

# InfraStructures

**CONSTRUCTION • PUBLIC WORKS • NATURAL RESOURCES**

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## A Brief Word...

*Hopefully our August issue has got you thinking about the approaching season.*

*More likely you are scrambling for the more immediate sign of winter's approach, back to school!*

*The surrealism of the summer, sunshine and camp fires has vanished with the Labor Day dawn. Deadlines suddenly loom, weather becomes a big partner in staying on schedule.*

*So as the seasons change and time irrevocably marches on, how do you keep up with tools and technology that can keep you profitable and productive?*

*The answer lay in the text you're reviewing at this moment.*

*InfraStructures is Canada's leading equipment publication. Regardless if you are in Whitehorse, White Rock or Wadebridge.*

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On the cover: Mont Sutton, located in Quebec's Eastern Townships, is the first ski resort in the province to carry out the redevelopment of a steep track using an spider excavator.

The Menzi Muck excavator can work on inclines up to 70°.

## JCB'S DEALER NETWORK EXPANDS WITH ADDITION OF HAT JCB AND D&W GROUP

Hat JCB of Dumore, Alberta, has joined JCB's growing North American dealer network. A division of Hat Agri Service, the new Hat JCB will now represent JCB's agriculture and construction product lines. Within these two product ranges, Hat JCB will offer new, pre-owned and rental models while also providing JCB parts and service.

Since its inception in 1999, Hat Agri Service has been a leading supplier of farm equipment including tractors, seeding and planting, tillage, hay and forage and harvesting equipment. Now, the staff at Hat JCB will apply its combined years of experience to JCB's wide range of equipment for both farm and construction applications. That equipment includes the world's safest and most innovative skid steer, known for its patented single-arm Power-

Boom and uniquely safe side-entry door. JCB wheel loaders, excavators, backhoes, Loadall telescopic handlers and Fastrac high-speed agricultural tractors are among the other industry-leading machines now available at Hat JCB. In addition, Hat JCB offers a fully-stocked parts department and a full-service maintenance team featuring professionally trained JCB mechanics.

"All of us at Hat JCB are excited about being able to offer the full range of JCB agricultural and construction products to our new and existing customers," said Craig Babcock, president of Hat JCB. "JCB is known throughout the world for its innovation and quality. Now, by representing JCB's product lines, we'll be able to help an even broader range of customers find equipment that meets their unique and varied needs."


"Hat Agri Service's long-standing reputation of providing quality sales, parts and service made the dealership an ideal fit for our growing North American dealer network," said Van Clarkson, vice president of sales for JCB North America. "The Canadian market is very important to JCB, and we're pleased to add this group of experienced, knowledgeable professionals that will help us continue to strengthen our brand's presence in Alberta."

An agricultural equipment provider since 1950, D&W Group will now represent the full agricultural line of JCB equipment and will also sell both the JCB compact excavator and hydraulic tracked excavator ranges. Within those two new product ranges, D&W Group will offer new, pre-owned and rental models, and provide JCB parts and service at its dealerships in Jarvis, Brantford, Simcoe and Vineland, Ontario.

"The D&W Group is excited about being able to provide our customers with JCB products," said Kevin Doughty, store manager, D&W Group. "Having been in business for more than 60 years, the D&W Group understands the importance of having quality products like those produced by JCB. We also know the significance of the good after-sales support that JCB will provide. The long line-up of products offered by JCB fills a gap at our four locations that will better answer our customers' needs."

Source: JCB North America

**UNITED RENTALS ACQUIRES RENT WORLD**  
United Rentals has acquired Canadian construction equipment rental company



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Rent World.

The company, which will be managed by former owner Orlando Radies, has two facilities located in Wainwright, Alberta and provides aerial lifts and earthmoving equipment as well as air compressors.

The company serves the Keystone Pipeline region and a local military base, it is also the closest rental service to the petroleum industry town of Hardisty where Western Canada Select and Hardisty Heavy Oil are produced.

Source: United Rentals

### UNITED RENTALS EXPANDS SPECIALTY RENTAL OPERATIONS

United Rentals, Inc. recently announced the further expansion of its specialty branch network with the addition of 3 locations dedicated to providing power generation and climate control solutions.

United Rentals Power & HVAC recently opened U.S. branches in San Diego, California, and Oklahoma City, Oklahoma, and a branch in Fort McMurray, Alberta. All locations will focus on providing engineered power, heating, cooling and ventilation solutions for commercial, industrial and governmental customers, and disaster recovery services. The company currently has a total of 824 rental branches in North America.

Paul McDonnell, senior vice president – operations, trench safety, power and HVAC, said, "Our company's continued investment in its specialty footprint demonstrates the importance we place on meeting increasing customer demand for these services. San Diego, Oklahoma City and Fort McMurray are part of a planned expansion of 18 new specialty locations this year. All United Rentals branches are able to cross-sell our specialty services as part of our commitment to total jobsite solutions."

United Rentals offers expert equipment rental, trench safety, temporary power, climate control, industrial tool and technology services through the largest customer service organization of its kind in North America.

Source: United Rentals

### VOLVO RENTS RELOCATES TO TORONTO

Volvo Rents has relocated to Toronto, Ontario, into a larger facility that includes an equipment showroom and large yard to house its fleet. The new facility is located on Horner Avenue.

"Our new Toronto location puts us in a more ideal location to better serve our customers," said Scott Teron, division manager of Volvo Rents Ontario. "With the current downtown location serving

as a satellite to our new store, we're not only expanding our coverage area and the amount and types of equipment available, we are also helping to feed the existing location which opened last year."

The new Toronto rental center carries a comprehensive line of equipment and tools for the construction, commercial, industrial and homeowner markets. The focus is on daily, weekly, and monthly rentals.

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Windsor, Chatham, London, Stoney Creek, Leamington, Cambridge, and downtown Toronto, we believe there is tremendous value in relocating the Mississauga office to a larger market in addition to expanding its inventory, overall space, features and resources," said Mike Crouch, vice president of business development for Volvo Rents. "With our strong brand recognition and the growing demand for equipment rental, I think the new office will be very well received in Toronto as it fits the needs and demands of our customers and Volvo Rents team."

Source: Volvo Rents

#### HATCH CONTRIBUTES TO FUND FOR QUEEN'S UNIVERSITY SERA PROGRAM

Hatch is pleased to announce its participation in Queen's University's Sustainable Engineering in Remote Areas (SERA) program, designed by Dr. Mark Green, professor and associate head of Queen's.

The SERA program was developed to address the challenge faced by Canadian businesses to find skilled engineers to work on projects in remote and rural communities. The aim of the program is to provide employers with a pool of uniquely qualified engineers who are well prepared to work at challenging project sites in remote areas.

Students enrolled in this six-year program will combine engineering studies with an enhanced understanding of the societal and cultural challenges found in remote areas. Students will study aboriginal culture and sustainability issues, and will conduct research to address three areas of national interest: natural resources and energy, information and communications technologies, and economic development and education for aboriginal people. Hatch has committed to provide financial support, internships for Collaborative Research and Training Experience (CREATE) program students, and participation in the SERA program steering committee.

"We welcome participation in this training program as an engineering firm with an active interest in sustainable engineering and energy," says Bert Wasmund, executive director at Hatch. "Many of our engineering projects are in remote areas and in aboriginal communities and as such, Hatch has a great need for engineers with the type of training planned by Dr. Green."

The SERA program is a collaborative effort between many industry partners including Ontario Waterpower Association, Hatch, Assembly of First Nations, and others. Dr. Green is the project lead and has partnered with the Royal Military College and the universities of Manitoba and Ottawa.

The National Sciences and Engineering Research Council of Canada (NSERC) has also recently announced that it will provide \$1.65 million through the CREATE program to fund Dr. Green's initiative.

Source: Hatch

#### MANITOU ADDS ATTACHMENT RECOGNITION SYSTEM

The attachment recognition system, E-Reco is now standard on Manitou's latest rotative telescopic trucks, the MRT Easy and the MRT Privilege Plus. The system detects the attachment at the head of the boom, analyzes its data, and proposes the corresponding working configuration; it also features RFID radio identification technology that enables it to recover and record data remotely.

