies located in the snow belt start refocusing their skid-steer loaders toward a different kind of workout.

To ensure equipment stays in peak operating condition, equipment managers must begin thinking about winterizing their compact equipment as soon as the first leaves hit the ground.

Of all the compact equipment in their fleet, construction equipment owners say skid-steer loaders are some of the machines most commonly used in the wintertime. Crews who operate the machines for general construction work during the warm months, repurpose skid-steer loaders with multiple attachments to help supplement their snow removal operations.

As with any equipment maintenance, those responsible for maintenance should refer to their manufacturer's owner's

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engine emissions standards are taking effect in the compact equipment industry, equipment managers must be more knowledgeable about oil and fuel selection to prevent downtime issues. "Interim Tier 4 and Tier 4 engines require CJ-4 oil that has less ash content and minimizes issues with exhaust treatment systems," says Mr. Fitzgerald. In addition to the required ultra-low sulfur fuel, additional filters on fuel storage and transfer tanks will help ensure clean fluids.

TREAT ATTACHMENTS EQUAL

A compact loader's attachments are the tools that deliver the versatility needed to remove snow and ice from sidewalks, parking lots and trails. Attachments such as snow blades, snowblowers, angle brooms and spreaders are some of the most popular and hardest-working tools in the winter months, and deserve the same attention as the machine itself.

Visual checks of attachment components such as hoses, cylinders and guards, cutting blades and edges can help determine if wear is developing or damage has

occurred. Some attachments also require fluid-level checks and lubrication.

TIRES, BATTERIES AND OTHER ITEMS

It is common knowledge that when temperatures drop, so does the air pressure in tires. One of the first physical signs of cold weather will be a machine's sagging tires. Low tire pressure can translate into lower lift and push capabilities. Maintenance personnel should check the owner's manual for the proper pressure and inflate the tires accordingly.

Downtime is unavoidable if you have a dead battery. There is nothing worse than needing to quickly respond to a snow or ice storm in which the general public depends on clean public walkway or roadway, only to find that it will not start because of a dead battery.

Cold weather plays havoc on batteries because it requires them to generate nearly twice as many cranking amps in order to turn the over engine and hydraulic and hydrostatic pumps. That is why equipment fleets in colder climates go through batteries faster than those in warmer climates.

So, it is imperative that they take the time to have a load test performed on their compact equipment batteries before the first snow hits the ground. They should also check the battery wires and connections for any wear or corrosion because such defects could result in loss of available cranking power.

"Once you've made sure your skid-steer loader fleet will perform at its optimal level in the winter, you'll next want to ensure the operator's comfort features are working properly. Features popular on skid-steer loaders in northern states include heating and defrosting systems. To keep operators comfortable and productive, inspect each system and perform routine maintenance as specified in the owner's manual," adds Mike Fitzgerald.

Also, inspect the cab's door and window seals to ensure heat will not seep out, and install a new windshield blade and antifreezing washer fluid. Snow removal operators can spend as many as 12 hours a day inside the cab of their machine, so it is vital that they stay warm and comfortable.

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TIPS FOR SAFE SERVICE

Maintaining your skid-steer loader in safe operating conditions is necessary for the life of the equipment and the general safety of the operator. Before servicing the loader:

Operators and service workers should be trained to read and follow the manufacturer's operating and service procedures provided in the operation manuals and on the loader's warning signs;

Always use the safety mechanisms provided by the manufacturer (lift arm supports, interlocked controls, seat belts and restraint bar);

Turn off the engine and remove the key from the switch (Never service a loader with the engine running unless directed to do so by the operator's manual);

Keep the foot controls and operator's compartment free of mud, ice, snow and other debris that can build up inside the operator's compartment.

Regularly inspect and maintain the following features:

- Interlocked controls
- Safety belts
- Restraint bars
- Side screens
- Rollover protective structures.



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Taking It to Extremes

Charlie Ebers, SE10
Special Collaboration

From sub-zero conditions to high altitudes and the scorching heat, Volvo Construction Equipment's Stage IV/Tier 4 final (T4f) technology has been through the toughest tests to ensure that the latest generation of Volvo engines deliver maximum performance and reliability.

