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CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES

Volume 16 • Number 8 • September 2011 • *English Edition*



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Volume 16 Number 8
September 2011

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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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Bibliothèque Nationale du Québec, 2011

DISTRIBUTED BY CANADA POST

Publications Mail Agreement #40052183

A Brief Word...

Here we are again, kids back to school, days ever-shortening, everyone bracing themselves for the coming winter.

*Many of us contemplating hibernation and the Rosary Beads getting well worn with prayers for just one more good day. Unfortunately there is a dull shroud of pending gloom being cast over things as media pundits try to sensationalize things to their own ends. Sensationalism is not something you will find in the pages of **InfraStructures**, with good reason too.*

Readers like you do not want panic and prediction, they want well researched informed perspective they can use to plan and procure. That being said, it is hard not to get slightly excited about some of the stories and products that fill our pages. There are achievements and success to spotlight right through to the white stuff and beyond. Planning for the pending show season and the hum of activity as we settle in to a regular routine keep our curiosities piqued just enough in anticipation of the next issue and here it is.

*So why is **InfraStructures** Canada's leading publication is a question often asked. It is YOU, our readership who treat it like any tool or equipment they need to do a job well. We are not about yesterday's news or cut-n-paste content, we are about YOU, your industry, your colleagues, competitors and everything else from Yellowknife to Yarmouth.*

Enjoy those last warm sunny days and relax knowing you're in touch as you leaf through these pages.

Cheers,



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On the cover:

the Hoover Dam Bypass/Mike O'Callaghan-Pat Tillman Memorial Bridge was awarded the 2011 Eugene C. Figg Jr. Medal for Signature Bridges sponsored by the International Bridge Conference®.

T.Y. Lin International, the engineering firm behind the project, previously won this award in 2009 for Sanhao Bridge in Shenyang, China and in 2006 for Dagou Bridge in Tianjin, China.

YOKOHAMA TIRE CORPORATION RAISES PRICES ON ALL OFF-THE-ROAD TIRES

Yokohama Tire Corporation announced recently the implementation of a price increase of up to 11% on all of its off-the-road (OTR) tires in the United States, effective September 1. There will be in-line adjustments, as well, which will be announced at a later date. Canada is not included in the price increase at the present.

Gary Nash, Yokohama vice president, OTR Sales, attributed the price increase on the escalating costs of raw materials, such as natural rubber. "The entire OTR industry continues to be challenged with high costs of raw materials that it has had to contend with over the last few years," he said.

"Compounding these costs are the rising costs in transportation and manufacturing. We regret to have to take the step but find it necessary to have the increases reflected

in our pricing. As always, Yokohama will produce the best OTR tires at competitive prices using our latest technology and environmental procedures and integrating them with operational efficiencies."

Source: Yokohama Tire Corporation

HYDRO ONE RELOCATES TO ST. THOMAS

The St. Thomas Economic Development Corporation is pleased to announce the relocation and expansion of Hydro One Networks Inc. (Hydro One) into two separate buildings in the City of St. Thomas on South Edgeware Road.

At one location, Hydro One will employ approximately 12 mechanics to service some of the over 7,500 vehicles that the company uses in Ontario. Hydro One will be moving into this building in the early fall of 2011. Prior to Hydro One's acquisition of this property located at 320 South Edgeware Road, it was used as a pre-delivery inspection facility as part of the former Sterling Truck Assembly operation.

At the second location, Hydro One will employ 25-30 transmission line maintainers and will service an area that ranges from Niagara Falls in the east to Windsor in the west and mid-way to Owen Sound in the north. There will also be a number of administrative and support staff in each of the facilities. This property located at 425 South Edgeware Road was previously used by Active Transport and was also part of the former Sterling Truck Assembly operation.

St. Thomas Economic Development Corporation president Dennis Broome was excited by the news and remarked that "These are high-quality jobs in a very solid sector. This announcement should serve as an example that St. Thomas is moving forward and is well positioned to support companies of any size from a variety of sectors."

Source: St. Thomas Economic Development Corporation

REDBUILT™ ACQUIRES CERTAIN STANDARD STRUCTURES INC. ASSETS

RedBuilt™ recently signed an agreement to purchase certain Standard Structures Inc. (SSI) assets, such as equipment, raw materials inventory and intellectual property.

SSI, a leading manufacturer of glulam beams, I-joists and open-web trusses for commercial and multifamily roof and floor

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systems, plans to exit the engineered wood products business and restructure its remaining business around its core glulam product line. SSI's president and CEO, Richard Caletti, cited extraordinary financial stress associated with the worst recession since the Great Depression as the cause in SSI's Aug. 19 announcement.

"Standard Structures has been a strong competitor of ours over the years and we have a great deal of respect for the company and the Caletti family, who founded SSI more than six decades ago," said RedBuilt president and CEO Kurt Liebich. "It's unfortunate when any company finds itself in this situation. However, RedBuilt's acquisition of certain assets related to SSI's engineered wood products business is a logical fit, and it is in the best interests of both companies and the many customers we both serve."

RedBuilt will not be manufacturing SSI-branded engineered wood products. "We're not able to produce Standard Structures products due to building code regulations, so SSI engineered wood I-joists and open-web trusses will no longer be available," Mr. Liebich said. "However, RedBuilt offers many comparable, innovative, industry-leading products, and we hope to work with SSI's former engineered wood products customers to identify suitable alternatives that satisfy their project requirements."

RedBuilt has been recognized as a leader in developing wood-based structural solutions since 1960. It offers the industry's

most innovative engineered-lumber products and building systems for commercial, industrial and multifamily applications. RedBuilt's offerings include composite wood-and-steel open-web trusses, engineered wood I-joists, engineered lumber like LVL, and complementary components, product engineering, and onsite technical support, as well as a range of concrete-forming and scaffold-planking solutions.

Founded in 1947, Standard Structures Inc. pioneered the glulam beam industry. It designs and manufactures engineered wood products for commercial and multifamily construction.

Source: RedBuilt LLC

TEREX ENTERS WOOD CHIPPER BUSINESS THROUGH WOODSMAN

Terex Corporation wholly-owned subsidiary Terex USA, LLC has entered the wood chipper business through the acquisition of Woodsman LLC, a Michigan-based manufacturer of wood processing equipment.

The Woodsman product lines will be integrated into the Materials Processing segment of Terex, which is a major player in the crushing and screening industry globally. The business has a comprehensive line of hand fed chippers as well a portfolio of biomass chippers.

Kieran Hegarty, Materials Processing president, said: "The addition of Woodsman's products provides a great opportunity to extend the capabilities of Terex Materials Processing into the adjacent businesses of wood processing and recycling.

Our customers can expect tangible investments in terms of distribution coverage for enhanced customer support, a commitment to product development and a focus on readily available spare parts."

Terex will be using a number of well-developed distribution channels to make sure that the particular needs of customers for both hand fed and biomass chippers are met effectively. The business will be showing its Terex® Woodsman 440 biomass chipper, which is equipped with a 127 cm diameter by 114 cm wide full pocket cutting drum, at the upcoming ICUEE exhibition in Louisville, Kentucky in October. A month later the Terex® Woodsman 730 will be exhibited at the Tree Care Show in Hartford, Connecticut, a compact hand fed machine for customers seeking a compact chipping solution.

Woodsman founder, Bob Engler adds, "We are excited to be joining a company that shares our passion for delivering quality, productivity and value to our customers. In addition, we are pleased that our products are now poised to fully benefit from the business recovery with the solid backing of a global company."

Source: Terex Corporation

FOREMAN EQUIPMENT EXPANDS ITS EQUIPMENT OFFERING AS NEW TEREX ROADBUILDING ASPHALT AND CONCRETE MACHINERY DISTRIBUTOR

Foreman Equipment Ltd. is now the authorized Terex Roadbuilding equipment distributor for British Columbia and Yukon, offering local sales, parts and service support for Terex® asphalt and concrete paving equipment, reclaimer/stabilizers, milling machines, concrete plants and the Trashmaster landfill compactor line. Foreman has been a premier distributor of the Powerscreen crushing and screening equipment for more than 25 years. Powerscreen is part of the Material Processing business segment of Terex Corporation.