The ranges of attachments that are not equipped with the attachment-recognition system can benefit from this technology simply by adapting RFID kits.

Source: Manitou

## The Rise of the Phoenix



The MegaDome® phoenix rises on the remains of a collapsed building for Terrane Metals Corp.'s Mount Milligan Copper/Gold Project Ore Load-out Facility. Mount Milligan is owned by Thompson Creek Metals Company.

BuildWorks has successfully completed the re-onstruction of a 836 m<sup>2</sup> ore load-out facility. BuildWorks is the authorized BC dealer and builder for fifteen years of MegaDome® pre-engineered fabric covered structures – manufactured in Saint-Thomas-de-Joliette, Quebec, by Harnois Industries Ltd.



Built in two phases, the original Coverall brand structure was constructed for Lomak Bulk Carriers in 2001, with the final phase in 2006. The manufacturer filed for bankruptcy protection in 2010 after failing to weather building failures throughout North America – most notably the collapse of the Dallas Cowboys training facility in Irving, Texas in May 2009 where twelve people were hurt. The existing load-out building in Mackenzie with its wide-spaced trusses collapsed after a winter snow storm in 2012.

The replacement MegaDome® structure is a completely re-engineered building, now furnished with extra heavy-duty galvanized-steel clearspan truss frames, and covered with durable FR (fire-resistant) Powershield® translucent tensioned fabric. The existing foundation was reconstructed to support the combined building, snow, wind and bulk storage loads. The result is a functional and energy-efficient facility that is fully compliant with the new BC Building Code, and carries a Certificate of Design and Manufacturing Conformance (CSA A660-10).

The project was completed by BuildWorks in July 2013.

Source: BuildWorks Construction Inc.



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# Crossrail On the Right Track with JCB



JCB Press team,  
Special Collaboration

A long-reach JCB JS220 supplied by L. Lynch Plant Hire and Haulage Ltd. is at the center of excavations at Farringdon Station – one of the key stations on the new Crossrail project in Central London, in the UK.

Costing around \$25 billion, the new underground rail line across London is the largest civil engineering project currently in Europe and presents huge engineering and construction challenges. The project involves constructing 42 km of new rail tunnels under the City linking existing Network Rail services from Maidenhead and Heathrow in the west and Shenfield and Abbey Wood in the east. New underground stations at Paddington, Bond Street, Tottenham Court Road, Liverpool Street, Whitechapel and Farringdon are also being constructed.

Sitting right at the heart of the London network, Farringdon Station between Charterhouse Square and Smithfield Market is fundamental to the project. When complete, more than 140 trains per hour will flow through the Farringdon interchange and because it is the only station from which passengers can access all three networks – Thameslink, Crossrail and London Underground services – it is

set to become one of Britain's busiest train stations.

The station is split into two worksites – the Eastern Ticket Hall (ETH) and the Western Ticket Hall (WTH) – both surrounded by residential and commercial properties and typically congested London streets. The long-reach JCB JS220 is working at the Eastern Ticket Hall removing spoil.

Groundworks have already been completed by Laing O'Rourke/STRABAG joint venture and construction work is now being carried out by GFK – a joint venture between BAM Nuttall, Ferrovial Agroman and Kier Construction.

Excavation in the City of London brings its own particular challenges. At Farringdon digging down to 35 m for the new ETH will be needed to complete the station construction. Initial excavations

have revealed skeletons of 13 adults under Charterhouse Square which archaeologists believe are victims of the Black Death which struck London around 1350.

The ETH site is also adjacent to Smithfield Market, the largest and oldest wholesale meat market in the UK dating back almost one thousand years. The foundations of the current Grade II building – built in 1868 – are very close to a new escalator barrel which goes down to the new platforms and therefore requires extensive underpinning and jacking to ensure there is no movement or settlement of the structure.

After consultation with Lynch Plant Hire – one of the main equipment rental companies working with the major contractors and equipment supplier for the Farringdon Station site – it was decided to use a JCB JS220 long reach excavator

which when fitted with an 8.7 m boom and 6.4 m dipper has a maximum dig depth of 12 m and a maximum reach of 15.6 m. The better the reach, the more ramp material can be removed, reducing the work of a smaller excavator operating at the lower level.

While long reach excavators are generally designed for waterways maintenance applications and fitted with ditching or weed mowing attachments, the JS220 is an effective muck-shifter when fitted with a general purpose 0.5 m<sup>3</sup> bucket and seen on



many applications such as ports, sand pits and city centers requiring the long reach capability. Weighing 23.7 t, the very stable JS220 is one of the mid-range excavators in JCB's long reach line-up which extends from the 13 m reach JS145 to the 21.1 m reach JS360 LC.

Operating the machine is Lynch operative Kim Bash. "Because of the depth of the spoil below the level of the tracks the JS220 long reach was the obvious choice," he says. "The machine is powerful and quick which makes it ideal for loading trucks. Currently we are doing about 30-35 loads a day which is disposed of in Dartford. The excavator could easily cope with almost double that but traffic and the number of available wagons reduces this number."

"The machine was used to build an earth ramp to allow the large piling rigs to track



down to the lower level. It also worked at the lower level clearing around the old tunnels, building a work platform for the piling rigs and clearing up when finished," he adds.

"Now that this has been completed it was tracked back up to street level and is now working at removing the ramp. Because of the length of the ramp and the fact that the JCB can only work from one position at the top of the ramp, a smaller 13.5 t zero tail-swing excavator is helping push the spoil closer so that I can reach it and load the trucks. When completed the smaller excavator – which is light enough – will be lifted from the lower level by a crane," concludes Mr. Bash.

Power for the JS 220 is supplied by an Isuzu 4HK1X Tier 3 emissions compliant engine producing 172 hp. JCB has, however just launched a brand new JS220 model at Bauma 2013, which is the first JCB excavator above 20 t operating weight to adopt the company's highly-efficient Ecomax diesel engine. It will result in Tier 4i compliance, a 10% cut in fuel consumption and improved engine responsiveness without the need for a diesel particulate filter (DPF).

All equipment on the Crossrail contract has to comply with strict engine emissions noise regulations and dust pollution, which on the JS220 meant the retrofitting of a DPF. The machine is also fitted with a simple red/green light cab mounted emissions monitor, which alerts the driver should emissions be too high.

The latest JCB JS 11 to 15 t excavators all feature Stage IIIB/Tier 4 Interim Ecomax engines and are the only crawler excavators in this weight category that meet the current emission standards without the need for a DPF or an exhaust after-treatment additive.

"Everyone on site is very pleased to see the distinctive yellow of a JCB excavator arrive on site. JCB has a very good image and the performance and reliability are excellent. This JS220 has an aftermarket fitted DPF and monitor, however the latest excavators with the new Ecomax engines would be able to operate on site without any costly added emissions controls. The current engine is very fuel efficient and this makes a huge difference in the fuel costs of the machine for the client," said Rob Lynch director of L. Lynch Plant Hire and Haulage Ltd.



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PHOTO: JCB



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## High End Solution for Small Space

The Centre hospitalier de l'Université de Montréal (CHUM) in downtown Montreal, Quebec, is one of the two major hospital under construction in Montreal. The design/construction of CHUM was entrusted to the construction health corporations of Laing O'Rourke and OHL Canada Montreal.

Concrete contractor, Coffrage Alliance ltée, working together in partnership with Nadeau Spécialités de Construction, faced some major challenges on this 28-floor, 125 m building. The complex design, included a required 5.0 m pouring steps, two reductions in core wall thickness, and the need of a formwork system with the ability of carrying a Putzmeister concrete placing boom.

"On a huge project such as this, the continuous challenge is the schedule. It's an ongoing process to keep all elements on track," stated Frank Trimboli, sales manager, Doka Toronto. "To maintain safety at all times on restricted area of the site, Super Climber was the perfect choice,"



said Mr. Trimboli. "It was chosen because of the ability to roll back the forms, carry a large concrete placing boom and other materials, as well as climb everything in one simple step."