Successfully developing T4f compliant engines that meet all emission, quality, efficiency and reliability targets before the strict legislation comes into force has been one of the highest priorities for Volvo Construction Equipment's Technology function since the regulations were announced five years ago. In fact, in terms of investment, it is the second largest development project in the whole of the Volvo Group's history.

ADVANCED VOLVO TECHNOLOGY

For engines 75 hp and greater, Volvo CE will meet the legislative requirements and deliver improved fuel efficiency through a combination of in-cylinder and external

solutions as well as selective catalytic reduction (SCR) technology. To date, this technology has been through over 100,000 hours of rigorous testing – including engine test benches and multi-application field testing in prototype articulated haulers, wheel loaders and excavators. But that is not all – Volvo CE enjoys the enviable position of having the strength of the Volvo Group behind it and all the benefits this brings for sharing technology.

"The T4f legislation states that nitrogen oxide (NO_x) levels must be reduced from the current Stage IIIB/Tier 4 interim levels of 2.0 g/kWh to 0.4 g/kWh – representing a 80% decrease," explains Jan Guthammar, chief project manager for Volvo CE's Stage IV/Tier 4 final initiative. "To meet this new requirement, Volvo CE has applied SCR – a technology that Volvo Trucks has used since 2005. We have capitalized on the

vast experience within the Volvo Group and the millions of hours of real world testing the technology has already been through. This helped us adapt the solution for construction equipment and ensures our solution will function with the required performance and reliability levels in all the applications, climates and environments our customers operate in."

BEHIND THE SCENES

As part of the testing and validation process, prototype articulated haulers, wheel loaders and excavators fitted with Volvo's T4f technology were shipped to remote locations for cold climate, high

altitude and summer testing. Each testing expedition involves around 100 engine and machine engineers, who together carry out hundreds of tests over the month-long expedition. The tests are repeated twice – once during the development phase and once later on in the process for verification.

Volvo CE holds its winter expeditions at the deepest point of winter in Kiruna, in the far north of Sweden, close to the Arctic



Volvo Construction Equipment engineers carried out thousands of tests on the company's Stage IV/Tier 4f technology during cold climate, high altitude and summer testing expeditions.

Circle, where temperatures drop (and stay) well below -30°C. The cold climate testing was held at the Kiruna mine – the largest and most modern underground iron ore mine in the world. Here, a Volvo customer who operates at the production site incorporated the prototype machines into his fleet. This meant that not only could Volvo engineers collect data and monitor per-

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formance in a real life situation, but they were also able to understand how the new technology felt from the operator's point of view. Other tests included repeating standard working cycles and cold start optimization.

"Facing freezing temperatures in cold climate testing is just one part of the development process – but it is an essential procedure in order to make sure the engine, exhaust-after-treatment and all

the systems and sub-systems can handle these extreme winter temperatures," says Mr. Guthammar.

"Taking it to the other extreme, in Spain we conducted tests on test tracks and monitored how the technology coped in the extreme heat and demanding applications," continues Jan Guthammar. "For

example, we looked at how a Stage IV/ Tier 4 final articulated hauler reacted to being driven up a severely steep hill, with a full load, in the blistering heat. The



Prototype machines fitted with Volvo Construction Equipment's Stage IV/Tier 4f technology were shipped to remote locations for cold climate, high altitude and summer testing. Testing Volvo Construction Equipment's Stage IV/Tier 4 Final solution in sub-zero conditions was an essential part of the development and validation process.



machines were also tested at 3,500 m above sea level during high altitude tests in Les Deux Alpes, France. Here, the air is thin and atmospheric pressure is low so we needed to test and verify machine performance, fuel consumption, engine response and startability in these rarefied conditions. When you operate at high altitudes

the latest generation of Volvo machines will have improved performance in these difficult conditions – in fact, from both our internal results and from feedback from our customers who are currently operating these machines, we can see that the entire T4f range has improved performance, fuel efficiency and reliability."