"We are excited to have Foreman Equipment as a Terex Roadbuilding distributor, as our equipment is a logical extension of the lines the company already carries," says Julio Valladares, director of distribution for Terex Roadbuilding. "Foreman is well respected and works closely with its customers, and the company's appointment as a Roadbuilding equipment distributor will enable Terex to better reach our customers throughout British Colum-

SANY America Opens New U.S. Headquarters

SANY America is pleased to announce the opening of its new corporate headquarters in Peachtree City, Georgia, and is relocating the firm's assets to bring all Sany America departments under the same roof.

"We are looking forward to ramping up production in our manufacturing area," said SANY America president Jack Tang. "By the end of this year, we should have our first concrete pump trucks roll off of our assembly line, and then it will only be a short time before we are producing our cranes and hydraulic excavators as well," he added.

Source: Sany America



bia and Yukon," adds Mike Rodriguez, district manager for Terex Roadbuilding.

Foreman now offers its customers roughly 75 Terex products targeted to the road-building industry. The line includes innovations such as Remix Anti-Segregation System pavers and the Terex CR662RM RoadMix, which can be used as both a paver and material transfer vehicle to maximize utilization rates. For reclamation and soil stabilization contractors, the line features the new Terex RS446C and RS950B, the most powerful reclaimer/stabilizer in the world. With its ability to change paving widths in matter of minutes, not hours, the Terex® SF2204C HWV hydraulic variable width concrete slipform paver saves time and money when paving intersections, on/off ramps, highway shoulders and lane additions, and residential streets.

"The Roadbuilding line is a natural fit for us and will open doors to customers we have not called on in the past," says Adam Foreman, sales manager for Foreman Equipment. "In addition, we now provide more equipment solutions for our existing customers, and, through our parts warehouse and field service team, we deliver immediate parts and service support."

With locations throughout British Columbia, Foreman Equipment is Western Canada's leading supplier of quality screening, crushing and now road-building equipment. The company carries over \$1 million in parts inventory at its main warehouse in Abbotsford, BC in order to provide local support to keep its customers up and running profitably.

Source: Terex Corporation

WÄRTSILÄ SUPPLIES POWER PLANT TO THE DOMINICAN REPUBLIC

Wärtsilä has been awarded a €155 million (\$215 million) contract to supply a gas-fired power plant to the Dominican Republic. The new power plant will provide electricity for a gold mine.

The contract was signed with Barrick Gold of North America, a subsidiary of Canada-based Barrick Gold Corporation. The power plant will serve and supply electricity for the Pueblo Viejo gold mine.

Wärtsilä's scope of supply includes 12 dual fuel Wärtsilä 50DF engines, as well as a full engineering, procurement, and construction contract for the project. The dual-fuel flexibility of these Wärtsilä engines is an important advantage, since

they can run both on liquid fuels and on natural gas.

"This is a major contract for Wärtsilä," says Sampo Suvisaari, general manager, Central America and the Caribbean, Wärtsilä Power Plants.

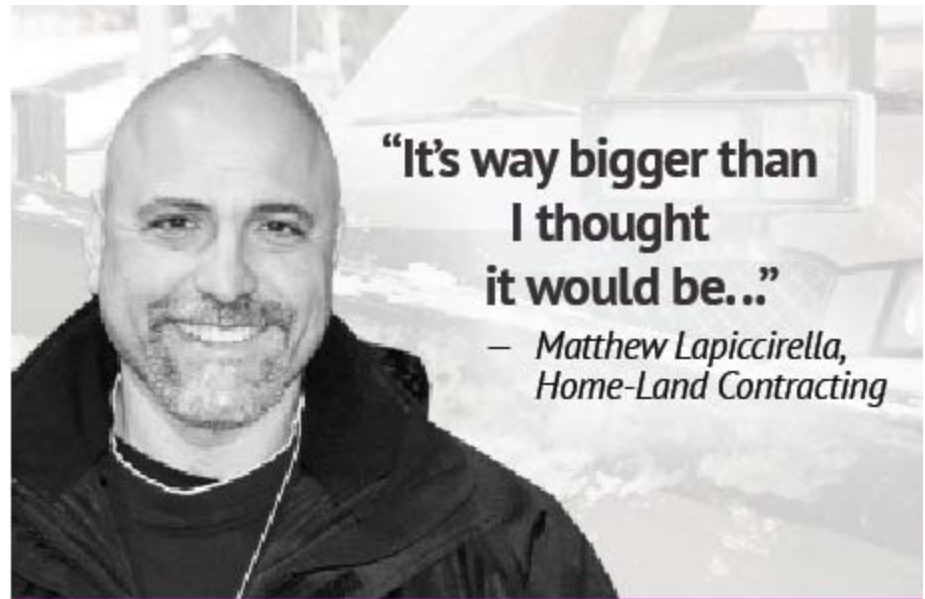
The high efficiency of Wärtsilä's combined cycle technology and the fast-track construction schedule were key factors in Wärtsilä being awarded this significant order. The dual-fuel capability and com-

petitive investment costs were important factors as well.

Wärtsilä has already delivered two power plant projects to Barrick Gold.

Wärtsilä has a strong presence in the Dominican Republic with already 900 MW of installed generating capacity in the country. This represents almost half of the country's active electrical capacity.

Source: Wärtsilä



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Narrow-Track Garbage Truck Perfect for London's Congested Areas

A new Volvo narrow-track 16 t rigid truck built specifically to operate within some of London's most congested streets has joined the expanding Viridor fleet.

Working in conjunction with both Volvo Truck dealer M C Truck and Bus and Wilcox Commercial Vehicles Ltd, Viridor Regional Vehicle and Plant engineer for the south east Paul Riley was able to design a bespoke vehicle ideally suited to the conditions encountered in the Capital's narrow streets and back alleys.

The FL 260 was specified with a six-speed Allison fully automatic gearbox enabling the driver to cope more easily with the stop-start traffic, while the overall 2.3 m width allows access to otherwise inaccessible locations.

Single tires are fitted to the drive axle in order to reduce the width of the tipping vehicle.

"This vehicle will operate within a radius

of five to ten miles from our depot in Canning Town, East London collecting waste food materials from both shops and hotels. This is then taken to an anaerobic digester for treatment," explained Viridor's Paul Riley.

The transportation of food waste is subject to strict environmental conditions so the Wilcox tipping body is fitted with a water-tight rear tailgate to eliminate leakage while in transit. Similarly a spill-proof Terberg side-loading bin lift ensures that the loading process is both clean and efficient.

The Volvo FL narrow-track tipper is one



A new Volvo narrow-track 16-tonne rigid built specifically to operate within some of London's most congested streets has joined the expanding Viridor fleet.

of nine vehicles taken by Viridor all of which will be operated from their site in East London. Other models include FL and FE rigids fitted with an Allison automatic gearbox but equipped with mobile compacter bodywork.

Viridor operates more than 1,000 commercial vehicles throughout the UK in order to service its extensive waste recycling operations.

Source: Volvo Trucks

Volvo Helps Customer Convert Scrap Metal into Profits

More than ever, businesses understand the importance of recycling and reusing. One such company, B.N. Steel and Metals in Saskatoon, Saskatchewan, is giving scrap metal a new lease on life – with some help from its fleet of Volvo crawler excavators.

Many items, such as paper and wood products, are easy to recycle. But it is every bit as important to keep scrap metal – materials such as steel from building and tower demolition, household appliances and old automobiles – out of the landfill, even though recycling those materials is a tougher task requiring some tough equipment. That is where B.N. Steel and Metals comes in.

B.N. Steel and Metals focuses on recycling lighter gauge materials, such as sheet metal, appliances, cars, trucks and farm equipment – but has the capacity to handle most forms of metal recycling. Mark Riffel took over the family business in 2002.



Up to that point, his father had very successfully run the small metal recycling company, but he knew that to survive in the new economy, the company had to grow. In 2007, he purchased an auto recycling company and added it to his ever-growing business roster.