The Super Climber uses a single stroke cylinder to move the core with forms, concrete placing boom and multiple levels of working platforms up to the next casting

step. An incorporated leveling mechanism is used for up to 10 cylinders – each lifting up to 90 kips – eliminating any extra labor during climbing. Also, no extra work or bracing is required to handle the loads of the biggest placing booms in the market, which keeps the cost and labor down. In addition, the contractor is using Doka's special Flex Corners along with the Super



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Alliance has four tower cranes placed in four stairwells. One of the stairwells requires the SKE100 system to climb ahead of the rest of the cores. The SKE100



solution for the stair shaft was selected based on the requirements to have a self-climbing solution in this area. The problem the customer had, is that the shaft contains



a crane mast and has little to no room to work inside. The SKE100 was chosen because of its flexibility which allowed the



system to be mounted on the exterior of the core wall and still have the capacity to raise a gantry system. A total of six SKE100 climbers are in use on this core.

On the CHUM project, Doka is also providing formwork design calculations and drawings, along with on-site field service. The first phase will be finished in the spring of 2016.

Source: Doka,  
Nadeau Spécialités de Construction

## Industrial Tires from Continental Ensure Quality and Reliability in a Woodworking Factory

Aloysius Krenzer AG, one of Germany's leading manufacturers of wooden pallets, headquartered in Poppenhausen near Fulda, has opted for Continental industrial tires. When it came to choosing tires for the firm's 60 forklift trucks, workshop manager Josef Gensler chose the SC20 solid tires from Continental. He did so, because they offer a long service life, excellent driving characteristics, up to 30% less rolling resistance and up to 5% less CO<sub>2</sub> emissions on their forklift trucks than their competitors' products. The industrial tires from Continental are used for a variety of purposes, principally for transporting wooden pallets at the family firm's headquarters in east Hesse – from unloading and throughout the production process, all the way to final loading. This is why it was particularly important to use state-of-the-art, sturdy tires for the forklift truck fleet.



### HIGH QUALITY, LOW OPERATING COSTS

Aloysius Krenzer is one of the few pallet manufacturers that carry out all the steps involved in production themselves, from transporting the logs, sawing them and manufacturing the pallet, all the way through to delivering them with the firm's own fleet. Since the wooden pallets are moved around in many different ways, and at high frequency, fit-for-purpose tires on the forklift trucks play an important role. The SC20 here assures safe, dependable and efficient transportation of the wooden pallets.

"There were two crucial arguments governing our choice of tires for our forklift trucks: excellent quality and absolute reliability from the moment they went into operation", says Josef Gensler. "Continental's SC20 tires meet these criteria and also save us operating costs, thanks to their high mileage."

Source: Continental



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# Toronto's University Avenue's Famous Statue, Rising, Receives a Magical Transformation

EcoJet demonstrates their new "dry ice blasting (DIB)" technique, which restored and cleaned the esteemed Zhang Huan's art sculpture, Rising, located at Richmond and University in Toronto. The large-scale exterior sculpture measures about 20 m x 20 m, weighs approximately 22 t and resides just north of Adelaide Street on University Avenue. Rising was installed only a year ago, but even in this short time period, its exposure to the sidewalk dust, exhaust soot, brake dust, tire rubber, and acid rain of Toronto's busy University Avenue, had made cleaning a necessity in order to preserve the original shine of the sculpture. This approximately \$5,000,000 piece of art, created in 2012, was a perfect candidate for this new dry ice blasting technique.



Dry ice, which is commonly used in refrigeration, and for stage special effects, is now being used in wide array of restoration applications, and in the cleaning of industrial equipment. Dry ice is composed strictly of CO<sub>2</sub>. No water, or additional abrasives are used in the DIB process, which is what makes it so effective in the cleaning of heavy duty, and delicate surfaces – even live electrical components. It is environmentally friendly, sterile, non-waste generating, non-conductive, non-abrasive properties make DIB an indispensable method of cleaning things that cannot be cleaned by any conventional means.

EcoJet uses two different techniques,

pellet blasting or snow blasting. Dry ice pellets are used on tougher contaminants, and snow is used when a gentler approach is necessary to preserve the surfaces of the substrate being cleaned. Pellets were used for Rising, which gently and effectively cleaned and restored the sculpture to its near original beauty.

"The use of Pellets for this dry ice blasting worked very well. This DIB process



is still so new and the applications are endless. This sculpture demonstrated how delicate yet aggressive this process is," says Mike McGraw, proprietor EcoJet.

## About the Process

DIB is a form of abrasive blasting, in which hard pieces of frozen CO<sub>2</sub> pellets are shot at a surface with high pressure air. The extreme cold (-79°C) causes the contaminant to become brittle by causing a thermal differential between the layer of debris and the substrate. The cold shrinks the debris causing it to contract, and weakens the bond with the substrate, which when combined with the micro-explosions



created by the sublimation process (800 x/ms), the contaminant explodes from the surface without altering or abrading the profile of the underlining substrate. The CO<sub>2</sub> pellets can strip paints, remove grease and oil residue, and could even remove the ink from a business card while causing minimal damage to the paper.

DIB causes no additional waste bi-products like traditional sand and soda blasting. The CO<sub>2</sub> it uses is recycled CO<sub>2</sub> which is captured as a bi-product from other manufacturing processes, so it emits no additional greenhouse gases. DIB beats other processes e.g. traditional forms of abrasive blasting like sand, or soda blasting, in that the dry ice media sublimates directly from a solid back into gas once it makes contact with the surface. This means no secondary waste is created, which makes it perfect for cleaning things like complex pieces of machinery. DIB kills mold, and bacteria on contact and is extremely practical for food processors, and bacterial mold removal.

Source: EcoJet

## ABOUT THE SCULPTURE

Rising, a polished stainless steel sculpture, is comprised of countless doves (the international symbol of world peace), and a twisted tree branch that resembles the body of a dragon. The sculpture draws an analogy to the fragile conditions facing the planet. The artist advocates protection for the environment, so it is quite fitting that a cleaning approach was chosen which aligns itself so well with the same philosophy.

# Eriez® Metal Detector Paired with Magnetic Separator Creates "Double Team" Defense against Tramp Metals

Matching a powerful magnetic separator alongside a highly-sensitive metal detector is the best defense against unwanted tramp metal which can be dangerous and damage expensive equipment. The "Double Team" Eriez® Metal Detector/Magnetic Separator combination provides unparalleled protection of valuable crushers and downstream equipment.

Why install both? Neither a magnetic separator nor a metal detector is 100% effective in removing metal contamination. Pairing the two pieces of equipment together is the solution to achieving the most complete removal of troublesome tramp metal possible.

"Using the right magnet with the proper metal detection technology can safeguard processing equipment and ensure product purity. This tried-and-true 'marriage' keeps users' products under strict surveillance at all times and prevents unnecessary machine downtime and costly maintenance,"

says John Klinge, Eriez product manager – Metal Detection.

Metal contamination comes from a variety of sources. Incoming products



may contain fine metal objects from the transportation vessel used to deliver the product, including tank trucks and rail cars. The contamination may also originate within the plant because of material processing, granulating, shredding or general abrasion. There is also the human factor: Inevitably, items such as coins, pens and processing tools will occasionally fall into the product stream.