Baosteel Chooses KAMAG Industrial Lift Transporters

KAMAG Transporttechnik GmbH recently delivered a total of 18 industrial lift transporters to Baoshan Iron & Steel Co. Ltd., more commonly-known as Baosteel, in Shanghai, China. Baosteel is the second largest Chinese iron and steel company conglomerate with an annual turnover of over 30 billion \$ and has around 100,000 employees – and has been a satisfied customer of KAMAG and SCHEUERLE for more than 20 years.

The KAMAG 2107 HM2 industrial lift transporters complete with tilting system and top-mounted cab and KAMAG U2105 HM2 with cabs mounted below for driving under pallets are optimally prepared to face the adverse working conditions in the steelworks. The pendulum axles with hydraulic compensation always provide the necessary stability whereby the safety systems trigger an immediate alarm if there is a height difference of more than 60 mm. However, this is just one of many safety features – different systems continuously update the driver about all driving

situations and possible hazards.

With a tiltable payload of 100 t and featuring a comparatively low tare weight of just 50 t, the KAMAG 2107 HM2 complete with a high-mounted driver's cab is one of the most powerful and efficient industrial lift transporters for the transshipment and handling of scrap metal or other bulk material. With 421 hp from their Cat engines, the Baosteel versions provide an impressive climbing performance of 20% and a traction force of 37,000 daN. The maximum speed without load is 35 km/h.

Long material such as slabs or coils but also all types of pallet systems are the



operational areas of the KAMAG U2105 HM2 with its driver's cab mounted below. The five vehicles delivered to Baosteel score well with a good maximum load / tare weight ratio (115 t payload for 35 t tare weight), a traction force of 35,000 daN and a maximum speed of 35 km/h when unloaded. The IHT U2105 HM2 with its low-mounted cab is powered by a 421 hp Cat engine.

Source: KAMAG Transporttechnik GmbH

SnowEx Introduces Tractor-Mounted Drop Spreaders

SnowEx introduces two new tractor-mounted Drop Pro spreaders for controlled application of bagged ice melters and bulk rock salt. Featuring precise, gate-free operation, the units are ideal for use on sidewalks, campus parking lots, parking structures and other off-road applications.

Model SD-600 has a 0.17 m³ capacity with a 91 cm spread width, and model SD-1400 has a 0.39 m³ capacity with a 122 cm spread width. Both units include a polyethylene hopper and variable-speed auger feed system, which is run by a self-diagnosing digital controller. They offer a wide range of material application rates to help operators minimize material waste.

Drop Pro spreaders are fully electric-powered with sealed, direct-drive motors mounted in weather-resistant enclosures. They use completely loomed automotive-style wiring harnesses and draw power from the tractor's battery.

To maximize material flow, the spreaders are equipped with vibrators and use

SnowEx's patented inverted "V" hopper design. Other standard equipment includes a top screen and fitted lid. The units are compatible with Category-1, 3-point hitches. Model SD-600 is also offered with an optional receiver hitch or utility bed mount.

"Snow and ice professionals are always looking for a better way to maintain sidewalks," said James Truan, vice president of sales and marketing for SnowEx. "Drop Pro spreaders are the perfect solution, thanks to their highly precise, electric-driven feed systems. Whether there is a light dusting of snow or a significant ice build-up, these spreaders



have the flexibility for single-pass results."

SnowEx Drop Pro spreaders are backed by an industry-leading two-year parts and labor warranty.

Source: TrynEx International

The advertisement for GeoRocFor accessories features a blue and white color scheme. At the top, the company name "GeoRocFor" is written in a large, bold, blue font, with "ACCESSORIES" in a smaller, orange font below it. Below the name, the text "DRILLING SIMPLIFIED" is written in a large, bold, blue font, followed by "Innovation/Quality/Adaptability" in a smaller, blue font. The central part of the ad shows several blue drilling tools, including a large drill bit and a smaller drill bit. To the right of the tools, the text "Xs Drill" is written in a stylized, blue font, with "Overburden systems Drilling tools" in a smaller, orange font below it. At the bottom, the text "MANUFACTURE OF DRILLING TOOLS FOR OVER 25 YEARS" is written in a small, blue font, followed by "GeoRocFor PRODUCTS ARE USED AROUND THE WORLD IN CIVIL WORK, FOUNDATIONS, WATER WELL, MINING AND TUNNELING" in a small, blue font. The website "www.georocfor.com" is written vertically on the left side of the ad.