Currently, B.N. Steel and Metals and its subsidiary, Affiliated Auto Wrecking, own four Volvo EC210C crawler excavators – one of which is equipped with a seven-finger, fully-rotatable grapple and another with a regular bucket and two-finger hydraulic thumb. It also

owns a Volvo EC330B crawler excavator that is fitted with a giant shear and uses a Volvo L110F wheel loader.



Service from the Volvo Construction Equipment dealer, Redhead Equipment in Regina, is another important factor that makes the Volvo purchase decision an easy one. "The Redhead team is there when we need them," Mark Riffel says. "If we have a breakdown and we need parts or a service technician, Redhead and Volvo are there for us – just a phone call away."

There is no question that Mark Riffel and his team have turned used materials into a solid business success story, all by finding a niche that needs filling, adding a dash of solid business management – and calling on Volvo Construction Equipment.

Source: Volvo Construction Equipment

Valvoline Introduces UltraMax™ Lubricants for Off-Highway Equipment

Valvoline, a brand of Ashland Inc. has launched its UltraMax™ product line to extend the life of off-highway engines and equipment by going beyond OEM standards to outprotect, outperform and provide better cost containment. The UltraMax lineup includes engine oils, gear oils, transmission fluids and high-performance hydraulic oils. It was showcased to the industry at CONEXPO- CON/AGG 2011 in Las Vegas last March.

Peter Thomson, director of Commercial & Industrial marketing, explains the product's various benefits: "UltraMax was developed for off-highway operators to improve their bottom line by reducing costs, inventory and downtime. With improved friction, durability and prolonged fluid life, UltraMax retains optimal operation for the full life of the fluid, minimizes wear and helps prolong part life. UltraMax TDTO TO-4M fluid, with its all-temperature protection, means seasonal oil changes are

not required. In addition, it also meets the requirements of ZF TE-ML03 for use in ZF torque converter transmissions in city buses, off-road machines, lift trucks, specialty vehicles and other such equipment."

UltraMax Hydraulic Fluid, jointly developed by Valvoline and Eaton, exceeds the high performance levels demanded by Eaton, Denison, Cincinnati Machine, BOSCH Rexroth, Joy Mining and others. Tested first in the lab and then in the field, UltraMax Hydraulic Fluid meets or outperforms competitive fluids.

Valvoline's UltraMax Transmission & Drive Train Oil provides outstanding

protection against gear wear, rust and corrosion, foaming and oxidation. Formulated to meet rigorous Caterpillar TO-4M specifications, Allison C-4 specifications and Komatsu requirements, it also provides excellent wear and deposit protection, excellent high-temperature-film thickness and low-temperature pumpability for wear protection under severe loading conditions.

Valvoline serves heavy-duty industrial and on-highway markets with Premium Blue engine oils, ZEREX antifreeze/coolant, Syn Gard FE gear oils and Eagle One truck care products.

Source: Ashland Inc.



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30 years of Forming by Cotton Inc.

Thirty years on the job with most of the same employees has earned Cotton Inc. a formidable reputation. The concrete foundation pouring specialist has grown to provide numerous services to general contractors, builders and engineering offices. Cotton's expertise permits it to provide services for all of the phases of a building project.

The Niagara Peninsula has seen Cotton Inc., the one-stop-shop; grow to be the unsurpassed customer service king of the building industry. Cotton's skilled project coordinators prepare a detailed estimate based on exact specifications with attention to the varying details of an evolving project.

Material requirements are identified and slotted into the budgeting process. Being able to provide materials, vehicles and site-workers assures an intimate understanding of the process. The "Oops factor" is gone.

Cotton has grown beyond the Niagara Region to serve farther a-field as it enters the commercial and high-rise construction field.

Excavations and their buried lines and complications of a site are well known to Cotton estimators, analyzers and project managers. All are identified and plotted on the site drawings and surveys. Safety of a public nature, a site nature and equipment failure are a continuing concern.

Cotton's fleet is powered with Greenplus Environmentally Safe hydraulic fluid. There is no damage to the environment in case of a hydraulic hose split.

A Field Package for the excavation team is part of the Grading Plan, the Locate Sheets, the Manpower Requirements and the Material Requisition prepared for Cotton projects.

City inspections and approvals are garnered before the excavation is completed and the water and sewer connections are completed to spec.

Cotton provides the stone that forms the base layer that supports a basement. The weeping tiles that surround the footings are enclosed to ensure proper drainage. Trades rely on the backfills around the foundations and driveway cutting and stoning process that Cotton provides.

Cotton skilled tradesmen and the backbone of our three decades of suc-

cess in the building industry. Safety, skill and production schedules are ever present elements of each job that Cotton is entrusted with.

The materials that our workers handle are safe for the health of our employees and the environment in which they work. Greenplus Environmentally Safe products are used at every opportunity in the Cotton Inc. process.

Appropriate curing time for the footings of a building ensures that the basement walls will be true to measure. Waterproofing of the foundation walls and the backfills around the foundations and driveway cuttings precede the final city inspections to finalize the project. The following trades rely on the accuracy of the placement of foundation windows and anchor bolts.

Leveled and raked basement surfaces permit the pouring of the concrete slabs.



The settling of the backfill signals the driveway concrete pad pouring.

The Stone Slingers, Cement Mix trucks and excavation equipment are in the Cotton fleet. The dozens of service vehicles provide material delivery and service to each construction site entrusted to the nearly 100 employees tasked with the accurate completion of each project.

From estimating to final inspections, Cotton Inc. has proven to be a leader in the construction industry.

Source: Cotton Inc.

ISSA Teams With Asphalt Institute to Offer Pavement Preservation Webinars

The International Slurry Surfacing Association (ISSA) is partnering with the Asphalt Institute to offer a second series of 90-minute webinars designed to educate public agencies about different pavement preservation topics. The webinars will take place the first three Thursdays in November and discuss the following topics:

- November 3, 2011: "Mix Design Methods for Emulsified Asphalt Slurry Seal, Micro Surfacing and Chip Sealing"
- November 10, 2011: "Combining Preservation Treatments"
- November 17, 2011: "ISSA Inspector's Manual"

Founded in 1963, the International Slurry Surfacing Association (ISSA) is a nonprofit association dedicated to the interests, education and success of slurry and micro surfacing, chip sealing and crack treating professionals and corporations around the world.

For more information or to sign up for these webinars, visit <http://www.slurry.org> or <http://www.asphaltinstitute.org>

Source: International Slurry Surfacing Association



Explosion Proof LED Manhole Entryway Light

Magnalight.com announced recently the release of an innovative manhole mounted light fixture to its explosion proof lighting inventory. The Magnalight MMLP-1MLED Temporary Manhole Mount Light Fixture is approved for use in enclosed spaces. A 40 cm LED light head attached to a 53 mm man-way support bracket allows this light to be simply dropped into place on the typical standard sized manholes and entryways used on underground sewer and drainage lines, storage tanks, and railcars.

The fixture provides operators in hazardous enclosed locations with a highly convenient and easily deployed explosion proof lighting solution. The LED light head, constructed of copper free aluminum, is attached to a support plate equipped with a lifting eyelet, which allows users to simply lower the entire unit into place over an open manhole. Once in place, the light fixture hangs in place below the entryway, effectively creating a high power light source that does not cause interference

with the work space as is commonly found with string lights. This LED light fixture produces 10,000 lm of light in a wide flood pattern while drawing only 150 W and can be operated with voltages of 120 V to 277 V. The light from this fixture has a color temperature of 6,000°K and a color rendering index of 70, making it well suited for close work applications requiring good color rendering and strong contrast. The LED light head has a 60,000 hour rated lifespan with 80% lumen retention and creates far less heat than comparable HID or halogen equipped lights, making it well suited for applications where hot conditions are an issue. This unit is rated Class 1 Division 1 & 2 Groups C and D, Class 2 Division 1 & 2 Groups E, F, G, and Class 3, making it suitable for a wide variety of hazardous locations where gases, vapors, and dusts are present. Constructed of aluminum and steel with a durable powder coat finish on the light head, this unit will provide years of reliable operation



with low maintenance costs and minimal deployment effort.