There are several types of magnetic separators and metal detectors that work well together, depending upon the industry. Magnetic separators remove



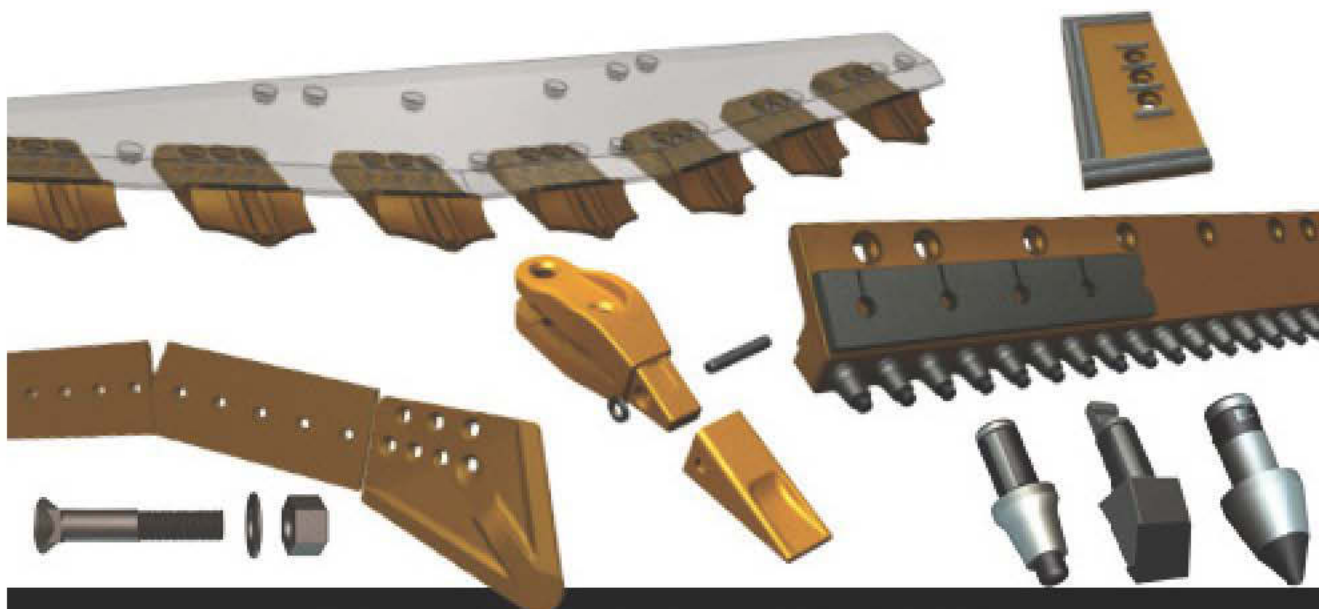
the ferrous contaminants while the metal detector focuses on any ferrous missed by the magnet as well as nonferrous metals, i.e. aluminum, copper, brass, and 300 series stainless steel, according to Mr. Klinge.

Eriez engineers work with customers to create the perfect "Double Team" Eriez Metal Detector/Magnetic Separator combination for their specific application needs.

Source: Eriez

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# HammerHead Upgrades PortaVision Pipe-Inspection Camera with iPad 4

HammerHead's PortaVision pipe-inspection camera system now features a removable, retina display iPad 4. Introduced last year, the original camera system included a built-in computer touch screen and required a USB to transfer video files. The new PortaVision model utilizes a wireless iPad 4 to view photos, edit videos, and send files through email or by cloud services. The pipe-inspection camera base unit was designed for pipe 5 cm to 15 cm in diameter.

The integrated iPad 4 communicates with the unit through a Wi-Fi router, allow-

ing the operator to work from anywhere on the jobsite. New features include freeze-frame snapshots and the ability to narrate an inspection through a built-in microphone. Operators also have the capability to add text at any time to video or photos. Font size, location of text, and the color can also be altered.

Original features such as instant snapshots, on-screen drawings, and a full on-screen QWERTY keyboard are still available. The PortaVision requires 110 V or can operate up to 6 hours on a single charge of the lithium-ion battery. A 512 Hz location beacon is also included.

The color camera is self-leveling and designed with a sapphire glass lens to reduce the risk of scratching and is waterproof. The



camera is also equipped with light intensity control and a 10 cm centering guide for the best picture. Centering guides for 5 cm and 15 cm pipe are also offered.

The optional PortaVision Trapeze is available for small drains, for clean outs, or for pipe 2.5 cm to 5 cm in diameter.

HammerHead PortaVision and Trapeze can be acquired direct from HammerHead Trenchless Equipment.

Source: HammerHead Equipment

 booth K265

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# Trimble Payload Management System Optimizes Excavator Payload and Productivity

Trimble recently introduced the Trimble® LOADRITE® X2350™ Payload Management System for excavators, a dynamic onboard weighing system to optimize bucket loads, track load out tonnage, and monitor cycle times. The Trimble LOADRITE X2350 system expands Trimble's Heavy Civil Construction portfolio to include accurate, measured payload data from excavators, helping contractors maximize productivity with less rework.

The Trimble LOADRITE X2350 System improves excavator productivity by quickly, easily and accurately weighing the material in the bucket and displaying the payload information on an easy-to-read indicator in the cab. The system can offer operational efficiencies for many excavator loading applications, including mass earthworks, remote sand pit load out, quarry and mining.

The X2350 helps keep the entire earthworks excavation loadout operation

running at capacity and can eliminate the cost of additional machines and trucks to support the excavator. On a typical loadout project, a contractor can save thousands of dollars just by eliminating one wheel loader or one truck to haul material away.

Using the Trimble LOADRITE X2350 system to optimize payload at the excavator reduces the risk of double handling materials and turnarounds at the truck weigh station due to over or under-loading. It can also reduce costly fines for overloading haul trucks and unnecessary under-loaded truck cycles that waste fuel and time.

Project managers and machine operators can use the X2350 to accurately measure and record tons per hour, cycle times and total tonnage moved by excavators and trucks. Knowing accurate load



cycle counts allows for more effective management of excavators and material. In-field time stamped printed reports additionally monitor material inventories and production for easy reporting of loading activity throughout the day.

The Trimble LOADRITE X2350 Payload Management System is available through Trimble's SITECH Technology Dealer Channel in North America.

Source: Trimble

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# Maximum Quality in Next to No Time

*Roland Schug, Anja Sehr,  
Special Collaboration*



A spectacular construction project took place at Bremen City Airport, in Germany. The airport's only runway was in urgent need of rehabilitation as it was over 20 years old and pitted with holes and cracks. The parties responsible had only one option – to close the airport for the duration of the pavement rehabilitation work. This made it even more important to reduce the actual construction time to an absolute minimum.

The contract for the works was awarded to Heitkamp Erd- und Straßenbau GmbH, who already had experience in runway rehabilitation projects. One of the tasks involved was the pavement rehabilitation at Zweibrücken Airport. At first, Wirtgen milling machines moved onto the runway. Five large W 220 and two W 150 milling machines were put to work on the 45 m wide and 2,045 m long section.

The machines milled away 12 cm of the existing pavement in preparation for the challenging asphalt paving. This first stage of the project was successfully completed after 30 hours of non-stop work.

## PAVERS ACHIEVE HIGH LEVEL OF PRE-COMPACTION

Actually replacing the asphalt layers was a logistical masterstroke made possible by months of planning and an impressive fleet of vehicles: a total of 60 trucks shuttled between the mixing plant and the job site. The first thing they delivered was the mix for the binder course, of which 19,000 t were required. Three Vögele pavers placed the material in an 8 cm thick layer. The pavers used were two SUPER 1800-2 and a SUPER 2100-2. In order to achieve maximum pre-compaction, the pavers



were combined with AB 600 Extending Screeds in the TP1 version, i.e. equipped with a high-compacting pressure bar.

## PRECISELY LAID BINDER COURSE

Laying the binder course already called for the utmost precision. To ensure outstanding results, paving was carried out

"hot to hot" in two sets of three strips. This contributed greatly to achieving a uniform and durable layer. The Vögele 3D control system NAVITRONIC Plus was used when paving the two inner strips so as to achieve an extremely even and accurate profile.

This resulted in an absolutely precise binder course – the ideal basis for the surfacing. The unique NAVITRONIC Plus system makes it possible to perform the paving work on the basis of existing survey data. The system controls the pave width, the layer thickness and also the longitudinal route fully automatically.