How do Airports Cope with the Big Freeze?



You can watch videos on airplane deicing on www.infrastructures.com

Source: Clariant International AG

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INDOT Opens New Fabric Salt Storage Structure

The Indiana Department of Transportation (INDOT) has added a new facility for winter de-icing operations and salt storage in Wabash, Indiana. The new tension fabric building, which provides enough capacity to store 3,265 t of salt, was custom designed, engineered and erected by Legacy Building Solutions.

"This is part of an ongoing process of replacing our older salt domes with high-quality fabric buildings," said Steve McAvoy, state facilities manager for INDOT. "Legacy has provided us with other facilities previously, and they were a natural fit for this project."

INDOT's new structure utilizes Legacy's rigid frame design, which allows for a high level of engineering flexibility. The building measures 25.9 m by 48.8 m with 6 m on-center frames. The fabric structure sits atop an 2.4 m-high concrete wall, except for the front endwall, where the concrete wall is 0.9 m high. A large front door measures 5.5 m by 8.5 m, while 4.9 m-by-4.9 m side

doors allow trucks to enter the building single file to safely load and off-load under roof. To meet local zoning, the building's peak is 10.7 m tall, with a roof pitch of 4/12.

Legacy also designed a custom frame to accommodate another 4.9 m-by-4.9 m entrance door in the front right corner of the building, which leads into a uniquely designed 5.5 m by 9.1 m wash bay. 2.4 m-high fabric walls in the wash bay help contain and capture runoff water, while preventing overspray from reaching the storage area. "Historically we've had to wash trucks in a separate building from where we stored salt," said Mr. McAvoy. "With this design, we were able to save money and space by integrating the wash bay into the storage structure."

The Wabash building is well ventilated, utilizing mesh vents on the endwalls and a mesh soffit placed under the 60 cm eave extensions on each sidewall. To protect workers and equipment during the winter months, ice breakers are mounted to the



eave extension tubes to break up chunks of snow or ice as they shed from the roof. The roof fabric consists of Legacy's standard 6.1 m-wide kedered roof panels.

"We have been very impressed by Legacy's overall quality of work," added Steve McAvoy. "Installation of the infrastructure and building itself was quick and efficient, and we expect that the design initiatives put forth will lead to additional cost savings in the future."

Source: Legacy Building Solutions

Brigade Showcases Smarter Safety at Bauma Africa

Maneuvering safety will take center stage at Bauma Africa this September, as Brigade Electronics showcases a diverse range of its most durable radar and camera systems, as well as its signature broadband sound alarm, to the African mining, construction and haulage markets – while launching its Smarteye™ 360° camera system to an international audience.

Making its debut in the inaugural show's UK Pavilion, Smarteye™ is the first in a new generation of intelligent vehicle safety solutions: a camera system that eradicates blind spots and dramatically reduces collisions and driver information overload thanks to a single bird's-eye view of the entire vehicle and its immediate surroundings.

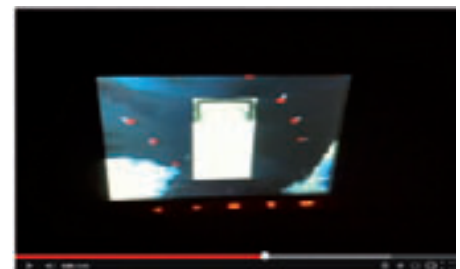
Comprising four cameras placed around the vehicle, Smarteye™ technology works by "stitching" each image together to provide a complete and accurate all-round view, as if from above. Powered by



software from ASL Technology, a specialist software developer of video image processing and other products, each camera's ultra-wide angle lens renders a realistic, light-balanced video image displayed in real time on a high-definition cab monitor – with programmable options to highlight areas of greatest risk.

Visitors to the Brigade stand can see the Smarteye™ system in action as part of a broader product showcase, which comprises its Backeye® range of heavy duty cameras and monitors, its new-to-market digital wireless system, and a selection of its popular Backsense® radar products: Xtreme, WorkZone, and WorkSight. Brigade's bbs-tek® white sound® reversing alarm will also be on display – which continues to earn international industry plaudits for its patented directional sound that only grabs attention in the immediate vicinity of danger.