Larson Electronics' Magnalight.com carries an extensive line of explosion proof LED lights, hazardous location lights, intrinsically safe LED lights, portable explosion proof lights and intrinsically safe LED flashlights.

Source: Larson Electronics



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T.Y. Lin International Awarded Eugene C. Figg Medal for Hoover Dam Bypass Bridge

T.Y. Lin International (TYLI) is proud to announce that the Hoover Dam Bypass/Mike O'Callaghan-Pat Tillman Memorial Bridge was awarded the 2011 Eugene C. Figg Jr. Medal for Signature Bridges sponsored by the International Bridge Conference® (IBC). The distinguished Figg Medal recognizes "a single, recent outstanding achievement in bridge engineering that, through vision and innovation, provides an icon to the community for which it was designed." TYLI previously won this award in 2009 for Sanhao Bridge in Shenyang, China and in 2006 for Dagou Bridge in Tianjin, China.

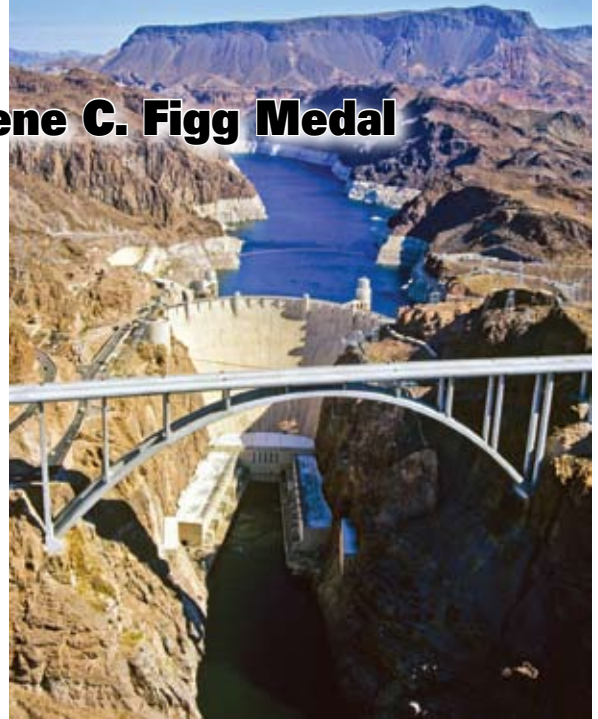
TYLI received the prestigious Eugene C. Figg Jr. Medal at the IBC Bridge Awards Reception held on June 7 in Pittsburgh, Pennsylvania. The project was cited as a "Monumental work in a fantastic, natural setting, complementing the engineering wonder of Hoover Dam."

David Goodyear, chief bridge engineer

of TYLI, led the design of the Colorado River Bridge segment of the bypass project, directing the engineering design for this North American record concrete arch across the Black Canyon.

The full "Hoover Support Team" consisted of a consortium of HDR, Jacobs Engineering and TYLI working under the direction of Central Federal Lands Highway Division (CFLHD) of the Federal Highway Administration (FHWA), in consultation with the Arizona and Nevada Departments of Transportation.

Founded in 1954, T.Y. Lin International is an internationally recognized, multi-disciplined full-service infrastructure engineering firm committed to providing innovative, cost-effective, constructible de-



signs for the global infrastructure market. With more than 2,000 employees working in offices throughout the United States and Asia, the firm is able to provide support on projects of varying size and complexity.

Source: T.Y. Lin International

Kolberg-Pioneer Hosts PRO Service Training Event for Track Product Line

Kolberg-Pioneer, Inc. (KPI-JCI) recently held a PRO Service Training session that incorporated hands-on factory learning with classroom instruction for customers and dealers from around the world.

The on-site training event, held August 23-25 at the manufacturer's factory training center in Yankton, South Dakota, focused on safety, product specifications, set-up, maintenance and lubrication, operation, application, service procedures and troubleshooting of track lines from KPI-JCI and Astec Mobile Screens. In addition to the classroom training, participants were encouraged to tour the entire factory.

Presenters included associates from KPI-JCI and Astec Mobile Screens from the service, engineering, sales and manufacturing departments.

Kevin Gokie, group product support manager for KPI-JCI and Astec Mobile Screens, said the onsite factory and classroom training allows customers and dealers the opportunity to learn about the installation and operation of equipment

from those who know it best.

"Having the right equipment is only part of what it takes to run a profitable operation," Mr. Gokie said. "You also need people you trust who have the necessary skills and training

to operate the equipment correctly. Our training curriculum is designed to educate about the effective application, operation, maintenance and troubleshooting of our equipment."

The next PRO Service Training event will



focus on service/application and occur in Yankton December 6-9, 2011. To register, contact Terry Haas at 605-668-2545 or register online at <http://dealers.kpijci.com> before November 23.

Source: Kolberg-Pioneer, Inc.

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Achieve Premium Site Safety and Productivity with the Industry's #1 Coupler from Geith

Geith presented an improved design of its quick coupler for excavators at CONEXPO-CON/AGG 2011 earlier this year. The tip radius (height) is reduced increasing the breakout force while the new material strength brings longer lifetime and better fuel economy (10% weight reduction).

Fewer parts means less maintenance and **NO** grease points. Additionally, because of its mechanical and hydraulic safety features, attachments cannot be released accidentally or fall in case of pressure loss.

Looking for links to manufacturers' websites? visit www.infrastructures.com

This pin grabber is considered by many the safest coupler on the market today and follows all the latest European standard guidelines. The operator controls the coupler without leaving the cab, switching attachments takes less than a minute.

Geith is so confident in the quality of its couplers that they are currently offering a 3 year warranty with any

purchase until December 15th 2011.

Source: Geith



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Geith is a world leader in the manufacture of buckets and attachments for excavators in the construction, excavation, demolition, waste and recycling industries.

Geith's creation in 1959 began in a small Irish manufacturing location. Over half a century later, Geith expanded to include a 300,000 square foot manufacturing facility in Ireland and a 100,000 square foot manufacturing, distribution, customer service, and engineering center in the United States.

Supplying to a worldwide market, Geith has established itself as a leader with the highest quality attachments and an after sales service. The experienced Engineering team uses the latest tools to design attachments for fit and function. Manufacturing is second to none utilizing the latest technologies and techniques to produce superior attachments. Geith has exceeded customer expectations by constantly providing products with unmatched durability, superior performance and suitability, extended service life and high return on investment. With a strong vision for the future, Geith is a name you can trust for years to come.

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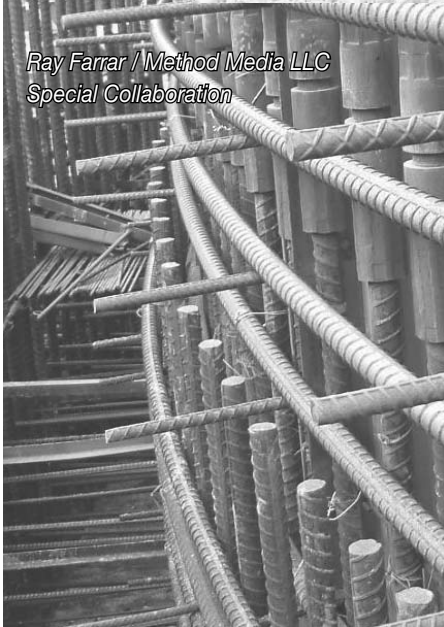


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Helical Solution in Concert with Restoration of Historic Olympia Theater

Ray Farrar / Method Media LLC
Special Collaboration



procedure, prior to installation of long-term repairs for the exterior masonry cladding. WJE collaborated with industry leading masonry repair reinforcement system manufacturer Helifix, Inc. to provide a supplementary and sustainable lateral and gravity support system for the building's

projecting elements, and bowed displacement of the veneer in excess of 5 cm.

To restore the Olympia's severely damaged sections back to a historic and maintainable condition, various areas of the building would need to be taken down and rebuilt – particularly at the building's



A jewel of the South Florida arts and cultural community since 1926, the landmark Olympia Theater and Apartment Building in Miami, Florida, also known as the Maurice Gusman Cultural Center, was recently in a state of massive deterioration and disrepair. The historic 10-story high-rise complex was facing an bleak fate as potential tear-down/rebuild would be required if an emergency and long-term repair solution was not developed to address the pressing structural and safety issues that existed with the exterior brick masonry cladding and terra cotta façade.

