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A Word From the Publisher

For more than a decade, readers have relied on InfraStructures to keep them informed on what is happening in the equipment and related industries.

With news of mergers, acquisitions, engineering developments and innovations, InfraStructures provides the latest information directly to you.

By participating in local, regional and international events, like the forthcoming ICUEE (International Construction & Utility Equipment Expo) in Louisville, Kentucky, InfraStructures is there for you from the gravel pit to the pinnacle of the latest megaproject!

With the help of our readers, advertisers and associates we also tell your stories of craftsmanship, achievement and innovation.

If you have enjoyed anything you have seen or would like to share InfraStructures with a colleague or friend, please let us know (refer to page 24 or our website). With your input and feedback we can maintain our unique position as Canada's national publication in the industry.

As the children return to school remember that InfraStructures is your homework assignment to read, study and enjoy.

Class dismissed,



Editor/Publisher



On the cover:

a Furukawa HR 900 ES rock drill used by Dynamitage Desrochers Inc. near Sherbrooke, Quebec.

LRS ON-TOP WITH GARLOCK

Garlock Equipment has announced that LRS Enterprises has been appointed the authorized Garlock Equipment dealer for Ontario. LRS Enterprises is an established company with a history of involvement in the commercial roofing industry. The company has several branches in the province.

"We have come to realize that most roofing equipment suppliers fall short of providing a full-service relationship to contractors, said

Mark Garland of LRS Enterprises. When a contractor spends good money on equipment, they also expect after sales support. In our experience there is a significant lack of after sales support, technical expertise and service from a commodity supplier, this is what led us to wanting to be involved with Garlock."

"For Garlock it is all about providing valued added products to our customers. When a contractor has questions about a plural com-

ponent sprayer or a Versalift application they don't want to speak to a disembodied voice on a telephone, they want to see and speak to someone they know and trust. What we at Garlock want to establish is the same level of customer service a contractor would get with any piece of equipment from swing hoists to shovels, cutters to cranes", stated Brad Dunn, vice president of Sales for Garlock.

Garlock is the world's largest manufacturer of commercial roofing equipment, and manufacturers a complete range of powered and non-powered products, asphalt kettles, hot rubber melters, sprayers and safety equipment. Part of the Plymouth Industries family of companies with facilities in Plymouth Minnesota, Garlock is co-located with the Cimline Pavement Maintenance Group leading manufacturers of roadway maintenance equipment, which includes, Cimline, Equip and Durapatcher brands of products serving the municipal and contractor markets.

Source: Garlock Equipment

SAKAI APPOINTS PACIFIC RIM AS DEALER FOR BRITISH COLUMBIA

Sakai is pleased to announce the appointment of Pacific Rim as an authorized dealer in British Columbia.


Sakai offers a full line of high-quality, high-productivity vibratory soil compactors, seven 4000 vpm vibratory asphalt rollers designed for Superpave and other perpetual pavements as well as combination vibratory/pneumatic rollers and balanced three wheelers. Innovators in compaction equipment for over 80 years, Sakai is also the first to offer a track driven soil compactor for steep slope applications as well as the world's first vibratory pneumatic tire roller for today's contemporary mix designs.

The Pacific Rim staff has been fully trained in the application, sales, parts and service of Sakai products and offers prompt and professional parts and service support. The company supports Sakai in the eastern half of British Columbia from their Penticton headquarters.

Source: Sakai

ROTARY LIFT® CONSOLIDATED ACQUIRES HANMECSON® INTERNATIONAL

Rotary Lift® Consolidated, a leading vehicle service lift manufacturer, has purchased Hanmecson® International, effective immediately. Hanmecson is a wholly-owned U.S. company headquartered in Fort Worth, Texas, that manufactures vehicle lifts at its



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plant in China.

With the acquisition, Rotary Lift Consolidated now has business operation centers and ISO 9001-certified manufacturing facilities on three continents: North America, Europe and Asia.

"Our intent is to make RLC the foremost provider of vehicle lifts to customers around the world," says Gary Kennon, president. "Our U.S. operation supports lift users throughout North America, Latin America, Africa and Australia, while our location in Germany handles those in Europe and the Middle East. This purchase gives us a strong presence in Asia."

By acquiring Hanmecson, the best-selling lift brand in China, Rotary Lift Consolidated is well-positioned to meet the expanding customer needs of this rapidly growing market. Another Hanmecson brand, Direct Lift®, is one of the leaders in the residential and enthusiast market in North America. The Direct Lift product line will supplement the company's existing Revolution® brand of enthusiast/residential lifts to provide more options for buyers.

For several years prior to the purchase, Hanmecson had been a manufacturing supplier to RLC for some lift models and components.

Source: Rotary Lift Consolidated
ICUEE booth #1401



THE VENETOR GROUP MOVES INTO NEW CORPORATE OFFICE IN STONEY CREEK

Venotor Group, the largest 100% Canadian privately owned equipment rental company in south-central and southwestern Ontario, is pleased to announce the opening of their new head office. The custom built, 4650 m² facility is located at 45 Oriole Ave, in Stoney Creek, Ontario.

The opening of the Stoney Creek facility is the latest phase in Venotor's growth. This move comes on the heels of the opening of their Oshawa branch in February 2007, allowing Venotor to further provide exceptional and quality service to their customers in the Eastern Greater Toronto area and points further east.

"This new office is a testament to the strength and perseverance of our people whom are second to none in this industry and through the faith and confidence our customers have placed in our company.

We are continuing to make major investments to provide better service to our customers, to differentiate ourselves from the

competition and to accelerate our growth." said Tom Beraldo, vice president of Operations at Venotor Group.

Source: Venotor Group

AECOM ACQUIRES KMK CONSULTING LTD

UMA Engineering Ltd. is pleased to announce the merger of the operations of KMK Consulting Ltd with UMA, as a result of the acquisition of KMK by UMA's parent company, AECOM Technology Corpora-

tion. KMK is an Ontario-based engineering firm specializing in water, wastewater and municipal engineering.

KMK has joined AECOM, a leading provider of professional technical and management support services for government and commercial clients around the world. As a result of the merger, KMK and UMA will merge operations to provide a greater breadth of project management, technical expertise and service delivery for their clients.

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Together with KMK, UMA will have more than 1300 employees in offices across Central and Western Canada.

"I am excited to welcome KMK to the AECOM family and to UMA," said UMA president and CEO Jim Stewart. "KMK brings an excellent reputation and record of performance that we believe will help UMA grow in the areas of water and wastewater and strategic asset management." KMK president and CEO Bob Fleeton commented:

"By joining AECOM and UMA, we are becoming part of a global organization operating in 60 countries. This will allow us to expand our resources and expertise while maintaining the high quality service our clients expect from us."

Source: UMA Group Ltd.

AIR LIQUIDE STARTS UP A NEW HYDROGEN PRODUCTION UNIT FOR CLEAN FUEL

Most hydrogen is used in hydro conver-

sion* and in fuel desulphurization processes to produce gasoline and diesel with lower sulphur content. The hydrogen supplied by Air Liquide to refineries around the world enabled refineries to reduce sulphur oxide (SO_x) emissions by approximately 700 000 t in 2006, which is more than the total SO_x emitted by a country like France in one year.

Over the past six years, Air Liquide has made plans to build 16 new large hydrogen production units worldwide and the Group has recently started up operations at its new production unit in Priolo Gargallo, Italy. This new unit, located within Erg Med's refinery (ERG Group), has a capacity of 30 000 Nm³/hr and is scheduled to produce over 220 million m³ of pure hydrogen annually. It will supply hydrogen for the next 15 years to two refineries in Italy's Augusta-Priolo petrochemicals district: Erg Med's refinery and ExxonMobil's (Esso Italiana's) refinery. The hydrogen will be used in the hydroconversion plant to reduce the amount of sulphur in the gasoline and diesel produced at these refineries. Air Liquide has invested approximately €45 million in this new unit.

Pierre Dufour, executive vice president in charge of the Large Industries World Business Line at Air Liquide, commented, "We are delighted to see this project come to fruition. Our hydrogen will allow our customers' processes to run more efficiently, and help them live up to their environmental responsibilities. It is a shining example of Air Liquide's commitment to sustainable development."