Karel De Bont, Brigade Electronics' South African director, said: "Equipment owners and operators across Africa see safety as an absolute necessity, in all



industries. That's why Brigade continues to focus on providing solutions that surpass industry standards and deliver in even the most challenging natural environments."

Representatives from Brigade's UK team and the company's network of South African dealers – including Dynalift, John Radcliffe, and Le Bros – will be on stand for the show's duration (18-21 September) to meet with attendees, and to demonstrate just how hard-wearing some of these products truly are.

Source: Brigade Electronics Plc

PowerRam Precleaner Protects Engines While Boosting Fuel Efficiency

turbo Filtration's turbo® Precleaner PowerRam is the right choice for large machines operating in severe-duty environments. With its innovative directional scoop and its wide-angled air intake, the PowerRam improves engine performance by reducing air-intake restriction and delivering more air to the engine at highway speeds, boosting fuel efficiency.

In addition, the PowerRam features a louvered screen, which prevents plugging from snow and ice build-up at high speeds, extending filter life by removing dirt and dirt particles along with debris in rain and snow from intake air. It also protects against the re-entry of sooty exhaust air into air-intake.

"Designed with rugged yet light-weight metal construction, the PowerRam is tough enough to weather the elements, and is designed with an durable powder coat finish to guard against rust, chemical

attack and corrosion," said Tracy Long, turbo Filtration's director of business development. "The PowerRam also offers a number of reducers to enable configuration to your specific application."

turbo Filtration's PowerRam is designed to meet the performance needs of machines requiring airflow between the 11.3 and 42.5 m³/min (400 and 1,500 cfm). This makes it well-suited for the heavy demands of the logging, agriculture, mining, steel and construction industries, and excels in coal pushing dozers, articulated dump trucks, concrete mixers, chippers, tub-grinders, mulch machines and older cab-over-trucks still in service.



The turbo Precleaner line is uniquely designed for high quality and efficiency. Unlike other precleaners that typically use "reverse axial" designs, the turbo brand employs a straight-through air flow path for a better efficiency.

Source: turbo Filtration

Zonar Introduces Rugged Telematics Platform for Construction and Work Truck Fleets

Zonar, the leading provider of electronic vehicle inspection and fleet telematics systems has released the V3R™ telematics platform for work truck fleets and construction equipment. The V3R™ provides powerful vehicle tracking combined with operating information for vehicles that work in harsh conditions including dirt, mud, ice, sand, and rain.

The V3R features a durable hard casing designed to withstand the harsh shaking and shocking inherent with rough terrains. This easy-to-install GPS device meets the IP67 and IP69K ratings, making it not only dust tight, but able to withstand high-pressure and steam cleaning. The sealed water tight connectors ensure reliable connectivity with the vehicle under all weather conditions. This rugged device can endure temperatures from -40°C to 85°C and will function properly in environments up to 95% humidity.



"The V3 telematics platform is extremely popular with contractors and construction businesses," said Chris Oliver, chief marketing officer at Zonar. "Our customers requested a ruggedized version of the V3

device to help track work equipment, so we responded with the V3R."

The V3R brings 3G network GPS tracking to vehicles operating in the harshest conditions. Reports and alerts

for asset location, speed, idle time and geo-fences help fleet managers monitor daily activities. The automatic hour meter, based on ignition status, helps track the need for preventive maintenance and provides data for billable hours-saving fleet managers valuable time. The V3R is also compatible with Zonar's electronic vehicle inspection reporting (EVIR®) system for automated visual truck and equipment inspection reporting.

Any asset with power and ground can take advantage of the V3R. With flexible options for magnetic attachment or bolt installation, the V3R is useful for all equipment, whether leased or owned.

"The dynamic V3R telematics platform collects data from a variety of sources to provide fleet managers with the information needed to effectively manage their fleets," added Mr. Oliver. "In addition to GPS and vehicle data, the V3R captures data flowing through its input ports for added operational visibility."