## PAVING "HOT TO HOT" PRODUCES PERFECT JOINTS

A veritable armada of Vögele pavers was tasked with placing the surface course of asphaltic concrete: six SUPER 1800-2 and SUPER 2100-2 pavers built the new layer to a thickness of 4 cm in strips with a pave width of 7.5 m. The "hot to hot" method was employed in order to achieve optimal interlocking of the adjacent strips and to produce perfect asphalt joints. After all, the airport's quality requirements were extremely high. Consequently, Heitkamp not only had to achieve an evenness of 3 mm over a longitudinal distance of 4 m, but also had to produce precisely positioned rain channels. To ensure that rainwater can reliably drain from the runway, the inner strips were paved with a transverse slope of 1.5%, while the outer strips were provided with a slope of 1%.

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## MT 3000-2 OFFSET FOR UNINTERRUPTED PAVING

In other words: a perfect and highly durable pavement was required – one that could once again withstand the tremendous loads of aircraft weighing several tonnes and last far into the future. When a project is as challenging as this, it is all the more important that the mix supply runs smoothly. To accomplish this, the six pavers were supplied with mix by two Vögele MT 3000-2 Offset material feeders and two MT 1000-1 feeders. The extremely efficient MT 3000-2 Offset can transfer up to 1,200 t of mix to the paver per hour and the maximum capacity in the overall system of material feeder and paver is 40 t of asphalt. Potential interruptions in the flow of mix from the feed lorry to the paver can thus be avoided. What is more, uninterrupted paving has a very positive impact on the attainable evenness of the pavement. And thanks to its enormous capacity, one MT 3000-2 Offset with its pivoting offset conveyor can even feed paving material to two pavers simultaneously.



## HIGH DEGREE OF LONGITUDINAL SURFACE ACCURACY

To achieve the high specified evenness in the longitudinal direction, too, all six pavers were equipped with NIVELTRONIC Plus, the Vögele System for automated grade and slope control in combination with the "Big MultiPlex Ski". Measuring up to 13 m in length, the ski has three sonic sensors that level out irregularities in the base precisely by calculating a mean value.

The machines and technology of Vögele interacted perfectly to achieve top-quality pavement rehabilitation in next to no time: the airport was closed for just 149 hours, after which flight operations were recommenced as planned. The first aircraft started at 7:30 in the morning. And beneath their undercarriages was a brand new, extremely even and stable asphalt pavement – the ideal basis for safe take-offs and landings.

## JCB Adds a Six Cylinder Engine to the Dieselmix Range

JCB recently announced plans to begin production of six cylinder engines with the addition of the JCB Dieselmix 672 to its world beating engine line-up.

In just over eight years JCB has gone from a new entrant to engine manufacturing to a major global producer with a reputation for fuel efficiency and innovation. The first engine rolled off the production line in the UK in November 2004 and since then, production has also extended to JCB India's HQ at Ballabgarh, where the first engine was manufactured in 2011. To date more than 250,000 engines have been produced globally.

The introduction of the new six cylinder engine represents an investment of around \$75 million and by the time it goes into full production, its launch will have created more than 50 new jobs.

The JCB Dieselmix 672 is based on the company's successful four-cylinder 4.8 l Dieselmix engine, with a high degree of parts commonality across the two engine platforms. In production for more than eight years, with many engines running

reliably after more than 20,000 hours of service around the world, the Dieselmix engine features electronic control, Delphi common rail fuel injection and fixed geometry turbocharging.

Initially the Dieselmix 672 will be produced to meet Stage II emissions standards, for growth markets including Russia, Brazil and China. The engine will be seen first in JCB's JS360 crawler excavator for those territories, but will be used in additional machines as time progresses.

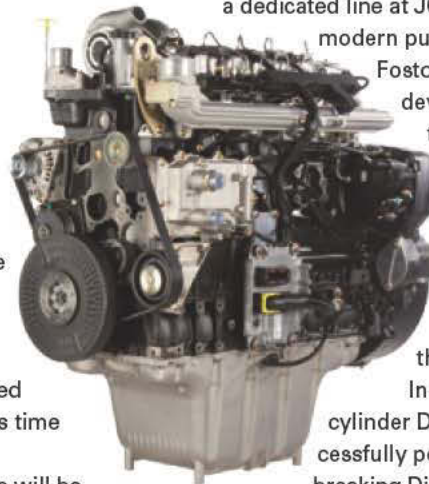
The six cylinder engine will be offered with ratings of 188 hp, 221 hp, 255 hp and with a maximum output of 302 hp. Maximum torque is an impressive 885 ft lb. More impressive still, JCB has managed to produce an incredibly efficient engine in the Dieselmix 672, promising up to an 8% increase in fuel efficiency

compared to previous engines in the JS excavator line.

The six-cylinder engines will be built on a dedicated line at JCB Power Systems' modern purpose-built facility in Foston, Derbyshire, UK. In development for more than two years, the engines have already completed more than 50,000 hours of testing, 30,000 of which have been in machines working in the field.

In 2006, two four-cylinder Dieselmix engines successfully powered JCB's record-breaking Dieselmix car to a world land speed record of 350mph on the Salt Flats of Bonneville, Utah. The engineering expertise involved in that successful record attempt has been invested in the development of this latest highly efficient addition to the JCB engine family.

Source: JCB



# New G&Z Paver Meets Tough Specifications

Stuart MacKenzie,  
Special Collaboration



When a contractor faces a tough concrete paving spec – and a very tight schedule to boot – it makes for a difficult project in every respect. Yet those were the challenges confronted and overcome by Sherwood Construction Co. in the construction of Runway 18L-36R at the Tulsa, Oklahoma, International Airport.

Last March, Sherwood began work on the removal and replacement of 457 m of the old runway, which consisted of 46 cm of dowel-jointed concrete pavement. The contractor first removed the old concrete and the 15 cm layer of cement-treated base under it. That left 30 cm of aggregate base, which stayed in place.

"We had 70 days to do all the construction – removal of the old runway, replacement with 46 cm of new concrete pavement, and getting it ready for aircraft," said Scott Middleton, project manager. "We didn't make the schedule; we came in late. But we had anticipated taking about

15 days more than they gave us. We knew that going in, and that was figured into our bid. We worked 12 to 14-hour days, six days a week. The penalty for not meeting the deadline was \$10,000 per day." With this in mind, Sherwood knew they needed a slipform paver that would maximize available paving time and minimize width change time.

## G&Z SELECTED FOR VERSATILITY & QUICK WIDTH CHANGE CAPABILITY

For the Tulsa runway and other projects to follow, Sherwood bought a new S850QB concrete paver from Guntert & Zimmerman. The contractor wanted a versatile paver, one that could change paving widths relatively quickly, said Ron Whisenand, Sherwood's paving superintendent. "Instead of taking days to change widths on our paver, now we do it in hours on the S850," he said. "We're able to stay on our schedule and the paver is more versatile too."

Sherwood set up the Tulsa runway to pave eight lanes of 5.7 m each for a total of 45.7 m wide. Using stringline with a 1.8 m offset, the contractor paved four pilot lanes first. It took three or four days for the first of the pilot lanes to gain enough strength to pave filler lanes.

## TACKLING TOUGH SPECIFICATIONS

The tough part was the specification set forth by the Federal Aviation Administration. Here is how it reads: "Surface smoothness deviations (on hardened concrete) shall not exceed 6 mm from a 4.9 m straightedge placed in any direction, including placement along and spanning any pavement joint edge."

Another portion of the spec addresses

edge slump: "When slipform paving equipment is used, not more than 15% of the total free edge of each 152 m segment of pavement, or fraction thereof, shall have an edge slump exceeding 6 mm, and none of the free edge of the pavement shall have an edge slump exceeding 9.5 mm." Keep in mind, that is 6.4 mm of edge slump on fresh concrete standing 46 cm tall.

"The Guntert & Zimmerman paver met every challenge we had – and it satisfied the owner," Mr. Whisenand said.

## S850 PUSHES HIGH QUANTITY OF CONCRETE

Still, meeting the edge slump spec was not easy, Scott Middleton said. Sherwood was using an eight-sack mixture, for high early strength, and the concrete was relatively dry – it had just a 19 mm slump with the slump cone test.