A concerted \$2.1 million restoration effort by the City of Miami and the Miami Parking Authority (which runs the theater) began with enlisting leading historic preservation and architecture design firm, R.J. Heisenbottle Architects, P.A. (RJHA) of Coral Gables, Florida, to head the restoration effort. RJHA president Richard Heisenbottle quickly involved structural engineers from Wiss, Janney, Elstner Associates, Inc. (WJE) of Northbrook, Illinois, to conduct an initial onsite assessment.

The preliminary assessment was performed over two days in late October, 2009 to investigate the buildings distresses and design an emergency stabilization

distressed veneer using its HeliBeam System®.

STRUCTURAL AND HISTORIC CHALLENGE

Known for the intricate and stunning Mediterranean Revival style details on its architectural facade, the building is comprised of a steel-framed structure with clay tile infill supported on the steel spandrel beams. The envelope consisted of brick and terra cotta veneer that was unsupported within the piers and supported over the punched window openings by steel lintels anchored to the spandrel beams.

During the initial assessment, WJE engineers discovered that slippage of the brick veneer lead to cracked, bulging and separating masonry. This was a direct result of insufficient vertical support and poor weight distribution; resulting in failed wall ties and lintels – often the only means of support above the windows. Due to the differential support conditions and the ten-story heights of unsupported veneer, widespread distress attributable to improper gravity support was observed including: diagonal brick cracking originating from the lintel ends, compressive failures within the second and third floor terra cotta water tables, delaminated faces of the water table

corners. Additionally, due to the inadequate gravity support and subsequent damage, WJE recommended installing a new support system for the exterior veneer. In seeking a solution to secure the existing masonry, while maintaining the aesthetic integrity of the historic building, WJE specified Helifix's new HeliBeam System which offered a non-invasive and sustainable solution comprised of HeliBars, HeliBond, DryFix remedial ties, and Crack Stitching.

The key focus of the HeliBeam System was the implementation of stainless steel (austenitic grade 304 or 316) HeliBars that were 7 m long to create a reinforced "beam" across each spandrel level to distribute and support the structural loads across the piers and into the steel lintels and spandrel beams.

HeliBar starts as round stainless steel wire with a typical 0.2% proof stress of 500 N/mm² but after the cold forming manufacturing process that creates the helical hi-fin design, this more than doubles to around 1,100 N/mm². This means that HeliBar, with its relatively small diameter, provides substantial tensile properties to the masonry; particularly when combined with HeliBond grout which locks between

the fins and bonds to the masonry.

Rounding out the Helibeam System to help with displacement, approximately 9,000 DryFix remedial ties were installed through the veneer and into the backup; thus providing lateral restraint and securing the façade.

According to WJE associate principal Brett Laureys, "The Helibeam System was specified because of its proven ability to secure existing masonry, it is fully concealed (once installed) and its flexibility allows it to be bent around corners with no loss of performance. It was also the most cost-effective stabilization method available and, with all work undertaken externally, there was minimal disruption to the upper floor tenants during this 'emergency restoration' phase which overcame the veneer's lack of support, securing the structure while full renovation of the Olympia Theater was safely undertaken."

INSTALLATION SPECIFICATIONS

In conjunction with Helifix's on-site quality control and assurance support team, installation of the Helibeam System at the Olympia Theater was conducted by industry leading specialty repair contracting company STRUCTURAL of Hanover, Maryland, and their Ft. Lauderdale operations office. To form the Helibeam System, two horizontal rows of 7 m long stainless steel HeliBars were laid in tandem at various levels around the entire circumference of the building. This essentially creates a deep masonry beam to distribute the structural load and provide gravitational support around the entire building.

Installation involved cutting out 45 mm deep slots in the mortar joints which were vacuumed and then flushed out with water. A bead of thixotropic cementitious HeliBond grout was laid in and the 7 m length of HeliBar was then placed in the slot. The grout-HeliBar-grout process was then repeated on top to complete the composite action of the Helibeam System. When each length of HeliBar came to its end, the next length was overlapped by 45 cm to create one monolithic run around the building; with corners kinked in at a 90° bend. The recessed Helibeam was then pointed over the top – rendering it virtually transparent to the naked eye upon comple-

tion.

Additionally, DryFix remedial ties used in tandem with Helibeam System for lateral restraint in the façade. The DryFix ties were installed simply by being power-driven into position, via a small pilot hole, using a special installation tool that leaves the end of the tie recessed below the outer face – allowing an "invisible" finish. Crack Stitching was also conducted to secure local cracking and stabilize any further movement of separating brick areas. According to STRUCTURAL's project manager Alan Fleischer, "The Helibeam installation was easy as it's a lot like crack stitching but in a longer run. After we completed the installation, you'd never know what was done to the building."

CONCLUSION / RESULTS

The Helibeam System was installed within four months of WJE's specification; beginning with the anchors and completed in August 2010. An alternative to com-



plete structural tear down and rebuild, the system delivered an efficient green solution in restoring the historic Olympia Theater. According to Helifix vice president North American Operations Reno Fricano, "Ultimately, in collaborating with WJE and SPS throughout the entire specification, design, and installation phases, the system

provided a non-invasive, cost-effective, and sustainable stabilization solution in revitalizing the architectural luster and integrity to one of America's original movie palaces."

WJE's Brett Laureys conferred in stating, "The repairs were successfully installed, meeting the client's needs of an emergency stabilization method which could be installed immediately, quickly, and inexpensively. It's hard to compare with it as it was more cost effective than traditional stainless steel threaded rod and epoxy."



Finally, RJHA's Heisenbottle noted that, "The initial emergency stabilization phase is complete and the building is once again safe. The team is proceeding with the final (Phase II) work; a \$10 million restoration of the theater façade and repair/replacement of the damaged terra cotta tile. The project is expected to be completed in 2011."

Major Order for PALFINGER WIND

REpower Systems SE, leading producer of wind turbines, is continuing to rely on the expertise of PALFINGER WIND: A major order for 48 cranes confirms the successful cooperation that has existed since 2003.

Cranes are an essential element in the upkeep, maintenance and servicing of wind turbines. In the last decade, PALFINGER WIND has developed a wide range of offshore cranes for these specific applications which enable the service teams of numerous wind farms to work even more efficiently. Reducing the downtime of the wind turbines to a minimum is a top priority.

Safety and reliability always take priority for PALFINGER WIND. The design of the cranes has been certified by classification societies such as GL or DNV. All reasons that REpower, one of the leading producers of onshore and offshore wind turbines, is also very pleased to hear. As a long-standing partner of REpower Systems SE, PALFINGER WIND supplies, among other



things, cranes of the PK 40002 range for the 5M and 6M wind turbines. The 5M and 6M offshore turbines with a rated power of 5,075 kW and a rotor diameter of 126.5 m belong to the megawatt class and therefore to the largest and most powerful wind turbines in the world. The PK 40002 onboard crane itself has been a permanently installed standard component of these turbines since the start of production.

A recent order, this time for 48 platform cranes, has only just been commissioned. Matthias Bessert, commodity manager at REpower Systems SE, is pleased with the

deal that has been completed, "PALFINGER WIND is a reliable and highly competitive partner that offers high-quality products. Its global positioning enables it to respond to customer requirements with particular flexibility. These are strong arguments for us to continue to push ahead with our collaboration."

PALFINGER WIND is very pleased with the confidence shown in it and will deliver the 48 cranes to REpower in the coming year.

Source: PALFINGER AG

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Elgin Sweeper Announces Partnership with Autocar

Elgin Sweeper announced recently the formation of a strategic partnership with Autocar LLC to co-develop and introduce the industry's first modern Class 7 cabover truck chassis specifically for street sweepers.

"This is truly the industry's first joint-engineered and fully integrated sweeper with chassis design," said Brian Giles, Elgin Sweeper products manager. "We are pleased and honored to build Elgin street sweepers on this new Class 7 cabover vehicle platform from Autocar. Our goal was to design the chassis to meet the requirements of our sweeper customers and create an optimized sweeper and chassis product for our customers."