The V3R integrates with all Zonar devices and transmits data from other modules and products, including electronic inspection data captured with Zonar's 2020 tablet and 2010 inspection tool. It also contains ports for up to 5 inputs, which can be used to capture events and ensure drivers are following best practices, for example by wearing a seatbelt while the vehicle is in motion. The V3R™ includes a 1-year warranty and is now available to the public.

Source: Zonar

Eriez Offers a Variety of Suspended Magnets for Next-Day Shipment through EriezXpress Program

Several Eriez® Suspended Permanent Magnets, Suspended Electromagnets and Electromagnet Controls are available for next-day shipping through the company's EriezXpress™ Program. Upon credit approval, orders for qualifying products received by 4:00 p.m. EST will be processed and shipped the next business day.

Suspended Permanent Magnets offered through EriezXpress include Model SP6330 and Model CP 20/80. In the Suspended Electromagnet category, EriezXpress

includes Model SE7338 with Cable Sling and Model SE7535 with Cable Sling. Three Electromagnet Controls are also available: Model 50C41, Model 75C41 and Model 10K41 NEMA 4 Rectifier.

Product details and more information on EriezXpress next-day shipping is available on Eriez' website.

Eriez also offers 10-Day Xpress Delivery on six of its most popular Series SE-7000 Suspended Electromagnet models. These quick ship, manual clean magnets range

from 1,066 mm to 1,981 mm wide, offering a size to meet most typical conveyor widths.

Source: Eriez



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SAE International's Collegiate Design Series Wraps Up 2013's Baja SAE Series in Rochester, N.Y.

The Rochester Institute of Technology (RIT) hosted the final regional competition in the Baja SAE® series on June 6 - 9, 2013. 90 teams turned out for the event in Rochester, New York, which featured several static and dynamic events.

THE RESULTS WERE AS FOLLOWS:

Polaris Design

1st Place Winner

University of Maryland – Baltimore County (USA)

1st Place Cost Winner

Universidad La Salle (Mexico)

1st Place PTC Acceleration

McGill University (Canada)

1st Place Cummins Hill Climb

McGill University (Canada)

1st Place Magna Maneuverability

Johns Hopkins University (USA)

1st Place Suspension & Traction

University of Tennessee – Chattanooga (USA)

1st Place Honda Endurance Race

University of Louisville (USA)

The Top 3 Briggs & Stratton Overall Winners:

1st University of Louisville (USA)

2nd University of Michigan – Ann Arbor (USA)

3rd Ohio Northern University (USA)

The Mike Schmidt Memorial Iron Team Awards:

1st University of Michigan – Ann Arbor (USA)

2nd École De Technologie Supérieure (Canada)

3rd Ohio Northern University (USA)

SAE International is a global association of more than 138,000 engineers and related technical experts in the aerospace, automotive and commercial-vehicle industries. SAE International's

core competencies are life-long learning and voluntary consensus standards development. SAE International's charitable arm is the SAE Foundation, which supports many programs, including A World In Mo-



tion® and the Collegiate Design Series™.

Source: SAE International



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One Stop Shop for Wear Parts

In today's challenging marketplace, companies cannot afford downtime – they need their equipment repaired quickly and efficiently. More and more they are looking for top quality finished parts that they can install onsite and wear parts that will last in the face of even the harshest working environments.

SSAB recently added new manufacturing capabilities at its Montreal, Quebec, facility to help meet these market needs. "With this new equipment, SSAB can now offer the most comprehensive line of wear products in the region combining wear plate, hard facing – chromium carbide overlay – and extensive manufacturing capabilities with exceptional application knowledge," said Per Johansson, vice president, Value Added Services, SSAB.

SSAB's new Gemini CNC Drilling, Milling and Thermal Cutting System is a versatile machine for fabrication details and plate components for machinery of all types particularly for mining, forestry, earthmoving and agricultural equipment. This combined system for cutting and machining of parts is capable of drilling, countersinking, beveling and marking – all in one machine. It includes both plasma and oxy-fuel torches which can cut and machine parts from 3.2 mm to 20.3 cm (1/8" to 8").

With this new system, SSAB is able to produce the most complex parts from wear parts such as screen plates and liner plates to hammers, cutting edges and more. Furthermore, customers can be assured their parts will be accurate and precise with its rack and pinion positioning and measuring systems along with minimum deflection when machining.