"It slows you down because you have to stack so much concrete in front of those corners to make sure you get plenty of concrete up in there to form those corners right," Mr. Middleton said. "Of course you're paving 46 cm thick, so you have a lot of concrete head in front of the paver. It makes you walk slower with that paver to make sure you don't start slipping the tracks because that's a lot of head in front of the machine."

The S850 was up to the task. "When you had plenty of concrete in front of the paver, and had your build-up in the corner set properly, and if your plant is maintaining

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a uniform slump, the paver will do it quite easily," Mr. Middleton said. "And that's with very little finish work behind it. It took a bit of trial and error to get to that point because with a brand new paver we had to dial it in, get the overbuild right, and make sure we were producing consistent concrete.

"Once we got it dialed in, and once we knew what slump the plant was producing and would stay at, the process worked fine," said Scott Middleton. "We ended up dialing in for a 19 mm slump. If we got much more than that, we couldn't hold the corners very well."

"Our older paver would not have been able to meet that edge slump spec," said Mr. Middleton. "So yes, we're happy with the new paver."

Sherwood sawed transverse joints at 6.1 m intervals down the pavement. Dowel bar baskets were placed on 46 cm centers across the pavement in the transverse direction. And the contractor drilled and inserted tie bars between lanes at 76 cm intervals in the longitudinal direction.

The Tulsa Airport Authority provided



full payment for producing a smooth ride on the runway, and exacted a penalty for a ride that exceeded deviations from a blanking band on a profilograph. To reach full pay, Mr. Whisenand said total deviations from a 5 mm blanking band could not exceed 11 cm per kilometer. The pavement required minimal grinding – just at the headers.

Production averaged between 164 to 228 m<sup>3</sup> per hour, and ranged up to 274 m<sup>3</sup> per hour. The batch plant was located

1.6 km off the project, and Sherwood hauled concrete with 16 dump trucks. For the filler lanes, Sherwood used a placer-spreader.

"The paver performed perfectly," Ron Whisenand said. "Everyone was ecstatic with the performance of the paver. Our company owners, our client, and the FAA, and also the engineering consultant, were all very happy with the product that was laid down."

## A New Cummins V8 for the Next Generation Nissan Titan

Nissan announces it will offer a newly-developed Cummins V8 turbo diesel in its next-generation full-size pickup.

Now in the latter stages of development and testing, the new 5.0 l engine has been optimized for the next generation Titan as a result of the partnership between Cummins and Nissan. Cummins also is developing a version of the engine for its commercial vehicle customers.

Nissan has previously announced the next-generation Titan will add powertrain options and cab-and-box configurations to broaden the appeal of the new truck when it comes to market.

With a torque rating in the mid-500s ft lb and more than 300 hp, the Cummins 5.0L V8 Turbo Diesel will provide light truck



customers the combination of towing capacity and mileage that is expected in the highly-competitive North American truck marketplace.

The Cummins 5.0L V8 Turbo Diesel will be built

in America's manufacturing heartland at the Columbus Engine Plant, in Columbus, Indiana, Cummins headquarters. This plant has the latest technological innovations to continue the 90-plus year tradition of building the highest quality Cummins engines. Like the current model, the next-generation Titan will be built at Nissan's Canton, Mississippi, vehicle assembly plant and its gasoline engines cast,



forged and assembled at Nissan's Decherd, Tennessee powertrain plant.

For competitive reasons, Nissan is not announcing launch dates at this stage in the truck's development, however engineering prototype trucks powered by the Cummins engine are currently undergoing extensive on-public-highway performance and durability testing.

Source: Nissan North America, Cummins Inc.

# A Giant Snow Plow for a Mammoth Task

Metal Pless, in Plessisville Quebec, has 37 years of experience in the manufacture of snow plows which ensures their clients that it has the experience and expertise it takes to design products that meet their needs in snow removal.

Snow plows are built with the best materials available on the market to help them accomplish their work as quickly as possible, with the least possible maintenance.

Metal Pless offers snow plows for most applications: agricultural tractors, backhoes, wheel loaders, pickup trucks and heavy weight trucks.

"Whether you remove snow from sidewalks, large parking lots, private homes, or even an airport... Metal Pless has the snow plow you need," says Jason Wittemore, sales representative.

The snow plow shown here, which has a total width of 13.4 m (44'), has a main



moldboard of 7.3 m (24') and two 3 m (10') hydraulically articulated side gates.

Its height is 1.5 m (5') and its weight is 6800 kg (15,000 lb). The snow plow was

made to meet the specific needs of an airport, to be used in the aircraft deicing area.

Source: Metal Pless Inc.



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# PRINOTH Takes You There!

For the very first time in North America, PRINOTH will present at ICUEE its line-up for vegetation management needs: innovative mulchers, mechanical driveline for the best power and productivity in the land clearing business combined with functional tracked carriers with payloads up to 20,865 kg.

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Meet the new PANTHER T6, showcased for the first time in the Electric and Utility market.

The PANTHER T6 by PRINOTH is just as versatile as the PANTHER T8 but smaller and faster, with the highest payload of its category, it can handle up to 5,443 kg. Its unique tread pattern allows you to get in and out of hard to access terrain while

minimizing your footprint. And since it is a PRINOTH, it comes standard with the performance, technology, reliability and low cost of ownership desired on worksites.

## THE PANTHER FAMILY

Whether mud, gravel or snow, PANTHER carriers are reliable tools for extreme use in extreme environments. These vehicles can be equipped with a multitude of specialized attachments. This makes them ideally suited for all types of operations in electric utility, construction, oil and gas and mining. With its one or two-person cab, large deck space as well as ease of implement installation, the PANTHER is locked and loaded to perform without fail in the mining, electric and utility, oil and gas sectors. From construc-



tion to ROW (right-of-way) maintenance, in the middle of nowhere or within city limits, the PANTHER has the toughness, tenacity and reliability you need in a crawler.

## THE RAPTOR 800

Specially developed for the most difficult tasks such as heavy clearing, vegetation management around pipelines and power lines, creation of firebreaks and re-cultivation tasks in professional plantation and forestry, the RAPTOR 800 perfectly combines performance and functionality. Everything is designed for durability, ease of maintenance and a high level of efficiency, down to the tiniest detail.

## THE RT 200 MULCHING SYSTEM

With a track width of only 150 cm and an overall width of 185 cm, the RT 200 is the perfect machine for use in row crops, for line maintenance and for fire prevention in forested areas. Despite its compact dimensions, it is extremely robust and powerful. The convenient dimensions make this power package very agile and extremely manoeuvrable. Difficult terrain is its terrain of choice. It effortlessly masters gradients of up to 45° and lateral inclines up to 30° with full work performance.

Source: PRINOTH

# Manitowoc and Orlaco Partner to Offer Aftermarket Crane Cameras

Manitowoc signed a 5-year, strategic agreement with Orlaco, a global camera system specialist, to provide and develop aftermarket camera systems for Manitowoc cranes, including Potain tower cranes, Grove mobile cranes, National Crane boom trucks and Manitowoc crawler cranes.

The aftermarket supply of crane cameras holds great potential for growth, as Bob Hund, executive vice president of Manitowoc Crane Care, explained. "Many crane cameras are fitted at the point of manufacture, but there is also demand for aftermarket cameras to be fitted later on to meet specific customer needs," he said. "Traditionally, cameras are only used on tower cranes, but that is changing. Cameras can help any type of crane operator to perform more efficiently and we expect their use to increase long into the future."

"Through our partnership with Manitowoc, we want to make life easier for the operator," said Jan van der Beek, managing director of Orlaco. "Our skills as a leading innovator in camera systems and Manitowoc's vast experience in crane manufacturing will help us develop the world's leading crane cameras."


As cameras become more commonplace, the number of Manitowoc's cranes fitted with cameras at the factory is growing. At the top end of the scale, Manitowoc's largest crane, the 31000 crawler crane, has 12 cameras fitted to the base machine.

Orlaco, based in the Netherlands, has been Manitowoc's primary supplier of camera technology since 2004. The two companies have now formalized the relationship, and the contract was signed by both parties at bauma 2013.