* Hydro conversion consists of transforming, using hydrogen, long and unsaturated hydrocarbon molecules in shorter and saturated molecules which are more adapted to gasoline and diesel.

Source: Air liquide

CARLISLE SYNTEC RANKS HIGHEST IN SATISFYING CONTRACTORS WITH COMMERCIAL ROOFING SYSTEMS

Carlisle SynTec, a leading provider of commercial roofing products, ranked highest among commercial roofing systems manufacturers in contractor satisfaction, according to the J.D. Power and Associates/McGraw-Hill Construction 2007 Syndicated Commercial Roofing Systems StudySM. The study was based on responses from more than 491 subcontractors who ordered or purchased roofing materials within the past 12 months.

J.D. Power and Associates evaluated Carlisle's record of contractor satisfaction using an inaugural study that focused on seven factors. Those seven factors were sales, marketing and support, warranty and repair



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service, product rating, credit/billing process, placing orders, delivery and price. Carlisle SynTec received particularly high ratings across all seven factors.

Also included in this study was the examination of two potential problem areas that contractors may have with roofing material manufacturers: timeliness of product delivery and order accuracy.

"Providing superior products and an outstanding customer experience are Carlisle's top priorities," commented Nick Shears, vice president of sales and marketing for Carlisle Construction Materials. "Carlisle's continuing goal is to lead the industry in customer satisfaction. While we now know that our efforts have been recognized, we are not celebrating this achievement, but using it as motivation to continually improve."

Source: Carlisle SynTec

CIVIL ENGINEERS ANNOUNCE PUBLIC COMMENT PERIOD ON SEISMIC REHABILITATION PROFESSIONAL STANDARD

The American Society of Civil Engineers' Structural Engineering Institute (ASCE/SEI) will conduct a public comment period on the first supplement to its Seismic Rehabilitation of Existing Buildings Standard (ASCE 41-06). The public comment period will be held from September 20, 2007 to November 5, 2007.

The purpose of the standard is to specify nationally applicable provisions for the rehabilitation of buildings to improve seismic performance. The standard is intended for use by code officials in jurisdictionally mandated seismic rehabilitation programs, or for reference by building owners and design professionals in voluntary rehabilitation efforts. The supplement covers: general requirements; concrete; and architectural, mechanical and electrical components.

To participate in the public comment period, contact Phillip Mariscal, ASCE standards administrator, at pmariscal@asce.org or (703) 295-6338. For more information on the standard, or ASCE's standards program, please contact An Pham at apham@asce.org or (703) 295-6408.

Source: the American Society of Civil Engineers

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Cortec® MCI® Helps Prevent Corrosion Inside Bridge Tendons, Post tensioned Box Girder Bridges and Pipes

MCI®-309 helps prevent corrosion for up to two years in segmental concrete bridge tendons, post tensioned box girder bridges, tubular structures, pipes, vessels, and turbines, and to protect equipment after hydrostatic testing. MCI®-309 can also be used for parts, components, and completed assemblies during shipping and storage.

MCI®-309 powder is used for temporary corrosion protection of ferrous metals in recessed areas, interior cavities, and voids. MCI®-309 provides an extremely efficient dry method of protecting metals within an enclosed space.

It will also prevent further corrosion of pre-coated and painted surfaces. MCI®-309 vaporizes and absorbs on all metal surfaces, reaching all exposed areas. It does not contain silicates, phosphates, or nitrites; and does not affect the physical properties of concrete or grout. MCI®-309 provides up to 24 months of continuous corrosion protection.

Apply MCI®-309 powder by dusting, sprinkling, or fogging. Fogging is easily achieved with a low-pressure air hose and sandblast cup or a large conventional sandblasting system can also be used. After application simply cover, close, or seal the interior cavity or void. The protected surfaces do not require cleaning prior to concrete or grout placement, but if needed, MCI®-309 is easily removed using a low-pressure air gun or water rinse.

Source: Cortec® Corporation, ICUEE booth #2327



A New Series of IPD Pistons

IPD LLC, a business unit of the diversified holding company Storm Industries, Inc., announces the release of a new series of IPD-Steel™ pistons for use in Caterpillar® C15 and some later 3406E applications.

The IPDSteel™ piston design is of the later two-piece articulated style that is utilized in these engines and incorporates a plate under the crown. Earlier versions without the plate



are also available from IPD. This new patent pending series of pistons are available in a variety of kits from IPD including: piston and liner group kits (cylinder kits), in-frame overhaul kits, and out of frame overhaul kits.

IPD now offers IPDSteel articulated, two-piece cast steel pistons for use in the Caterpillar® 3116, 3126, 3406E, and C15 applications.

All manufacturers' names, numbers, symbols and descriptions are for reference only. It is not implied that any part is the product of the manufacturer. Caterpillar® and Cat® are registered trademarks of Caterpillar, Inc.

Source: IPD LLC

MTU Receives EPA Approval: Independently Certified Green TIER 2 Rail Engine

MTU has received certification from EPA for the first independently certified, high-speed rail engine. The low-emission 12v4000 R33 engine is optimized for the rail industry and meets EPA's Tier 2 emission standard (40 CFR 92).

"This is the first time EPA has certified to Tier 2 emission limits a stand-alone, high-speed engine for use in locomotive applications," said Doug Berry, sales manager for MTU Detroit Diesel Rail. "Certifying the engine itself, instead of the locomotive as a whole, provides OEMs and operators the flexibility to use this engine in any locomotive application, whether for re-powers or new construction."

With MTU's experience in the European rail business and leadership in today's clean diesel technologies, the introduction of its new Series 4000 rail engine allows the company to offer a certified engine that is ideally suited for the new emissions challenges posed by the North American rail market.

The new MTU12v4000 R33 engine provides 2250 hp at 1800 rpm and has the latest in common rail fuel injection systems, advanced turbocharging and Advanced Diesel Engine Controls (ADEC) electronics for cleaner, more efficient operations.

"MTU has been a leading force in developing clean diesel technology," said Doug Berry. "The technology in our new rail engines has been used on rails worldwide and in numerous other applications, from mining trucks to tug boats. That proven track record gives us an edge over the competition and provides peace of mind for our customers."

Water-cooled exhaust and turbochargers have been added to reduce engine skin operating temperatures and provide unprecedented safety.

MTU's patented, second-generation common rail fuel injection system offers better fuel efficiency.

Use of a self-cleaning oil filtration system reduces maintenance downtime.

Reversible turbocharger and exhaust outlets design allows for more installation flexibility for locomotive builders.



MTU Detroit Diesel, Inc. is the North American regional headquarters of MTU, one of the world's most important providers of diesel engines and drive and propulsion systems for ships, heavy-duty land and rail vehicles, and decentralized power plants.

Source: MTU Detroit Diesel, Inc.

Composite Quick-Connect Air Brake™ Fittings To Reduce Vehicle Weight And Leaks

Diversified industrial manufacturer Eaton Corporation launches Composite Quick-Connect (Q-CAB) Air Brakes™, part of the newly developed Q-CAB 217 Series. Offered through Eaton's Hydraulics Operations, the 217 Series features a composite body for impact resistance and exceptional strength.

Eaton's Composite Q-CAB Air Brakes are lighter than all brass-air connections and offer the same sealing when used with the SAE J844 Type A and B Nylon Dot Brass quick-connect fittings. The fittings' brass tube provides complete support for full airflow and allows ease of tube connection with low insertion force.

"These fittings exceed cold impact test requirements and have been field tested in extreme weather, from the Arctic to the desert," said Doris Showalter, senior product manager – Eaton's Hydraulics Operations. "The Q-CAB 217 Series is made of glass filled

Polybutylene Terephthalate (PBT) for the very best chemical and ultraviolet (UV) resistance of any composite air brake fitting."

The composite Q-CAB Air Brakes meet and exceed industry requirements U.S. D.O.T. FMVSS 571.106-10, SAE J1131 and SAE J2494-3. The 217 Series fittings are also qualified with the unique Synflex®

Eclipse™ multi-layer air brake tubing. The fittings are used for medium- and heavy-duty truck, bus and mobile off-highway air brake systems.