"The market is looking for a one-stop shop where they can order from one supplier and receive quality finished parts that are ready to be installed. The Gemini system allows us to offer that to our customers," said Patrick Leclerc, regional sales manager, SSAB.

In addition, with the new machine, production rate is higher helping to reduce lead times. This is particularly important as unplanned downtime is very costly. In the case of a big quarry or mine, every hour of unplanned maintenance related to wear part failure may represent tens of thousands of dollars of lost production. So the

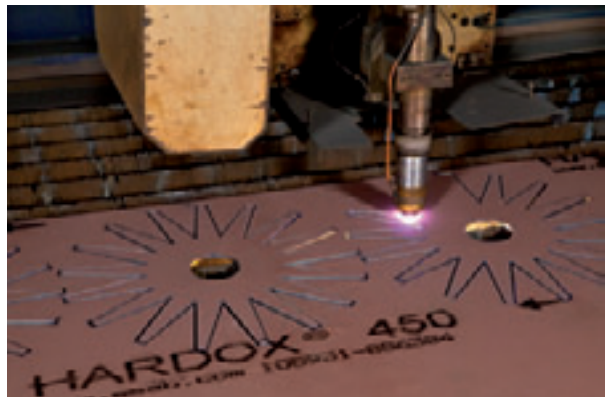
faster they can get their replacement wear part, the more money they will save.

Wear life is another important factor impacting downtime. Wear parts must be able to withstand the harshest working environments common in the mining and heavy equipment industries. With the new 183 cm (72") wide Overlay Table at the Montreal facility, SSAB can now supply a wide range of chromium carbide and complex carbide overlay plate. SSAB, recognized for its well known Hardox® brand, now offers customers a complete portfolio of abrasion resistant steel products.

"We have the opportunity to optimize wear life using Hardox, overlay products or both in combination," said Maurice Picard, SSAB area technical manager. "For extreme sliding wear in medium to high impact applications, chromium carbide overlay combined with Hardox base plate has provided outstanding wear life."

Overlay is particularly useful for applications like mining, road building and asphalt, recycling, material handling and many other areas where abrasive materials require extremely hard surfaces. It provides outstanding wear resistance, is workshop-friendly, has excellent heat resistance – up to 590°C (1,100°F), making it a material of choice for cement plants.

"With the addition of this equipment, we can now offer a more complete product



portfolio for our customers—all with a quicker turnaround," said Mr. Leclerc.

Source: SSAB

Terex eLiterature App

Accessing information about Terex® machines has never been easier following the launch of the equipment manufacturer's new application *Terex eLiterature* (eLit). Available to download free on iPads and iPhones via the Apple store, Terex eLit allows users to effortlessly view up-to-date specification sheets and brochures for every Terex product at the touch of a button. The convenient app has been developed as part of a wider Terex commitment to extend customer support beyond its products.

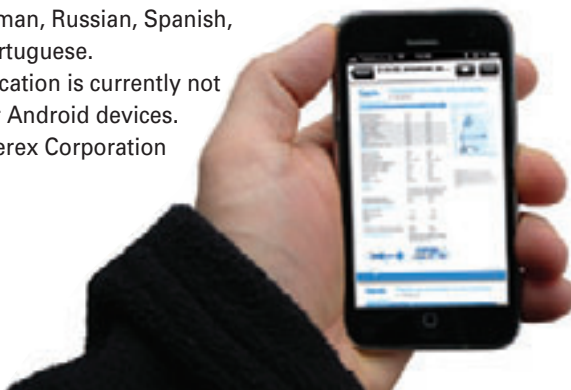
By performing simple one-touch gestures, Terex eLit users are able to download and browse multiple product brochures and specification sheets, which are then available to access offline. For example, hitting one icon will download the entire Terex portfolio which can be viewed even when there is no internet access. The emailing facility also makes it easy to share documents with colleagues and prospective customers.

Terex eLit provides Terex customers, distributors and team members with immediate access to Terex product information quicker than ever before saving customers' time and answering many of the most frequently asked machine queries instantly.