The development process entailed using specific cab/chassis component brands known and trusted by Elgin Sweeper customers, along with precise placement of cab/chassis components so as not to interfere with the sweeper mounting. Elgin Sweeper ensured that all popular chassis



options were made available and superior operator ergonomics were optimized on both sides of the factory dual steer system.

The new Class 7 cabover, bearing the Autocar Xpert nameplate, will be assembled in Autocar's facility in Hagerstown, Indiana, and shipped to Elgin Sweeper's facility for sweeper mounting. Elgin Sweeper and Autocar shared engineering strategy and CAD data to ensure minimal cab/chassis modification work would be needed once the Autocar cab/chassis

arrives at Elgin Sweeper.

"Elgin Sweeper customers will appreciate the joint engineering and operations efforts between our two companies, which have resulted in a quality product featuring greater reliability and fewer cab/chassis/sweeper body field issues," Mr. Giles said. "We've virtually eliminated all third-party modifications necessary for dual steer, as well as any warranty support confusion."

Source: Federal Signal Corporation

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Terex Unveils New, More Fuel-Efficient Generation 9 Articulated Truck Range

Engineered for the toughest applications around the world, the new Generation 9 range of Terex articulated trucks are powered by Scania® engines. Back-to-back testing with the new Generation 9 Tier 4i TA300 and the previous model (Tier 3 TA300) demonstrates that the new range is not only more productive but also more fuel efficient.

Dedicated to reducing downtime, the service points on Terex articulated trucks are designed for quick and easy access. The electronic-assisted hood raise and the fully tilting cab simplify access to major components and ground level service points, which further reduces downtime.

The Terex cab is developed around the operator to improve comfort, efficiency and productivity.

The smallest truck in the range boasts a hauling capacity of 15.5 m³ and is powered by an impressive 311 hp engine, making the Gen 9 TA250 the perfect partner for



any construction project in the 22.7 t class market.

With a 370 hp engine, the Gen 9 TA300 leads the way as one of the most powerful truck in the 27.2 t class market, and this power combined with a heaped capacity of 17.5 m³, means the Gen 9 TA300 is one of the most productive articulated trucks available today. Another class leading feature of the updated TA300 is the fully independent front suspension, which is fitted as standard. This innovative design,

which is also available as an option on the Gen 9 TA250, greatly reduces operator fatigue and increases machine stability, enabling these machines to excel in rough terrain environments.

Completing the Terex range of Gen 9 articulated trucks is the powerful TA400 which has a maximum payload of 36.3 t and a heaped capacity of 23.3 m³. It has a gross power of 444 hp.

Source: Terex Corporation

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Cummins Announces Intent to Meet New Fuel-Efficiency and Greenhouse Gas Standards Early

Upon release of the first-ever greenhouse gas (GHG) emissions and fuel-efficiency standards for medium- and heavy-duty commercial vehicles, Cummins Inc. affirmed its support for the regulation and announced plans to certify its engines early to meet these standards. The Company has worked proactively on the regulation with a wide range of stakeholders over the past several years and is already developing the clean and efficient technology that will be needed to comply.

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) proposed this regulation in October 2010 after President Barack Obama directed the agencies to coordinate efforts and propose a single national GHG reduction and fuel-efficiency program. The agencies led an open process, and Cummins collaborated with other engine and vehicle manufacturers, technology suppliers, fleets and environmental organizations

to provide input. The result is a workable regulatory structure that accommodates the diverse needs of the commercial vehicle sector.

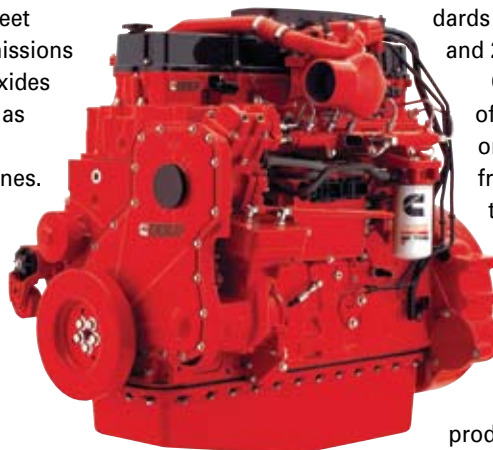
Cummins continues to develop technologies that meet stringent criteria emissions (such as those for oxides of nitrogen, or NO_x) as well as improve the efficiency of its engines. Last year, the Company was awarded nearly \$54 million in funding from the U.S. Department of Energy (DOE) to support systems-level technology development, integration and demonstration for highly efficient advanced-technology powertrains. By burning less fuel in the engine, carbon

dioxide (CO₂), which is the main GHG controlled under this regulation, is simultaneously reduced. The rule finalized by the EPA and the DOT establishes equivalent

CO₂ and fuel-efficiency standards for engines in 2014 and 2017.

Cummins' lineup of North American on-highway engines, from the ISB6.7 to the ISX15, will be certified to meet new onboard diagnostic (OBD) requirements on Jan. 1, 2013. To provide a single product launch and multi-year stability for customers, these products will also comply with the GHG and fuel-efficiency regulations.

Source: Cummins Inc.





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Metso to supply comminution services to Northland Resources in Sweden

Metso has signed a contract with Northland Resources AB for a 5-year mill lining service and inspection program for the Kaunisvaara project in northern Sweden. The contract complements previous project orders by Northland Resources, announced by Metso earlier this year. The value of the order is €19 million (\$26.4 million).

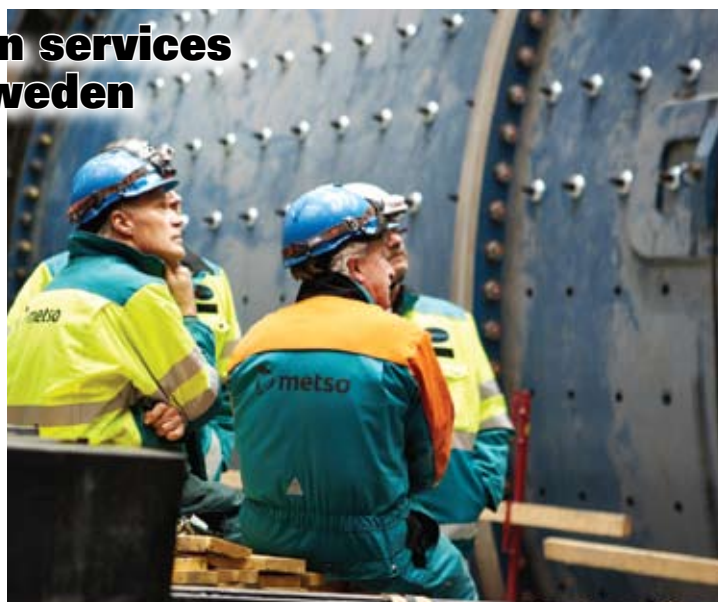
The Metso Life-Cycle Services (LCS) program at Kaunisvaara includes both the supply and installation of mill liners and technical and maintenance support for the semi-autogenous mill on the Tapuli process line. Metso's on-site resources will also conduct liner inspections to maximize mill availability. The contract period will commence when installation of the Tapuli process line is completed at the end of 2012.

The scope of service for the LCS program at Kaunisvaara consists of Metso Poly-Met mill liners, liner handlers and essential tools, technical assistance including

maintenance and shutdown planning, as well as monthly audits and annual inspection services for the Tapuli grinding mill.

Metso LCS programs deliver high levels of service by drawing on the Metso Group's extensive technical expertise and vast global experience with similar operations.

Northland Resources is a development-stage mining company with a portfolio of iron ore projects in Northern Sweden and Finland. The company's Kaunisvaara



Supply and installation of mill linings are included to the services contract, signed with Metso and Northland Resources AB.

project will exploit magnetite iron ore deposits, feeding a single, multi-line processing facility in Sweden. The process yields high-grade, high-quality magnetite iron concentrate.