Eaton's Hydraulics Operations is a business segment of the Eaton Fluid Power

Group. The business is a worldwide leader in the design, manufacture and marketing of a comprehensive line of reliable, high-efficiency hydraulic systems and components for use in mobile and industrial applications. Mobile and industrial markets include agriculture, construction, mining, forestry, utility, material handling, earthmoving, truck and bus, machine tools, molding, primary metals, automotive, power generation, port machinery and entertainment. Eaton's Hydraulics Operations provides customer-driven solutions under brand names such as Aeroquip®, Boston®, Char-Lynn®, Eaton®, Hydro-Line®, Vickers™ and Weatherhead®.

Source: Eaton Corporation



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Cummins and Continental Surpass Production Milestone of Three Million Electronic Control Modules

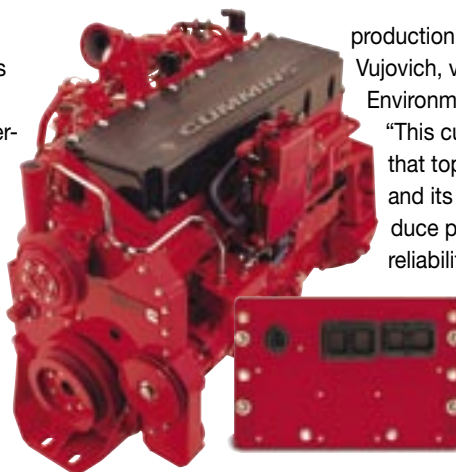
Cummins Inc. and the Automotive Systems Division of the international automotive supplier Continental AG recently announced that Continental has produced and delivered more than three million Electronic Control Modules to Cummins. This milestone was achieved during the first quarter of 2007 and confirmed during a recent review of the companies' year-to-date operations. Continental is the primary supplier of ECMs to Cummins.

Used to control a variety of engine functions, these electronic modules are instrumental in allowing vehicle manufacturers and industrial users of diesel engines to meet stringent emissions requirements and conserve fuel. ECMs also make it possible for Cummins electronic diagnostic products to read engine data quickly and conveniently.

In the nearly three decades that these ECMs have been fitted to Cummins engines, the functionality of the modules has evolved to become the nerve center of the entire engine. In fact, the microprocessor core

contained in the ECM approaches the processing capability of a personal computer. Historically, the primary function of the ECM was to aid the fuel injection process; today the ECM serves multiple purposes such as controlling the entire fuel system, air handling, and after-treatment functionality as well as recording fault codes. As the ECM has advanced technologically, it has decreased in physical size and its larger memory capacity has greatly increased processing speeds.

"We owe a debt of thanks to our customers for leading the growth of our engine



production in America, said Christine Vujovich, vice president, Marketing and Environmental Policy for Cummins.

"This customer loyalty is recognition that top suppliers such as Continental and its highly skilled workforce produce products of the highest quality, reliability and value – all of which are critical as we continue to raise the bar with engines that are highly integrated, durable, fuel-efficient and environmentally sound."

"Our team is excited to surpass the three million threshold," said Tom Tischhauser, vice president, Powertrain and Chassis for Continental Automotive Systems. "This milestone is based upon the achievement of the associates in our plants who challenge themselves every day to meet the high expectations of our customers."

Source: Cummins Inc.
ICUEE booth #235





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Multi-Gang Slab-Rider Drills Offer Accuracy, Versatility

E-Z Drill offers a line of multi-gang slab-rider drills for accurate concrete drilling from an easily maneuverable machine. The series consists of three self-propelled models: the three-gang Model 210-3 SRA, four-gang Model 210-4 SRA and five-gang Model 210-5 SRA.

The compact frame design allows each drill to operate in a 1,2 m patch while drilling to within 15 cm of a corner. The bits drill to a standard 45 cm depth, and each unit can be adjusted easily to drill into the center of a 60 cm slab. Adjustable spacing can be set between 30 and 90 cm, with greater width settings available through custom orders.

The pneumatic drills, which are powerful enough to tow the air compressor with an optional tow-bar assembly, feature an internal regulator to prevent breakage caused by high-pressure spikes. When used with the tow bar kit, the SRA models eliminate the need for an additional vehicle. This enables one person to drill, move the machine and tow the compressor, saving on labor and fuel costs. Additionally, a patented tri-steering feature simplifies maneuverability as the machine can rotate within its own radius without needing to be disconnected from the air compressor.

An auto-alignment feature allows the units

to be quickly repositioned after each hole set, resulting in the ability to drill more holes in a single day than competitive units. Furthermore, productivity is ensured with E-Z Drill's patented roller bearing feed system, which provides for friction-free drilling. Each model also features an individual regulator that allows the operator to set the optimum drilling speed for each drill. Designed with productivity in mind, all E-Z Drill units use quick-release bit guides for fast changes with any bit style. Quick coupler air fittings and easily replaceable carriages lessen downtime for repairs.

Slab-rider drills reference from the top of the concrete slab, which provides for optimum accuracy and eliminates disturbance of the subgrade. An optional on-grade conversion kit makes the slab rider models more versatile for varying applications since it can reference from the subgrade when the top of a slab is not available. For additional versatility, the slab-rider models can drill vertically after just a few adjustments. This makes the machine useful for mud jacking and under-sealing applications.

A number of features built into the slab rider models contribute to durability and long service life. Multi-point oil injection allows



each drill to be lubricated individually from a single reservoir so that each drill always has the proper amount of oil. This helps the drill motor last longer than with a central oiling system, which does not offer individual lubrication adjustments. An automatic drill shutoff further extends each drill's life by preventing "dry-firing." Foam-filled tires with heavy-duty spindles eliminate flat tires and prevent breakage.

For operator safety, E-Z Drill features carriage locks to keep the drills and bits in place when the air supply is off or disconnected. Additionally, auto-locking air couplers keep the air supply hose on the drill coupling without the connection being manually pinned. A lifting point built onto each unit ensures the drill is balanced when being loaded and unloaded.

Source: E-Z Drill

Carlyle Buys Goodyear's Engineered Products Division

Global private equity firm The Carlyle Group recently announced that it has closed its purchase of substantially all of the Engineered Products Division of The Goodyear Tire & Rubber Company. Through a long-term license agreement, products will continue to carry the "Goodyear" brand, while the legal name of the company has been changed to Veyance Technologies, Inc.

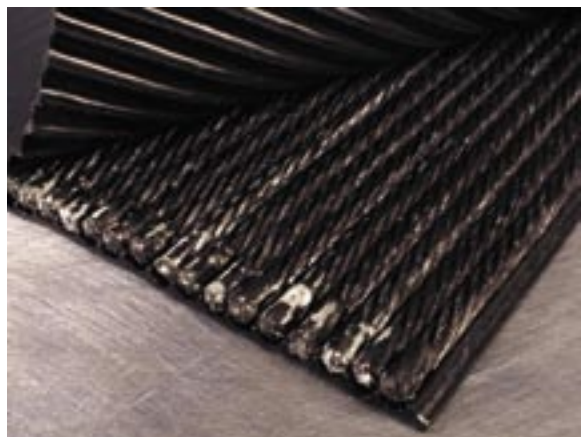
Veyance CEO Timothy R. Toppen said customers will continue to see the Goodyear Engineered Products brand and uncompromising standards they have known since 1898. "In addition, we have adopted a new corporate name – Veyance Technologies, Inc. It combines two critical components of our daily operations. Our products convey materials, fluids or power from one location to another and are designed to optimize performance for customers and end users."

He added, "While the Goodyear Engineered Products brand will remain front and center in our marketing, the Veyance moniker will identify our new company as we prepare for and aggressively pursue growth opportunities."

Carlyle managing director Daniel A. Pryor said, "Veyance has proven products, an excellent management team and significant growth prospects domestically and abroad. Carlyle will support Tim and his team as they continue to provide quality products to their industrial, military, and automotive customers."

Veyance Technologies, Inc., based in Akron, Ohio, manufactures and sells Goodyear Engineered Products branded industrial

power transmission products; heavy-duty and lightweight conveyor belts; hydraulics;



rubber track; and automotive and heavy-duty truck belts, hose, tensioners and air springs.