Established in 1988, Orlaco produces rugged and reliable camera systems not only for cranes, but also for excavators, trucks, forklifts, shipping and emergency vehicles.

Source: The Manitowoc Company, Inc.

 booth N2021

 booth N3008

# Canada's Largest Wind Farm Built with Manitowoc Cranes

In rough, mountainous terrain, four Manitowoc 16000 crawler cranes are working on the Lac Alfred Wind Farm, the biggest wind farm in Canada and one of the largest in North America. Located near the village of Amqui, Quebec, the project consists of 150 wind turbines. Upon completion, the farm will have a capacity of 300 MW.

The four Manitowoc 16000s, which were rented from Guay, a Quebec-based rental company, are lifting the top sections of the wind towers, the nacelles and the full rotors. The heaviest component the cranes are lifting are the 72 t nacelles, which need to be hoisted to the top of the 80 m high towers.

For the Lac Alfred Wind Farm job, the cranes are configured with the 16000 Wind Attachment, which boosts capacity and increases maximum boom length to 90 m. The 400 t capacity Manitowoc 16000 offers a 96 m boom when fully erected. Apart from the four Manitowoc 16000s, Guay sent six other Manitowoc crawler cranes to the Lac Alfred Wind Farm.

The project at Lac Alfred has not been easy due to mountainous roads and frigid winter temperatures. The project has also experienced temporary delays due to extreme snowfalls. Icy wind blowing from the St. Lawrence River also caused the cranes'



booms to frost. Still, the Manitowoc crawlers were up to the task.

Guillaume Gagnon, assistant to the president of Guay, explained that the cranes' durability and design enabled them to operate well under these tough conditions.

"The Manitowoc 16000 does a fantastic job in rugged conditions," Mr. Gagnon said. "The crane has good uphill, downhill and side slope tolerance that allows it to travel over rough terrain while completely assembled."



Guillaume Gagnon explained that the company chose to use the four Manitowoc 16000s with Wind Attachments for the job because of their unique, exceptional capabilities.

"The four Manitowoc 16000s turned out to be the most cost-effective, productive and simple solution," Mr. Gagnon said.

"Despite the wide range of difficult conditions we have encountered in the mountains, the Manitowoc 16000s have been excellent workhorses -- durable, reliable and simple to operate, and they have taken a load of stress from our shoulders."

The project began in May of 2012 and is due to finish in October 2013. The

## National Crane Set for ICUEE 2013

Manitowoc will exhibit its National Crane product line at the International Construction & Utility Equipment Exposition, ICUEE, in Louisville, Kentucky, from October 1-3, 2013.

National Crane will be exhibiting two cranes: The National Crane NBT45 boom truck and the NBT33-TU track unit crane.

These cranes are valuable tools in the construction and utility industries, as they are mobile both on and off the job site, travel well on highways with little need for permitting, and require very little setup and tear down time.

Brian Peretin, vice president of National Crane, said ICUEE is a great opportunity for National Crane to show its ongoing commitment to the utilities industry and for the company to interact with customers.

"As leaders in the boom truck market, National Crane owes a significant part of its success to the utilities industry," he said. "ICUEE gives us the opportunity to present the most cutting-edge boom truck technologies to this important group of customers."



wind farm is being developed by EDF EN Canada, an EDF Énergies Nouvelles Company. The company is a green energy market leader and is based in Toronto. EDFT says it is dedicated to harnessing the Earth's renewable resources.

Headquartered in Quebec City, Guay is a family-owned company that was started by Jean-Marc Baronet in 1964. The company is pleased that Mr. Baronet continues in his role as president. Guay specializes in crane rental, rigging and transport, and has one of the largest crane fleets in North America. With 15 branches, the company owns 550 cranes, ranging from 2 t (2 USt) to 1360 t (1500 USt).

Manitowoc distributor Cleveland Crane and Shovel, the company that sold Guay the Manitowoc 16000s, has been selling cranes to Guay for 10 years. Based in Bedford Heights, Ohio, the company specializes in hydraulic crane, crawler crane and rough-terrain crane rentals. Cleveland Crane and Shovel has been in business since 1978 and is one of the oldest Manitowoc dealers in the United States.

Construction of the Lac Alfred Wind



Farm is being carried out by Quebec-based company, Borea Construction. Specializing in wind farm construction, the company has installed nearly 650 turbines across Canada.

Source: The Manitowoc Company, Inc.

 booth N2021

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The National crane NBT45 features a 40.8 t capacity and a 49 m, five-section boom, the longest in its size range. The crane is also available with boom lengths of 31.4 m, 38.7 m and 43.3 m. The NBT33-TU is similar to National Crane's 1400A boom truck, but is mounted on tracks for the navigation of rugged terrain. It features a five-section 38.7 m boom, 30 t capacity and Vision cab.

Also featured on the booth will be the National Crane Truck Modification Center, which was developed and launched last year. This one-stop shop for boom truck customization has reinvented the boom truck modification process for National Crane customers.

Mr. Peretin is excited to showcase this service at the ICUEE show because he says that "The Modification Center really takes the guesswork out of modifying boom trucks. We can get involved so much earlier in the process, which enables us to leverage our decades of experience and develop the optimal boom truck solutions for customers. They can bring us a goal or

a challenge, and our engineers can come up with solutions long before the machines are purchased or the wrenches start to turn."

Other exhibitors see the value in National Crane boom trucks, too. Six cranes will be featured in other exhibitor booths, including:


- The National Commission for the Certification of Crane Operators (NCCCO) will feature a 13.6 t NBT15 at its booth with live exhibition.
- Ford Motor Company will also show a NBT15 mounted on a F750 truck.
- Kansas City-based Custom Truck & Equipment will display two 36.3 t NBT40 cranes – one mounted onto a track unit, and another mounted on a tri-drive truck – as well as a 32.6 t NBT36 boom truck.



- Scott Powerline will exhibit its 30 t 1400H at the booth of International Truck and Engine.

ICUEE 2013 anticipates more than 800 exhibitors and over 16,600 attendees.

Source: The Manitowoc Company, Inc.

 booth N2021

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## A.R.E. Caps and Tonneau Covers Available for 2014 Silverado and Sierra

A.R.E. is now offering its popular LSII Series, CX Series, V Series, Overland Series and Deluxe Commercial Units (DCUs) for the 2014 Chevrolet Silverado and GMC Sierra with 6.5' and 5.7' beds.

"Truck owners can take full advantage of the 2014 Silverado and Sierra by having an A.R.E. truck cap or tonneau cover installed to get the most use out of their vehicle," said Bryan Baker, director of marketing, A.R.E. "The versatility of our products enhances the trucks capability to be more functional for work and activities by protecting gear and providing additional storage space. In addition, there are options available to upgrade each series with a variety of window designs, rear doors, roof and ladder racks, as well as other accessories."

A.R.E. truck caps are painted to match the owner's truck using the exact OEM paint code for a premium appearance. Caps and their painted finishes are backed with a limited lifetime warranty for the life of the pickup truck they are originally installed on.

A.R.E. began manufacturing aluminum frame truck caps in 1969 and has become a leading manufacturer of fiberglass truck caps and hard tonneau covers. At its



ISO-9001:2008-certified manufacturing facilities, A.R.E.'s more than 700 employees create the products that are sold through a network of more than 650 independent authorized dealers.

Source: A.R.E.

 booth 4338

## Minnich's Patent-Pending Wireless Technology Revolutionizes Drilling, Increases Safety

Minnich Manufacturing has introduced wireless remote control technology to increase efficiency and safety for concrete dowel-pin drilling applications.

Unique to Minnich products, the patent-pending wireless remote control technology improves conditions on the jobsite by allowing the drill operator to have an improved vantage point for more accurate operation. By removing the operator from the drilling unit, the wireless remote control allows workers to avoid harmful dust and debris. Furthermore, the operator also appreciates a broader viewpoint for avoiding obstacles, equipment, and other workers on the job site, and thus minimizing risk on site.