Source: Metso



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Navistar Statement on Final GHG/Fuel Efficiency Regulations from EPA and NHTSA

Following is a statement from Daniel C. Ustian, Navistar chairman, president and chief executive officer, about the recent announcement of final Greenhouse Gas (GHG) and fuel efficiency regulations for commercial vehicles:

"Navistar commends the Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) for developing one single, national standard for GHG and fuel efficiency for medium- and heavy-duty engines and trucks. We were pleased to be part of the process providing the agencies with information on the positive impact of total vehicle technology integration on fuel efficiency and GHG emissions."

"As a fuel-efficiency leader, Navistar is always focused on delivering value to our customers, and we currently have plans in place to continue to support this competitive position by delivering integrated truck and engine technology solutions that achieve maximum fuel economy for our customers. We feel this customer-focused approach aligns Navistar with the intent of the new proposed GHG rule."

"With this rule, EPA and NHTSA have now set an example for what could be a worldwide GHG and fuel efficiency regulation for heavy-duty trucks and engines."

Source: Navistar International Corporation

JDPS Receives Certifications for its 75 hp to 174 hp Engines

John Deere Power Systems (JDPS) is pleased to announce that three models in their lineup of 75 hp to 174 hp off-highway diesel engines have been certified as compliant with U.S. Environmental Protection Agency (EPA) Interim Tier 4, European Union (EU) Stage III B and California Air Resources Board (CARB) emissions regulations. The PowerTech PWX 4.5L and PVX 4.5L engines and the PowerTech PVX 6.8L model below 174 hp join the previously certified lineup of engines above 174 hp.

Engines in the 75 hp to 174 hp power range will feature full-authority electronic controls, a 4-valve cylinder head, a high-pressure fuel system, wastegate or variable geometry turbocharging and an air-to-air aftercooling system. John Deere elected not to use selective catalytic reduction (SCR).

Source: Deere & Company





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Manitowoc 16000 Helps Build Seawall on PEI

A Manitowoc 16000 played an integral role in the construction of a seawall in Charlottetown, Prince Edward Island. The seawall will reclaim land for the construction the PEI Convention Center, which is being built by the Charlottetown Area Development Corp. The project is being overseen by local general contractor Birt & MacKay Construction.

The 16000, owned and operated by Irving Equipment the pile-driving subcontractor, was initially used to drive sheet piling that forms the base of the seawall. While typical pile driving in marine applications might require a barge-mounted crane, the size and capacity of the 16000 allow it to work on land, operating at radii of between 38 m and 55 m.

Victor Murty, project manager for Irving Equipment, says that operating a large crawler crane from land for these marine applications help mitigate weather, tidal influences and other environmental considerations.

"Even though the 16000 has higher rental rates than typical cranes used in pile driving, it is often a very competitive choice for customers in marine applications," Mr. Murty said. "There are definite savings in not mobilizing barges. Plus, it is easier to access materials from land."

For the pile driving, the crane worked with 75 m of main boom, a wind tip attachment and a vibratory-hammer to drive the piles. The wind tip provides greater offset and keeps the hammer and sheet pile away from the boom during installation.

With the installation of sheet piling complete, the 16000 helped another subcontractor install whalers, the cross beams. The Manitowoc 16000 is a 400 t capacity crane that is often used for wind turbine erection. Over 85% of 16000s are sold for wind turbine applications, including the crane used in this project. But the adaptability of the crane's configuration allows Irving Equipment to expand its use much beyond wind turbine erection.



Irving Equipment, a crane rental company based in Saint John, New Brunswick, has a fleet that works throughout the Atlantic provinces of Canada and throughout the United States. In addition to crane rental and a heavy transport division, Irving Equipment also specializes in pile driving, completing anywhere from 30 to 40 projects a year.

Source: The Manitowoc Company, Inc.

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ATCO Provides Temporary Camp for Critical Military Exercises in Nunavut

ATCO Structures & Logistics is providing a temporary camp for Canadian military exercises under way near Resolute Bay in Nunavut. ATCO was also the prime contractor for similar operations held last year.

"The Nanook 2011 project bolsters ATCO's long-standing reputation for providing our military with reliable and comfortable facilities in challenging environments," said Harry Wilmot, president and COO, ATCO Structures & Logistics. "It's gratifying to once again support Canada's military during these critical training operations."

Operation Nanook 2011 is the centerpiece of three major sovereignty operations conducted every year by the Canadian Forces in Canada's North. The facilities provide accommodation for 550 persons and include an operations center, two warehouses, a fire hall with fire equipment storage area, dining room and kitchen, office complexes, washrooms and

shower facilities, and all utilities.

"The construction of this temporary camp in Resolute Bay is a very key component to the Canadian Forces conducting sovereignty operations during Operation Nanook 2011," said Major David Burbridge, Camp Project manager, Canadian Operational Support Command (CANOSCOM). "A contributing element to the successes we have had in Arctic sovereignty operations is in part due to the partnerships we have made with industry to complement our capabilities in the far north."

The temporary facilities support the exercises conducted by the Canadian Forces, the Royal Canadian Mounted Police, the Canadian Coast Guard and other



government departments and agencies in Canada's North. The camp is operational for a six-week period from mid-July to the end of August 2011.

ATCO Structures & Logistics offers modular buildings and operational support solutions worldwide. With manufacturing facilities in North America, South America and Australia, and operations on five continents, the company has the expertise to deliver a rapid, turnkey solution anywhere it is needed.

Source: ATCO Structures & Logistics

1 MW Generator in a Standard 20' Container

Atlas Copco added the new QAC 1250, its first 1 MW generating unit, to the current QAC range in response to interest from the rental and power generation markets.

"This new model is the realization of the long held dream of our loyal QAC users. They've been asking for a 1 MW unit in the same box as the well-known and successful Atlas Copco QAC 1000 Model. We've developed this unit based on their input," says Júlio Tomé, product manager. "The footprint and dimensions are the same, but there's 25% more power in the box!"

Júlio Tomé explains why this unit is in such demand. "The standard model is fully equipped and comes with the most common features normally seen as options such as the Qc4002 controller for paralleling, dual frequency, coolant heater, battery charger, automatic fuel transfer system, air inlet shut down valve, spark arrestor, as well as heavy-duty protection for the engine, alternator and electrical system. Because of its versatility, it can be used on nearly any type of application, making it

suitable for the rental industry. One common application is where it can be used as a temporary power supply to industrial plants, and the 1 MW is right in-line with the nominal power of transformers. It is also excellent for events, temporary power generation in remote locations, construction sites, mining, refineries, heavy-duty standby power and much more."

The new QAC 1250 is a dual frequency unit delivering 1250 kVA / 1000 kW of prime power at 50 Hz and 1450 kVA / 1150 kW at 60 Hz. The unit is now ready for some of the toughest applications where efficient, quick and reliable power is required.

The engine choice for this new model is the KTA50 from Cummins, coupled with a Leroy Somer alternator. This setup, in addition to Atlas Copco's innovative QAC



cooling concept; the unit has a variable speed electric fan in a dedicated coolant compartment – ensuring the best mixture of size, noise level and power performance on a portable / multi-drop unit, both at high altitudes and higher ambient temperatures.

Easily handled by crane, lift or truck, the robust 20' CSC ISO container enclosure has lockable, wide opening doors so that all components are easily within reach. This helps to ensure that maintenance and service is both quick and stress-free.

Source: Atlas Copco

Benefits of De-Icer Recycling On Show at *inter airport Europe*



At *inter airport Europe*, Clariant will show how the carbon footprint of aircraft de-icing can be cut dramatically by recycling used fluid. The Munich show also will mark the de-icer-maker's first major public appearance since its Octagon acquisition, which expanded its supply capability in North America.

At the last *inter airport Europe*, Clariant unveiled its EcoTain recycling system that lessens the environmental impact and the costs of aircraft de-icing. At the upcoming *inter airport Europe*, to be held October 11-14, the leading supplier will present hard numbers showing how recycling significantly lowers de-icing's carbon footprint.

"We were confident that EcoTain recycling could cut the amount of greenhouse-gases emitted in de-icing," says Martin Westermaier, Research & Development manager at Clariant. "So to find out for sure, we commissioned an independent, scientific assessment – which we'll present at the show."