Source: The Carlyle Group

Lee Specialties Unveils First E-line Combo Wireline Truck Manufactured in Red Deer

Lee Specialties Ltd. boldly rolled out its E-line combo wireline truck manufactured in the city of Red Deer; a manufacturing first for the Central Alberta region.

The design, production, and distribution of wireline trucks mark the next step in establishing a one-stop shop for wireline and coiled tubing products for the organization, as well as introducing another industry exclusive to Red Deer.

“The expertise in Red Deer to design, to manufacture, and to assemble products without outsourcing enables us to hire a wide range of talent to build an innovative product with global appeal. This elevates Lee Specialties to a more globally recognized organization,” says Jim Lee, CEO, Lee Specialties Ltd.

“We are very proud to offer a ‘Made in Canada’ truck to add to our current product lines,” says Milton Friesen, Lee Specialties Ltd



truck shop manager, “The final product would not be possible without the combined efforts of the team and customer support.”

Lee Specialties Ltd. designs and manufactures pressure control equipment, production logging tools, logging systems and related

equipment for the cased hole wireline service industry. Established in Red Deer in 1999, the company serves the Canadian market as well as international markets, including China, United Arab Emirates, Russia, New Zealand and USA by providing superior customer service and quality ‘Made in Canada’ products.

Source: Lee Specialties Ltd.

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Elevating Cab Gives a Fresh Perspective on Clearing Log Jams

*Constantino Lannes,
Sennebogen LLC
Special Collaboration*

For years, clearing cross-ups in the infeed deck has been a simple, and recurring, fact of life at the Swanson Group Lumber Mill, in Glendale, Oregon. To Mike Lawless, the log yard coordinator here, it seemed that continual repaving of the asphalt operating surface that surrounds the mill was another of those jobs that, no matter how well you do it, you will soon be doing it over again.

These jobs may never go away completely, but both of those problems have improved significantly for Mr. Lawless since last October, when he brought the mill's first Sennebogen log loader into service.

The log sorting and cross up management problem was a side effect of an upgrade in 1997 to the dimensional lumber mill. High-speed scanning and production equipment were installed at that time. It was a state-of-the-art system, but the mill soon found that it would have to assign one of its log loaders to pick out occasional jammed/crossed up logs and clear the path as blocks were forwarded up from the debarker toward the mill's infeed.

Mike Lawless' equipment fleet did include a few log loaders, which are normally put to work decking blocks when the log processing output exceeds the mill's production rate. A photo eye senses when the infeed deck is full. The debarked, cut-to-length blocks are then

diverted to a surge area so the debarking, scanning and log processing can continue unhindered. The loaders are also used to high deck and feed the mill a select diet of various sized logs to increase the mill's production rate. The grapple-equipped loader selects and feeds the proper mix of logs, ranging from 6-20 inches in diameter, to ensure that the ratio of cants exiting the vertical band saws will keep both the twin and the ganged resaws operating at full capacity, without getting backlogged.

At first, the mill's big wheel loader was delegated to correct cross-ups along with its usual duties. However, the short debarked segments are slippery and tricky to manage for the big machine designed to grab a full truck load of 40 foot logs.

The task was then given to the smaller tracked loader. Unfortunately, this solution came with its own perils. As described by Mike Lawless, the nature of the processing



equipment does not lend itself to precision log picking! Seated in his cab, the loader operator had no clear line-of-sight into the conveying area where jams occur. Clearing jams became a painstaking job for two, with a "spotter" acting as a second pair of eyes for the loader operator, helping him guide the grapple to take hold of the jammed log and move it into place.

According to Mr. Lawless, the system was less than perfect – and small misses with the loader proved very costly. Occasionally,

through no fault of his own, the loader operator would inadvertently damage a conveyor belt or another piece of equipment with the grapple. The mill's production process, running at 50 MBF per hour, would come to a sudden and complete stop. The repair bill for the conveyor, alone, would cost Swanson thousands of dollars while the lost production cost considerably more.

Times like that gave Mike Lawless more than enough opportunity to observe the other problem his track machine was causing. Pointing to a 30 cm deep puddle in the pavement, he says "...their steel lugs, constantly turning on the asphalt, just ground it away. Every couple of years it was costing us \$15 000 to \$20 000 to repair the damage to the asphalt surface. Add that to downtime and cost of replacing conveyor belts, this problem with the log cross ups was adding a lot of cost to the operation."

Mike Lawless first became aware of



Sennebogen material handling machines as a possible solution when a magazine advertisement caught his attention. Popular in recycling yards and port facilities, Sennebogen green line machines are well known for their hydraulically elevating cabs. Further, in addition to their tracked undercarriages, Sennebogen machines are offered with a rubber-tired platform ideal for operating on paved surfaces.

Mike Lawless sharpened his pencil to calculate the potential cost savings. When

the numbers were in, it was clear that the Sennebogen 825 M machine could save them money. Along with its low maintenance costs, the 825 M is much lighter than Swanson's tracked machines and consumes considerably less fuel to operate. He contacted Sennebogen and arranged for delivery of a demo unit to give him a first-hand look at that elevating cab.

Problems solved!

After six months on the job, the Sennebogen 825 M has proven to Mr. Lawless that it is the right machine for his particular application. Although smaller than the mill's other loaders, the 825 M is fast, agile and able to easily complete all of its required tasks with time to spare. And without damaging the asphalt surface!

But it is the machine's ability to elevate the operator above the log jams that gives it a unique advantage over the other machines. "Elevating 5,8 m above ground level makes it easy for him to see the grapple at the end of the boom," Mike Lawless explains. "He can precisely locate the log he needs to free or move. And he no longer needs a spotter to assist him. There's hours of employee time saved and the potential for equipment damage is greatly reduced."

Vernon Richardson agrees. As a loader operator who often takes on the clearing tasks, he asserts that his job is a lot less stressful with the Sennebogen machine. "It's more relaxing now that I'm able to actually see the block I am grabbing. Not having to depend on someone else to be positioned to be my eyes also speeds up my response time in getting the jams cleared."

Fuel efficiency has turned out to be another significant bonus. Consuming less than half the fuel of the larger tracked loaders throughout its two shifts per day, the 825 M will net Swanson better than \$50 000 in fuel cost savings for every year in service. Mr. Lawless expects to see even more savings in time, when the machine bears out Sennebogen's excellent reputation for reliability and the ease of maintenance. All routine service points on Sennebogen machines are readily accessible from ground level. The manufacturer also prides itself in its "computer-free" design philosophy. By minimizing their reliance on electronic controls for efficient operation, Sennebogen has achieved dramatic reductions in downtime caused by electronic failures or complex service procedures.

Mike Lawless says he can also foresee



Sennebogen machines, and their elevating cabs, taking a larger role in the yard. The efficiency and nimble performance of the green machines could also lead to cost savings in high-decking applications. While the 825 M is among the smaller units in the Sennebogen line, he estimates that an appropriately sized model with the elevating cab could cut the time required for high decking by half – a huge productivity improvement for savings for mills like Swanson that handle and stockpile large volumes of logs.

With the rubber tired Sennebogen 825 M log loader, Mike Lawless found a solution to his log jamming problem and his asphalt maintenance problem – a solution that saves significant operating costs, reduce capital

expenses and takes a critical step to prevent unscheduled downtime throughout the mill. The bottom line for Swanson is that their Sennebogen 825 M and its elevating cab are allowing them to run with fewer interruptions.

Sennebogen has been a leading name in the global material handling industry for more than 50 years. Based in Charlotte, North Carolina, Sennebogen America offers a complete range of purpose-built machines to suit virtually any heavy lift or "pick & carry" application. A growing network of distributors supports Sennebogen sales and service across the Americas, ensuring the highest standard of professional machine support and parts availability.

Mobil 1 Teams Up with Porsche

Last August, Porsche teams driving Porsche Cayenne sport utility vehicles filled with Mobil 1 viscosity grade OW-40 competed in Transsyberia 2007, one of the world's toughest automotive rally events. Covering 7100 km of forests, deserts, mountains and plains over 14 days, the drivers' spirits, navigational skills and engines were tested by a challenging route that took them from Moscow to the Mongolian capital of Ulaanbaatar.