Downloads are available in English, French, German, Russian, Spanish, Italian or Portuguese.

This application is currently not available for Android devices.

Source: Terex Corporation



Appointment

Automatic lubrication systems specialist **FLO Components Ltd.** continues to expand its resources to better serve construction, road building, aggregate, trucking, manufacturing and processing companies in the GTA with the appointment of **Oliver Paiement** as territory sales manager - GTA.

Oliver Paiement is a graduate of Mohawk College of Applied Arts and Technology, and holds several pertinent certifications, including Six Sigma Certification and Certified Lubrication Specialist from Society of Tribologists and Lubrication Engineers. His previous experience over the last 13 years includes various technical support, project management and business development positions in the Lubrication Industry.

"We're very excited to have Oliver joining our team. Oliver's education and knowledge make him a natural fit on our team of lubrication solutions specialists, and well suited for providing the kind of technical and sales support our customers have come to expect. His previous experience in reliability and operations optimization in the Lubrication industry will be a great asset. His primary responsibility will be to increase local availability of technical support to our customers and build FLO's client base in the greater Toronto area. Oliver will work with our key partners in the industry developing lubrication solutions that address their equipment breakdown related pain and increase machine uptime and profitability," commented FLO Components sales manager, Steve Matheson.

Source: FLO Components Ltd.



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Agenda

- APOM Technical Day**
 September 6, 2013
 Sainte-Catherine-de-la-Jacques-Cartier, QC Canada
- Oil Sands & Lifting Workshop**
 September 6 - 8, 2013
 Fort McMurray, AB Canada
- bauma Africa 2013**
 September 18 - 21, 2013
 Johannesburg, South Africa
- Démo Forêt 2000**
 September 20 - 22, 2013
 Dolbeau-Mistassini, QC Canada
- Renewable Energy and Mining Summit**
 September 25 - 26, 2013
 Toronto, ON Canada
- Watertech, Pollutech, Wastetech and Cleantech**
 September 26 - 28, 2013
 Gujarat, India
- Plug-In 2013 Conference & Exposition**
 September 30 - October 3, 2013
 San Diego, CA USA
- International Construction and Utility Equipment Exposition (ICUEE)**
 October 1 - 3, 2013
 Louisville, KY USA
- 6th Annual WaterSmart Innovations Conference and Exposition**
 October 2 - 4, 2013
 Las Vegas, NV USA
- IFAT INDIA 2013**
 October 24 - 26, 2013
 Mumbai, India
- Expo-FIHOO**
 November 6 - 8, 2013
 Montreal, QC Canada
- Canadian Waste & Recycling Expo**
 November 20 - 21, 2013
 Montreal, QC Canada
- EXCON 2013**
 November 20 - 24, 2013
 Bengaluru, India
- Congress of INFRA 19th Edition**
 December 2 - 4, 2013
 Quebec City, QC Canada
- MS AFRICA & MIDDLE EAST, The International Trade Fair for Stone Design, Technology, Earthmoving and Building Machinery**
 December 9 - 13, 2013
 Cairo, Egypt
- INTERMAT Middle East - Change of dates!**
 January 14 - 16, 2014
 Abu Dhabi, United Arab Emirates
- World of Concrete 2014**
 January 21 - 24, 2014; Seminars: January 20 - 24, 2014
 Las Vegas, NV USA
- bautech 2014**
 February 18 21, 2014
 Berlin, Germany
- CONEXPO-CON/AGG and IFPE expositions**
 March 4 - 8, 2014
 Las Vegas, NV USA
- SMOPyC 2014 International Show of Public Works, Construction And Mining Machinery**
 April 1 - 5, 2014
 Zaragoza, Spain
- Journée Expo-Bitume**
 April 3, 2014
 Saint-Hyacinthe, QC Canada
- Atlantic Heavy Equipment Show**
 April 3 - 4, 2014
 Moncton, NB Canada
- BtpExpo**
 May 8 - 10, 2014
 Liège, Belgium
- SaMoTer & Asphaltica in Verona**
 May 8 - 11, 2014
 Verona, Italy
- APEX 2014**
 June 24 - 26, 2014
 Amsterdam, the Netherlands





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