Clariant aims to present its carbon-footprint findings at SMART Airports, a technical congress that runs parallel to *inter airport Europe*.

EcoTain recycling systems are operated onsite at Munich and offsite at Zurich Airport, and one will soon debut in Norway. Commissioning of an offsite-recycling plant for Oslo Airport was planned for September 2011.

The recycling benefits will be welcomed by airport operators everywhere, but especially those in the U.S., who are facing stricter federal guidelines for collection and treatment of used de-icer. And for the upcoming winter season, Clariant is expanding its capabilities in the North American de-icer market following the acquisition of Octagon Process LLC, a privately-held company based in New York. As a result of the acquisition, Clariant will provide customers a broader supply-chain network and enhanced geographic scope.

Source: Clariant International Ltd

Stand1214 (Hall B5) 

inter airport Europe 2011

Over the past three decades, *inter airport Europe* has been the leading international event for the airport industry. *inter airport Europe* 2009 attracted 542 exhibitors from 29 countries and 12,035 trade visitors from 123 countries came to participate at the 17th International Exhibition for Airport Equipment, Technology, Design & Services.

Today, the airport industry continues to face demanding challenges: Capacity and security issues, increasing competition and new environmental regulations are still high on the agenda, as is the need for clever airport design, improved passenger comfort and crisis management to deal with natural phenomena.

Setting the tone for the years ahead, *inter airport Europe* 2011 will be a unique event for the airport community, bringing together suppliers with equipment and service buyers from all over the world.

Source: Mack Brooks Exhibitions Ltd

Appointments

Chris McGregor, general manager, **Sommers Motor Generator Sales** is pleased to announce the appointment of **Norman Proulx** to the position of account manager, Northern Ontario.

"Norman brings over 35 years of generator experience in sales, service and repairs. His background and expertise in spec'ing customized generators for commercial, mining and municipal type applications in Northern Ontario will be very beneficial to our ongoing success in the region," according to Mr. McGregor. "His territory will start with North Bay to the south, Kenora to the west and Moosonee to the north."

"I am excited to be joining Sommers," said Norman Proulx. "This is a company with a solid reputation for quality products and customer service. It is not often that one gets this type of opportunity."

Located in Tavistock, Ontario, Sommers Motor Generator Sales Ltd. has been a trusted name in generating, delivering and applying electrical power for 75 years. Generator systems are Sommers' only business. Today, Sommers is the leading Canadian manufacturer of packaged generator systems for residential, commercial and industrial applications and has the largest privately held inventory of generators for sale or rent from 3 kW to 2 MW.

Source: Sommers Motor Generator Sales Ltd.

Grosvenor Americas has appointed **Michael Ward** to the position of vice president in the company's Calgary office. He previously served as vice president for Grosvenor Americas in Washington, D.C.

In his new position, he will be responsible for Grosvenor Americas' real estate development program in Calgary.

Mr. Ward joined Grosvenor Americas in 2002 and has served in the company's Vancouver office as well as in Washington, D.C.

Michael Ward, holds a Bachelor of Commerce Degree in Real Estate from the University of British Columbia.

Grosvenor is a privately-owned property group with offices in 17 of the world's most dynamic cities. It has four regional investment and development businesses in Britain & Ireland, the Americas, Australia and Asia Pacific; an international fund management business, which operates across these markets and in continental Europe; and a portfolio of indirect investments.

Source: Grosvenor Americas



Flygt and Godwin Support Recovery Efforts at North River Wastewater Treatment Plant

Godwin Pumps, manufacturer of the Dri-Prime® automatic self-priming, dry-running pump, has been mobilizing pipe and crew to aid in the efforts at the North River Wastewater Treatment Plant, in Harlem, New York, following a fire there on Wednesday July 20, 2011.

Five pump engines caught fire in the machine room at the treatment plant. The 23 m lift station fire had caused sewage to enter watersheds and attached beaches. The total required capacity of the facility is about 500,000 m³/d in dry-weather conditions. The two remaining engines that drive the main sewage pumps have been supplemented with six Flygt electric submersible sewage pumps, ranging from 150 hp to 240 hp, to alleviate the temporary overflow conditions. The Flygt pumps were supplied from Cincinnati and Chicago.

Godwin Pumps is supporting the job with piping and engineering. Temporary piping was shipped to the treatment plant, including over 600 m of 45 cm pipe and



1,800 m of 60 cm pipe. Several pipe fusion machines were on-site, with technicians operating them around the clock in order

to improve the situation as quickly as possible.

Source: Godwin Pumps



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Agenda

ICUEE - The International Construction & Utility Exposition
 October 4 - 6, 2011
 Louisville, KY USA



Greenbuild 2011,
 October 4 - 7, 2011
 Toronto, ON Canada

WaterSmart Innovations Conference and Exposition
 October 5 - 7, 2011
 Las Vegas, NV USA

The 3rd Annual North America Strategic Infrastructure Leadership Forum
 October 11 - 13, 2011
 Washington, DC USA

inter airport europe
 October 11 - 14, 2011
 Munich, Germany



Crane & Rigging Conference (CRC)
 October 12 - 13, 2011
 Edmonton, AB Canada



Expo 2011 (formerly Garden & Floral Expo)
 October 19 - 20, 2011
 Toronto, ON Canada

Hong Kong International Building and Decoration Materials & Hardware Fair
 October 27 - 29, 2011
 Hong Kong, China

AEMP - Asset Management Symposium
 November 1 - 2, 2011
 Nashville, TN USA

NeoCon® East
 November 2 - 3, 2011
 Baltimore, MD USA

Congrès INFRA 2011
 November 7 - 9, 2011
 Quebec City, QC Canada

Canadian Waste & Recycling Expo
 November 9 - 10, 2011
 Montreal, QC Canada

Landscape Ontario CONGRESS 2012
 January 10 - 12, 2012
 Toronto, ON Canada

World of Asphalt Show & Conference + AGG1 Aggregates Forum & Expo
 March 13-15, 2012
 Charlotte, NC USA

CANADA BLOOMS 2012
 March 16 - 25, 2012
 Toronto, ON Canada

CEMENTTECH 2012
 March 28 - 30, 2012
 Beijing, China

Atlantic Heavy Equipment Show
 March 29 - 30, 2012
 Moncton, NB Canada



EXPO GRANDS TRAVAUX 2012
 April 13 - 14, 2012
 Montreal, QC Canada



INTERMAT 2012
 April 16 - 21, 2012
 Paris, France



Panama Canal 2012 International Engineering & Infrastructure Congress
 April 18 - 20, 2012
 Panama City, Panama

The Steel Conference & World Steel Bridge Symposium
 April 18 - 21, 2012
 Dallas, TX USA

AUTOSTRADA-POLSKA
 May 8 - 11, 2012
 Kielce, Poland

DEMO International® 2012
 September 20 - 22, 2012
 Saint-Raymond, QC Canada

BAUMA CONEXPO SHOW - bC India
 February 5 - 8, 2013
 Mumbai, India

bauma 2013
 April 15 - 21, 2013
 Munich, Germany



Appointments (cont'd)

FLO Components Ltd. continues to expand its resources to better serve construction, road building, aggregate, trucking, manufacturing and processing companies in the greater Toronto area (GTA). The company announces the appointment of **Glenn Chapman** as territory sales manager - GTA. A graduate of Sheridan College, Mr. Chapman brings over 10 years experience, developing customer relationships in both inside and outside sales positions in the construction and automotive industries in the GTA. His primary focus will be to increase local availability of technical support to our customers and to build FLO's client base in the GTA.



"We believe Glenn will make an excellent addition to our team. His extensive experience in the mobile market and particularly with dealers gives him excellent insight and will help to strengthen further the relationships with FLO's GTA clients. His proven track record tells us that his personal approach matches FLO's basic foundation of "Meeting Customers' Needs Better", making him well suited for providing the kind of technical and sales support our customers have come to expect. Glenn will work with our key partners in the industry developing lubrication solutions that address their equipment breakdown related pain and increase machine up-time and profitability," said Mike Deckert, FLO Components vice president, commenting on the new appointment.

Source: FLO Components Ltd.

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