Porsche uses Mobil 1 as factory-fill in all its current vehicle models and also recommends the lubricant for all service fills. Mobil 1 is original equipment in a number of other high-performance vehicles. Mobil 1 is the world's leading synthetic motor oil brand. Mobil 1 can operate in a temperature range from -45°C to +200°C. Mobil 1 OW-40 is ideally suited for high-performance super-charged and turbo-charged engines.

Source: Exxon Mobil Corporation

Rain Master Irrigates Largest “Green” Roof in California

As part of its commitment to a healthier environment and its ongoing efforts to reduce carbon emissions, Rain Master is nearing completion of a Central Irrigation Control system for what has been hailed as the most complicated living roof ever constructed.

The Rain Master Control system will enable the California Sciences Academy in San Francisco’s Golden Gate Park, the greenest museum ever built, to forgo a traditional tar and asphalt roof in favor of a plant-covered “green” canopy that will not only save energy, but will transform carbon dioxide into oxygen.

The Morrison Planetarium, Kimball Natural History Museum, and Steinhart Aquarium,



along with eight scientific research departments and 20 million scientific specimens, will be housed in the single Academy building, expected to be the largest public LEED Platinum Certified structure in the world when it opens in October of 2008.

The new system utilizes Rain Master’s Advanced OASIS™ software to provide the correct amount of water necessary to main-

tain the 1,7 million native California plants and wildflowers blanketing the seven ‘hills’ spread out over the roof’s 10 000 m².

Beneath the soil lies a sophisticated, layered drainage system, and below the drainage system are seven concrete domes, as designed by lead architect Renzo Piano to reflect the city’s undulating topography.

Mr. Piano, a Pritzker Prize winner, was joined by landscape architect John Loomis of the SWA Group of Sausalito. Marty Dickson, of Dickson and Associates, designed the irrigation.

The Academy will utilize two separate OASIS Central Control Systems; the rooftop will be monitored by the Academy of Sciences irrigation management personnel, while the system for the surrounding grounds will be monitored by the Golden Gate Park personnel.

The OASIS Central collects and disseminates information between several Rain Master DX2 satellite controllers and the OASIS on-site weather stations. The Central constantly monitors the DX2 controllers that communicate with 100 zones on the park grounds, and 38 zones on the roof.



Each zone is designated to distribute water according to its programmed parameters. The OASIS program, in conjunction with flow sensors, continually monitors and records all irrigation water flow which can then be viewed on screen or in a report format selected by the operator.

“It’s very important for the roof to have the proper irrigation management because the shallow soil profile has a very low holding capacity for water,” Marty Dickson said.

“In addition, the grade change on the roof adds to the difficulty of maintaining moisture in the soil because water gravitationally flows away from the top of the mounds and toward the lower areas. “There were unique communication requirements between the weather stations and the Central computer,” Mr. Dickson continued.

In order to address these issues, the drainage system is shaped in the form of a massive egg crate, providing miniature reservoirs across the roof deck which guarantees a perpetual water supply directly under the soil.

Source: Rain Master

CareLift Equipment Limited Acquired by Skyjack Inc.

Skyjack Inc., a Linamar Company announced it has finalized its purchase agreement and acquired telehandler manufacturer CareLift Equipment Limited based in Breslau, Ontario.

Earlier in August, Linamar announced it had an interest in acquiring the CareLift business by signing a purchase agreement. The deal to acquire CareLift, a local telehandler business was signed on August 22.

The CareLift business complements Linamar’s Skyjack business, which currently produces aerial work platforms for the industrial market. This acquisition allows the company to capitalize on a new model of aerial work platforms, the ZoomBoom. The

telehandlers will enhance Linamar’s industrial business, Skyjack Inc., an already successful brand for the company, popular for its scissor lifts and recently launched boom lifts.

“We are thrilled to add CareLift to our portfolio and build on the success we have had in the industrial market,” said Linda Hasenfratz, Linamar CEO. “We have seen tremendous growth in demand for our Skyjack products and feel there is great sales potential in leveraging our existing expertise to add a new model to our already successful line of aerial work platforms.”

Linamar will continue the current lease on the existing CareLift site in Breslau, Ontario, and retain the company’s existing 60 employ-

ees. The long term plan is to accommodate the telehandler business at Skyjack, as it will be structured under Linamar’s industrial group and managed by the Skyjack team. Financial details regarding the transaction will be reviewed on the next quarterly conference call scheduled in November.

CareLift designs and builds durable, dependable rough terrain forklifts. The telehandler product has advanced reach and can reach heights from 9,75 to 17 m. Additionally, CareLift products are well regarded in the industry for high quality and reliability, which aligns with Skyjack’s existing product design principles.

Source: Linamar Corporation

EcoStar® Introduces EcoVent Roofing Tiles

EcoStar is adding EcoVent™ to its line of premium accessories. EcoVent is a continuous tile-over ridge vent that efficiently removes hot, moist air from the attic space of a building.

Vital to increasing the life span of a roof, EcoVent helps reduce cooling costs of a building while preventing moisture build-up

in the attic space. EcoVent provides incredible strength and offers unmatched durability and protection against rain, snow and ice, providing a breathable, yet efficient weather barrier in virtually every weather condition.

Manufactured in 6 m long by 27 cm wide rolls, EcoVent offers significant cov-



Lifetime Warranty Program

Maggio Roofing is introducing a lifetime warranty with the purchase of their cold applied flat roofing solutions and their 40 year+ shingle roofing solutions.

The warranty will cover the complete roof system, which includes all products that are installed by Maggio Roofing. Warranty coverage against manufacturing defects and against application defects extends to the end of the property ownership by the purchaser of the new roof system and the program offers a one-time transferability.

The warranty will also include a maintenance program that will consist of two visits per year, providing a written report of the condition of the roof after inspection of all roofs, chimneys, flashings, gutters, and downspouts, and will also include a complete 26-point checklist. Maggio Roofing will also make minor repairs when applicable at the time of the visit to assure that the roof continues to meet manufacturer specifications.

Source: Maggio Roofing

erage yet is the industry's lightest ridge vent on a roll. Due to its lightweight characteristics EcoVent can be easily carried and maneuvered along the rooftop during installation.

EcoVent's low-profile design allows it to sit under the hip and ridge tiles, offering nearly invisible protection that creates a cosmetically superior appearance compared to fans and other rooftop vent systems. Like every EcoStar product, EcoVent maintains high-quality standards, an important element of EcoStar's industry-leading 50-year Gold-Star warranty.

Source: EcoStar, a division of Carlisle Construction Materials

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Perfectly Patched

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Article originally appeared in Volume 1, 2007 of PowerSource, a publication of John Deere Power Systems.



Needing a fast, efficient way to patch a pothole? You may want to consider adding a Dura Maxx to your fleet.

Duraco Inc., of Jackson, Mississippi, builds a one-man pothole patcher. It can clean, tack, and fill 10 potholes in the time it takes a four-man crew to do just one. Plus, it does a whole lot better job of doing it.

"People who want to repair potholes the traditional way ... pat it with a shovel and go on ... are just throwing taxpayers' money away," says Bob Gilchrist, the company's president. "Plus, our technology makes a better patch that lasts longer. The direct savings in material and labor will pay for one Dura Maxx machine in less than two years. It's the most cost efficient way to repair roads."

That claim has been road tested, too. In the early 1990s, the method was proven by the Federal Highway Administration to be the most cost efficient way to repair roads. After over two decades of building patching machines, Duraco recently began offering a chassis-mounted patcher that allows a single operator to control the patching process safely from the cab. With simple controls of a joystick, the operator can clean the hole, apply a tack coat, and fill the pothole with a liquid-asphalt emulsion and chip mixture.

LOYAL CUSTOMER

For over 17 years, Duraco has relied on the John Deere engines to power its patchers. Today, the engine of choice is the PowerTech 4045D engine. Duraco makes use of the engine's flywheel and auxiliary drives to power the blower, air compressor, and heating system for the emulsion.

Duraco ships its John Deere-powered patchers to every continent in the world, with the exception of Australia. "John Deere engines are well received all over the globe," says Mr. Gilchrist.

"They have a great dealer network all over the world. That's one reason why we stick with them. The next thing is that John Deere engines help the resale value of our machines. We have the highest resale value of any road-patching machine built in the world today."

And thirdly, John Deere engines have per-

formed "magnificently", Bob Gilchrist adds. "I'm serious. The first John Deere engine we ever sold is still operating in Dallas County, Texas. We also have plenty of engines operating with 7500 to 10 000 hours on them, with nothing but an oil change. We haven't had half dozen claims in 17 years that we've used them," he says. "They're just reliable."



The one-man operated Dura Maxx will blow the hole clean, tack it with emulsion, and fill it with a liquid-asphalt emulsion and chip mixture safely from the seat of the cab.

Engine: John Deere Tier 2/Stage II PowerTech 4045DF270 - a 80 hp, 4-cylinder, 4.5L, naturally aspirated diesel engine.

Distributor: Engines, Inc., Weiner, Arkansas, (870) 684-7361, www.enginespower.com

*John Deere Power Systems
ICUEE booth #L176*



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BOMAG Single-Drum Rollers Feature Tier III Engines

New 13-ton single-drum vibratory rollers from BOMAG feature Tier III compliant engines and vertically-opening hoods designed for easy access to engine and hydraulic components.

The new BW213-40 Series comprises three models: the BW213D-40 and BW213DH-40 smooth drum rollers and the BW213PDH-40 padfoot roller. The BW213D-40 is powered by a 133 hp Deutz water-cooled diesel engine. The BW213DH-40 and BW213PDH-40 are powered by 160 hp Cummins diesel engines.

The BW213D-40 and BW213DH-40 are designed for compaction of granular and mixed soils, while the BW213PDH-40 is designed for cohesive and semi-cohesive soils. All three units are ideal for a variety of site preparation applications, including highway construction and maintenance, airports, streets and subdivisions, parking lots and landfills.

Dual vibration frequencies and amplitudes allow rollers to be customized for different jobsite requirements. All three models

deliver frequencies of 1800 and 2160 vpm (30/36 Hz), while each generates 275 kN of centrifugal force in high amplitude and 198 kN in low amplitude.

New features on the BW213-40 Series increase operator comfort and jobsite safety with an improved line of sight to the rear of the machine. The comfortable design of the vibration-isolated operator platform is enhanced with an ergonomically repositioned steering wheel.

Reduced stop-to-stop steering input makes steering easier and more comfortable for the operator. A 35° steering angle and 12° oscillation angle provide optimum maneuverability on the jobsite. Operation is further simplified with a single lever control for travel direction, speed and vibration.

Anti-Slip Control systems on the BW213DH-40 and BW213PDH-40 models



monitor slip potential between the drum and rear tires to maximize traction and gradeability. As a result, they offer maximum gradeability of 55% with and without vibration. In addition, all three models feature a no-spin differential on rear axles for improved traction.

The BW213-40 Series features maintenance-free steering cylinder pins and travel bearings and a bolt-on articulation joint. The engine air intake is positioned high above the ground to increase filter life, and the hood opens vertically for easy access to the engine, hydraulics and service points.

Source: BOMAG Canada, Inc.

An advertisement for Ateliers R.F. featuring various construction equipment. The background is a grid pattern with a blue and purple color scheme. The text "Ateliers R.F." is prominently displayed in a stylized font. Below the logo, several pieces of yellow construction equipment are shown, including an excavator, a loader, and a roller. The website "WWW.ATELIERRF.COM" and "FINANCING AVAILABLE" are also visible. At the bottom, the text "Industrial Buckets and Quick Attach Manufacturer" is displayed, along with the address "1100 ch. Rhéaume (RTE 249), Sherbrooke, QC J1N 0G9" and phone/fax numbers "Ph: (819) 847-4136, Fax: (819) 847-4348".

Ateliers R.F.
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Moxy Engineering to Build Rigid Dump Trucks

To complement and extend its product line-up of five articulated dump truck models, Moxy Engineering has acquired the intellectual property of the Aveling-Barford rigid dump truck range and the rights to use the famous Invicta logo.

The Norwegian-based company's decision to move into the rigid truck market is a new development and follows hard on the heels of the launch of the MT51, currently the world's largest articulated dump truck.

Developed from Aveling-Barford's RD44 model, the new AB51 is powered by a Cummins QSX15 diesel engine producing 580 hp at 2100 rpm which drives through a six-speed Allison H5600AR transmission.

A look at the truck's capacity and dimensions reveals an all up weight of 77,6 t and a 46,3 t payload capacity.

With integral cab protection, the rear tipping body has a heaped capacity of 28,8 m³. It is made from abrasive resistant steel and mounted on special supports to absorb shock loads and vibration. A two-cylinder, two-stage hoist system, fixed to the chassis, is powered by a pump directly mounted to the gearbox giving a tipping time of less than 11 s to a maximum angle of 51°.

The front steering axle comprises two independent suspension cylinders. Wheel hubs are attached to ends of the suspension cylinders enabling the pistons to act as kingpins while both hubs are connected by

draglinks. Power steering, with a steering angle of 36°, is by way of two double acting cylinders and a hydraulic pump geared to the engine. The rear Kessler driving axle is

a double reduction-spiral bevel differential type with inboard planetary reduction gears in both hubs. Front and rear tire sizes are the same with 2100x35 tubeless quarry tires fitted all round.

The braking system complies with ISO standards covering the truck's maximum total weight on the ground. Oil immersed brakes are fitted on the rear axle while the front are of the dry disc type. The emergency brake works in conjunction with the service brake.

A major feature of the AB51 is the new heavy-duty, sound-proofed and well appointed cab, a greatly improved version than that of its predecessor, is mounted on special supports to reduce vibration and has the benefit of a comfortable, pneumatic suspension seat, and air conditioning is standard. Instrumentation is comprehensive with gauges and visual indicators covering all engine and component functions.

Jamie Thomson, Moxy Engineering's



managing director, says: "We are delighted with the interest shown by potential customers when the prototype was displayed at the Bauma exhibition in April despite the fact that production is not expected to begin until mid 2008. With quite a long time to production there may be some changes to the specifications. Plans are also in the pipeline to introduce further models in the future. The AB51 will be followed by the AB76, a significantly updated version of the Aveling-Barford RD65. Also planned is a 100 t capacity model which will be an entirely new design."

The planned introduction of the AB51 and subsequent models not only adds a new dimension to the Moxy product range but also allows the company to penetrate new markets with trucks designed to provide customers with operational value, built-in productivity and reliability from a dependable manufacturing source.

Source: Moxy Engineering AS

Tycan Hydro-Clean

W.S. Tyler's Tycan Hydro-Clean is a new, innovative solution to washing technology in North America. The Hydro-Clean removes silt and clay particles as small as 63 µm from mineral mixtures. The maximum particle size of the feed material can range from 0 up to 150 mm. The "dirty material" is fed to a washing drum where high pressure nozzles rotate at 60 rpm and spray the material with water at pressures of up to 2900 psi. The water streams are injected into areas of the rock (i.e. holes, cracks etc.) that are difficult to reach with traditional cleaning technologies such as log washers or screws. The end result is a much cleaner product that generates significantly higher values for their clients.

In many cases, the Hydro-Clean allows you to turn waste material, which incurs dumping costs, into sellable material that returns profits. Many different applications in Europe have proven this. Your overall operating and structural costs are much lower than with traditional washing systems, given the compact size and weight. The Hydro-Clean is very environmentally friendly thanks to its extremely low water consumption and low power usage, both unmatched by any other washing system.

The Tycan Hydro-Clean is available in four model sizes, capable of producing 20 to 400 t/h depending on the application.



W.S. Tyler is the only company in the world capable of providing the complete Screening Circle: Particle Analysis, Screening Media, Vibrating Screens and Processing Equipment, and Screening Services.

Source: W.S. Tyler

L.E. Launches DUOLEC™ Vari-Purpose Gear Lubricants

Lubrication Engineers, Inc. (L.E.) launches its latest exciting Enhanced Lubricant™ to the market. The new 1601-1609 DUOLEC™ Vari-Purpose Gear Lubricants (DVPGL) will supersede L.E.'s now legendary ALMASOL® Vari-Purpose Gear Lubricant.

This new product range offers L.E.'s customers significant performance improvements versus even the impressive ALMASOL gear oils. It includes L.E.'s new unique proprietary additive DUOLEC that was developed specifically for use in gear oil applications. The 1600 DUOLEC Series also provides many other benefits that this new gear additive technology is able to deliver including an incredible FZG Test 14th Stage Pass, Timken OK Load of 75 lbs, greater thermal stability, improved shear resistance, better water separation and the ability to be filtered to low micron levels without harming or removing additives.

The 1601-1609 DUOLEC Vari-Purpose Gear Lubricants contain L.E.'s new dimension proprietary additive DUOLEC – a 'dual acting'

liquid additive that shares attributes of both L.E.'s ALMASOL and MONOLEC but offering even better wear protection. DUOLEC incorporates revolutionary new technology which is thermally activated to provide 'dual' levels of anti-wear and extreme pressure protection that form a solid-like protective layer on the metal surface. This layer then fills surface asperities, effectively smoothing the surface and minimizing the effects of any metal to metal contact thereby reducing friction and preventing welding and surface wear.

Testing for the friction reduction capabilities of DUOLEC was conducted using the SRV friction test machine. The test results showed a 25% reduction in friction over the base oil when DUOLEC was incorporated. As increasing numbers of O.E.M.'s are requiring more stringent cleanliness levels, this new liquid additive also allows the DVPGL line to be filtered to much cleaner levels.



The 1600 DUOLEC Series has been thoroughly tested and is completely compatible with the ALMASOL Vari-Purpose Gear Lubricant line that it is replacing – meaning that L.E.'s current gear oil customers should have no concerns about converting their gearboxes from ALMASOL to DUOLEC Vari-Purpose Gear Lubricants. They will just be able to enjoy the improved performance of a new dimension 'Enhanced Lubricant'.

Source: Lubrication Engineers International AG



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Hydro demolition



35 lbs chipping hammer on wall



35 lbs chipping hammer on ceiling

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- Power carrier can hold different types of hammer or equipment
- Structure designed to isolate all loads and vibrations from the operator
- Effortless operation, P.A.M. supports and pushes the tool on the work surface
- 4 functions controls on handles
- Operational sequence to prevent dead blows
- Control of the hammer to surface push
- Rotation over 100° with locking feature
- 1100 lbs weight (without hammer)
- Self-contained pneumatic power unit
- US Patent #486 752221B1 • Canadian Patent #2 415 330

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ICUEE 2007 Preview

SERVICE SCHOOL FOR FIELD SERVICE MECHANICS AND TECHNICIANS



July 24th-26th Fecon hosted a Summer National Service School for Field Service Mechanics and Technicians at their factory in Lebanon, Ohio.

The Service School included extensive classroom and hands-on training on Fecon's FTX Track Carriers. Along with training materials, participants also received a factory tour and some Fecon apparel!

Fecon, Inc. manufactures Bull Hog® mulching attachments, FTX Track Carriers, Tree Shears and Saws and Grapples for Vegetation Management and Reforestation.

ICUEE booths #N2014, #2001



CASE UPGRADES ITS TANDEM ROLLERS



Case Construction Equipment has upgraded its DV Series vibratory rollers to more powerful, Tier III engines.

The Case tandem-drum line features high centrifugal forces, dual frequency and a hydrostatic drive that provides outstanding traction and smooth performance even on steep slopes.

The tandem-drum DV201, DV202 and DV204 models range from operating weights of 2500 to 3500 kg, with drum widths from 1000 to 1300 mm. Drum frequency on Case DV rollers ranges from 3180 to 3720 vpm (53-62 Hz) with centrifugal forces from 20,8 to 40,3 kN.

ICUEE booth #K275



BOBCAT TO ENTER COMPACT UTILITY TRACTOR MARKET

In a move intended to expand its No. 1 market position in compact equipment, Bobcat Company announced recently that it has signed a long-term strategic agreement with a highly respected Korean manufacturer, Daedong Industrial Co. Ltd., to produce a line of Bobcat-branded compact utility tractors.

"This alliance brings together the strengths of two respected and recognized companies," said David Rowles, president of Bobcat Americas. "By combining the Bobcat global brand, dealer network and service with Daedong's commitment to compact tractor design and technology, we can provide our customers with the quality compact equipment experience they've come to expect from Bobcat. We plan to start offering compact utility tractors to customers later this year."

Source: Bobcat Company

ICUEE booth #K325



RAPIDSLIDE ADJUSTABLE WRENCH



Cooper Hand Tools, maker of the original Crescent® brand adjustable wrench, has introduced a second, larger-capacity Crescent® RapidSlide™ adjustable wrench, giving users faster, easier and more accurate jaw adjustments in a larger 250 mm size to complement the existing 200 mm model.

The RapidSlide wrench is named for its revolutionary handle-positioned slide adjuster, which replaces the traditional turning adjuster for an overall improvement in speed and productivity. Users simply move the slide forward to tighten the jaws, back to loosen them. Once adjusted, the jaws automatically lock securely in place, so there is no need to hold the slide while turning fasteners.

The new RapidSlide wrench has a maximum jaw opening of 30,4 mm. It features an extra wide handle that gives users more



comfort and power, while putting less stress on the hand and arm. To prevent any debris from lodging in the tool, RapidSlide wrenches include an internal debris shield that is built to protect the slide mechanism, extending the tool's life.

The heads of both wrenches feature laser-etched SAE and metric markings that accurately show the jaw opening measurement. Jaws are highly polished, making cleanup easier and keeping the tools looking like new. The RapidSlide wrenches feature all-metal drop-forged construction for maximum durability.

ICUEE booth #2327



IMT INTRODUCES NEW ACCESSORIES FOR DOMINATOR® MECHANICS TRUCKS



Newly announced options make Iowa Mold Tooling Co. Inc. Dominator® mechanics trucks even more productive and profitable. The CAS2545 rotary screw air compressor, welder/generator and redesigned drawer sets have expanded the options available on all of IMT's mechanics trucks, which furthers the IMT commitment to being a full-service provider of commercial service equipment.

The CAS2545 compressed air system is a 45 cfm, hydraulically driven, rotary screw compressor with a maximum operating pressure of 150 psi. The unit is a single-stage, pressure-lubricated compressor designed for mobile or industrial applications.

IMT also now offers select welder/generators manufactured by Miller Electric MFG. Co. as a purchase option with IMT mechanics trucks. IMT has entered into an agreement with their local Miller distributor to have the

Miller units installed at the IMT factory or shipped to the customer's location.

The welder/generators are available in either gas-powered or diesel-powered models and include Miller's Bobcat™, Legend® and Trailblazer® lines.

In addition to the new air compressor and welder/generator offerings, IMT also offers redesigned drawer sets as a purchase option with Dominator mechanics trucks.

ICUEE booth #N1022



HIRSCHMANN INTRODUCES THE IVISOR MENTOR QGVA LMI



Hirschmann Automation and Control has introduced the iVISOR mentor QGVA (graphic) load moment indicator (LMI) for mobile cranes. The iVISOR mentor QGVA provides the operator with a graphic display of the crane and the current load and geometric information, including the actual and allowable load, boom length, boom angle, and load radius. The display also includes an integrated bargraph which provides the operator with information on the cranes utilization. The graphic display has a resolution of 320 x 240 pixels and includes BestVIEW technology which automatically adjusts the contrast depending on the temperature and lighting conditions.

The systems central processing unit and operators console are integrated into one compact unit making for quick and easy installation. In addition to the freely programmable control functionality, two CANopen interfaces enable networking with other controls and displays. The LMI system can be used as a CANopen master or as a CANopen slave. It can also communicate with other CAN Bus capable devices via the CAN Bus interfaces which support the CANopen protocol and J1939.

The iVISOR mentor QGVA also provides the flexibility of optional Working Area Definition (WADS), event recorder, and the use of wireless sensors.

ICUEE booth #934



LINK-BELT SELECTS CAT POWER FOR WORLDWIDE NEEDS



In order to meet future worldwide engine emission regulations, Link-Belt has chosen Caterpillar power for four telescopic truck crane models. The HTC-8640SL (36,3 t), HTC-8660 Series II (45,4 t), HTC/HTT-8690 (81,7 t) cranes will feature Caterpillar C-13 12,5 l engines. The new Cat engines in the 8640SL and 8660 II are rated at 365 hp and 1350 ft lbs of torque. The 8690's Cat is rated at 445 hp and 1550 ft lbs of torque.

Link-Belt also announced that two rough terrain crane models, 60 t RTC-8065 Series II and the 68 t RTC-8075, will join the 81 t RTC-8090 Series II in using the Caterpillar C6.6, 6,6 l, 225 hp engine with 727 ft lbs of torque. "After a thorough investigation, Caterpillar was chosen as the best choice for our short and long term needs," said Rick Curnutte, product manager for telescopic cranes.

ICUEE booth #N2047



ELLIOTT EQUIPMENT COMPANY INTRODUCES TWO NEW BOOMTRUCKS

Elliott Equipment Company is pleased to announce the introduction of two brand new 26 ton capacity BoomTrucks. Designated the 2695 and 26105, the units feature a 23,5 t capacity with 29 m of powered main boom, giving it a 32 m tip height; and 32 m boom, with 35 m tip height, respectively.

According to Elliott's vice president of Sales & Marketing, Doug Twyford, "These 26 ton models demonstrate Elliott's commitment to developing a full line of material handling solutions. We have worked extensively with users of this equipment to give them the features and ability to do more with this product than with any other unit in its class."

ICUEE booth #L435



MUSTANG ADDS TRUE COMPACT TELEHANDLER TO PRODUCT LINE

Mustang Manufacturing Company, Inc., is introducing a new telehandler to its product line – model 519. The first of Mustang's telehandler units to fall within the compact market, the 519 offers 5,8 m of lift height and 2500 kg maximum lift capacity on a compact frame.

"The Mustang 519 is a true compact unit, well-suited for both rental and retail," said Doug Snorek, Mustang marketing manager. "For small to medium sized contractors, this is an ideal entry-level machine."



The machine's small stature does not extend to the cab. The Mustang 519 telehandler features a roomy cab with excellent visibility.

The compact size of the machine allows an operator to easily transport the 519 to the worksite on a trailer behind a one-ton truck. The frame of the Mustang 519 – with a length of 376 cm, width of 180 cm and height of 193 cm – makes the machine well-suited for tight job sites where maneuverability and the ability to pick and place material are key. In fact, the unit has an 3,35 m turning radius

and can fit under a finished doorway.

A 64 hp Deutz diesel engine powers the 519, which boasts a two-speed hydraulic transmission for low-end power while providing a quick transport speed up to 24 km/h.

To maximize maneuverability, the 519 features three steering modes, a trait shared by all Mustang telehandlers. Users can operate these machines in 2-wheel, 4-wheel

and crab steering modes.

ICUEE booths #2004, #750



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Ritchie Bros. Delivers Global Market Prices at L.A. Auction

Ritchie Bros. Auctioneers helped California equipment owners transcend local market conditions and achieve global market value for their surplus equipment by attracting international bidders to an unreserved industrial auction in Los Angeles, California last month.

The unreserved auction featured 2659 lots from more than 450 consignors and generated over \$30,5 million in gross auction proceeds. More than 2200 registered bidders from 33 countries attended the auction either in person or via the internet. More than 650 of the registered bidders participated in the auction live and online, using rbauctionBid-Live.

The multi-million dollar public auction included a large selection of off-road diesel equipment that recently became subject to new California Air Resources Board (CARB) regulations requiring all non-compliant equipment items be retrofitted, re-powered or replaced. Ritchie Bros., the world's largest auctioneer of trucks and industrial equipment, conducted the large industrial equipment and truck auction at its permanent sale site in Perris (Los Angeles) on August 28 & 29, 2007.

"This was our first Los Angeles auction since the passage of the new CARB regulations and we were happy with the results of the sale," said Richard Aldersley, Ritchie Bros. regional manager. "Our ability to attract bidders from around the world helped our consignors overcome the impact of the regulations and achieve a good return on their equipment assets. It's clear that the regulations are influencing when and how California owners sell their surplus equipment."

Source: Ritchie Bros. Auctioneers

Appointments

Walter T. Vogel is taking over the leadership of the **AEBI-Schmidt Group**. Mr. Vogel is an experienced manager with proven results. Over the last four years as CEO, he repositioned the crisis-stricken Von Roll Holding AG in a difficult market environment and brought it back on to the road to success.



Mr. Vogel has been working with Von Roll since 1999. Between 1999 and 2003, he was head of Von Roll Infracore Holding AG, before being appointed as CEO of Von Roll Holding AG in 2003. Previously, Walter T. Vogel was Head of Marketing and Sales for Ascom und Aliva AG (a subsidiary of SIKA), as well as Head of HILTI's Direct Fastening Business Unit.

He had qualified as a mechanical engineer at the Swiss Federal Institute of Technology and took additional training in business management at the universities of St. Gallen (HSG) and INSEAD at Fontainebleau, and this, together with his work record, means he has broad experience and solid market knowledge in a number of industrial and technological sectors.

Source: AEBI-Schmidt Group

IronPlanet has named **Gregory J. Owens** chairman and CEO of the organization, effective August 1. He will also join the company's board of directors on that date.

Mr. Owens most recently served as managing director of Red Zone Capital, a Washington, D.C. Private Equity Group. Prior to that, he was chairman and CEO of Manugistics Group Inc., a leading public supply chain management software company.

Gregory J. Owens joins IronPlanet with extensive experience and proven results in revenue growth and supply chain business management. He has served as global managing partner supply chain management at Accenture where he was a founding member of their supply chain group. He has served, or presently serves, on several outside Boards including Serena Software, Inc., S1 Corporation and SecureWorks, Inc.

Source: IronPlanet



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Agenda

2007 SWIFT Conference & Trade Show
September 16 - 20, 2007
Calgary, AB Canada

3rd Golf Tournament of Bitume Québec
September 18, 2007
Joliette, QC Canada

APWA Western Snow & Ice Conference
September 25 - 28, 2007
Estes Park, CO USA

Garden Expo
October 16 - 17, 2007
Toronto, ON Canada

ICUEE 2007
October 16 - 18, 2007
Louisville, KY USA



Solid Waste Association of North America WASTECON 2007
October 16 - 18, 2007
Reno, NV USA

Atlantic Logistic Forum 2007
November 15 - 16, 2007
Biarritz, France

Con-Build Vietnam 2007
November 20 - 23, 2007
Giang Vo, Hanoi, Vietnam

Canadian Waste & Recycling Expo
November 28 - 29, 2007
Vancouver, BC Canada

CONEXPO Asia show
December 4 - 7, 2007
Guangzhou, China



28th International Irrigation Show
December 9 - 11, 2007
San Diego, CA USA

CONGRESS 2008
January 8 - 10, 2008
Toronto, ON Canada

World of Concrete 2008
Exhibition January 22 - 25, 2008
Seminars January 21 - 25, 2008
Las Vegas, NV USA

NAPA's 53rd Annual Meeting
January 26 - 30, 2008
Phoenix, AZ USA

The Rental Show 2008
February 11 - 14, 2008
Las Vegas, NV USA

CONEXPO-CON/AGG 2008
March 11 - 15, 2008
Las Vegas, NV USA



EXPO Grands Travaux 2008
April 25 - 26, 2008
Montreal, QC Canada



AORS 2008 TRADE SHOW - June 4 and 5
June 4 - 5, 2008
Walkerton, ON Canada

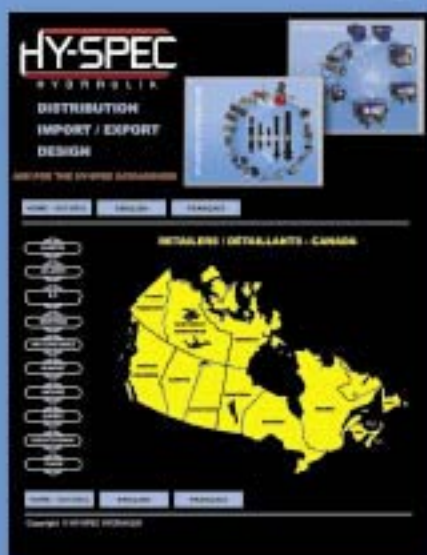
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