"Minnich's self-propelled wireless units were simply designed with efficiency and safety in mind," explains Todd Jurjevic, sales and marketing director for Minnich Manufacturing. "We have completely eliminated some serious job site hazards by incorporating this feature into our self-propelled drills."

Minnich's self-propelled drill units not only feature the groundbreaking wireless remote control technology, but continue to carry through a number of tried and

true features in the new models like power steering and brakes for optimum control, the ability to drill both horizontally and vertically for increased versatility, completely adjustable drill height, depth, and centers for accurate drilling, and the power to tow a portable air compressor for quick and efficient transport. Another key feature unique to Minnich Manufacturing is the crab-steering function, which allows an operator to drive the drill down the slab to the next set of holes without raising the bed, keeping the unit flush to the slab throughout the drilling process.

The wireless remote is programmed with a unique radio ID and each receiver only responds to a single corresponding radio ID, allowing several remotes to function flawlessly in close proximity for large-scale drilling projects. Alterna-



tively, in areas that are sensitive to signal transmission, like airports, the operator can connect a cable to the remote and drill to operate completely without broadcasting signals.

"We're already seeing that this technology is making a positive impression with contractors," says Mr. Jurjevic. "Crews are working more efficiently, drilling more accurate holes thanks to the improved vantage point, and the wireless remote control keeps crews safer by removing them from the action."

Source: Minnich Manufacturing

 booth 1865





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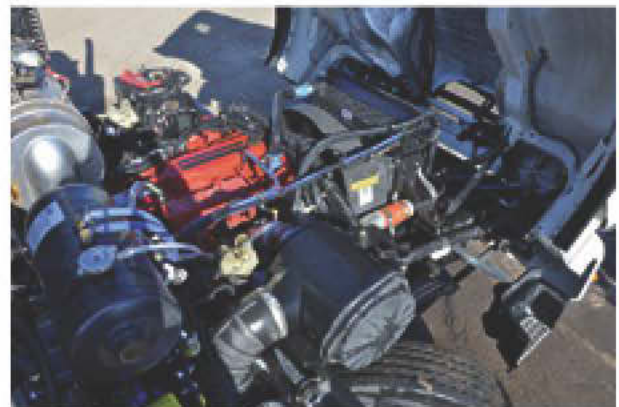
The oldest North American truck brand, Autocar® enters the Class 7 & 8 cabover market with a range of trucks designed for heavy work such as road maintenance and heavy pick-up and delivery, the Autocar Xpert.



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

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

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



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# LINE-X® Protective Coatings Launches LINE-X PLATINUM with Lifetime Warranty

LINE-X Protective Coatings recently announced the official launch of its newest spray-on bedliner, LINE-X PLATINUM. A major upgrade to the already impressively durable protective coatings product line up, LINE-X PLATINUM is 300% tougher than the industry standard bedliner available on the market today. Scientifically engineered from the same technology as LINE-X's popular PAXCON protective coatings used by military personnel and on the United States Pentagon, LINE-X PLATINUM is enriched on a molecular level, using a pure polyurea technology to combine superior strength and flexibility. LINE-X PLATINUM is now available within the extensive LINE-X global franchise network.

"LINE-X PLATINUM is a true example of the innovation our product development engineers can achieve. No other product available today in the truck bedliner market can offer the same impressive results and lifetime warranty LINE-X now offers with LINE-X PLATINUM," said Kevin Heronimus, LINE-X CEO. "LINE-X PLATINUM has been scientifically engineered to withstand extreme exposure to the elements and harsh work environments and will be available in over 500 of our LINE-X franchises across the globe. Building on the molecular

foundation used in other LINE-X protective coatings to keep our military safe, now all consumers can take advantage of the same level of protection with a lifetime guarantee."

LINE-X PLATINUM, like all LINE-X products, is available in a variety of customizable color options. LINE-X PLATINUM is fade resistant and offers U.V. protection and excellent gloss retention for a guaranteed long-lasting finish. With impressive impact and abrasion resistance, LINE-X PLATINUM comes with a nationwide lifetime warranty. Offering improved specifications that amount to 60% higher tensile strength, 92% higher abrasion resistance, 120% higher elongation and 162% higher tear strength, LINE-X PLATINUM test results far exceed the industry standard.

With exceptional laboratory results, LINE-X PLATINUM effectively triples bedliner performance. In tests measuring



the effect of stress versus strain, important statistics in the determination of toughness, LINE-X PLATINUM achieved results 300% higher than the industry standard spray-on bedliner.

Although widely known for its spray-on truck bedliners, LINE-X has utilized its attributes to penetrate other markets including military, industrial and commercial applications. LINE-X's unique solutions for a wide range of applications provide options that are flexible in terms of durability, appearance and protection.

Source: LINE-X Protective Coatings

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# Appointments

**Topcon Positioning Systems (TPS)** announces that **Line Moisan** has joined the company as manager for Global Navigation Satellite System (GNSS) product marketing. She will report to Scott Langbein, TPS director of product marketing, and will focus on GNSS systems offered through Topcon's distribution channels.

Mrs Moisan's career as a geomatics engineer includes more than 15 years of extensive experience in GNSS product development, management and marketing. Line Moisan previously worked at leading GPS/GNSS manufacturers and semi-conductor companies including NavCom and SiRF Technology.

Source: Topcon Positioning Systems, Inc.



In a constant effort of continual improvement and growth and to offer better customer service in the snow removal, road building, construction, aggregate and wear solutions business, Randy Sauer, sales manager at **Valley Blades Limited**, is pleased to announce the addition of **Brian Knight** to the sales force team in the capacity of territory manager for Central Ontario.

Brian Knight comes to Valley Blades with over 20 years of experience in equipment sales in related industries. His technical background, communication skills, commitment and dedication to his customers are an asset to the VBL team.

Valley Blades Limited is an ISO 9001:2008 certified manufacturer of cutting edges used in Road Construction and Snowplowing for over 50 years. The company produces edges in High Carbon and Heat Treated steel. It also offers Carbide blades as well as multiple wear solutions. Valley Blades also offers PolarFlex, the revolutionary snowplowing system.

Source: Valley Blades Limited



**KOBELCO Construction Machinery USA** is pleased to announce the appointment of **Denis Martin** as a Canadian sales representative. A seasoned construction equipment professional, Mr. Martin brings to the company more than 10 years of valuable industry expertise.

In his new role, Denis Martin will establish trusted relationships with KOBELCO dealers in Canada and provide continual sales support and assistance. He will visit each KOBELCO dealer in Canada on a consistent basis to help manage their inventory, establish sales goals and provide ongoing training to ensure their objectives are being met. In addition, he will ensure dealers are given the necessary tools to successfully market KOBELCO equipment and steadily increase their market share for long term growth throughout Canada.

Prior to joining KOBELCO, he held various sales management positions with well-known companies including John Deere, Agritex, Praxair and CNH America where he had great success in implementing effective sales strategies and meeting overall sales targets. In his most recent role as the territory sales manager of Eastern Canada for CNH America, Denis Martin became familiar with KOBELCO products and increased market share for KOBELCO excavators in his region.

Source: KOBELCO Construction Machinery USA



**LBX Company** has announced that **Eric Sauvage** will succeed Robert Harvell as president and CEO, following his retirement at the end of the year.

Having joined LBX in 2008, Mr. Sauvage was most recently executive vice president and CFO, with responsibilities for Engineering/Product Development and Strategic Planning. He has a depth of global experience with over 24 years of experience in various financial and operations leadership positions in both North America and Europe/Africa Middle East in the construction equipment.

Source: LBX Company

**John Cantin** has joined the **Selix Equipment** team as territory sales manager for central, southern and south western Ontario. He will continue serving existing Selix customers, promoting sales of Sandvik hydraulic drills and consumables, Mc Drill Technology MDT multipurpose drills and piling rigs, Carandina drilling tools for micro piles and pile works and DNHI hydraulic breakers.

John Cantin has several decades of direct experience in the construction markets industry and brings with him a wealth of knowledge to help Selix grow its market share in Ontario.

Source: Selix Equipment Inc.



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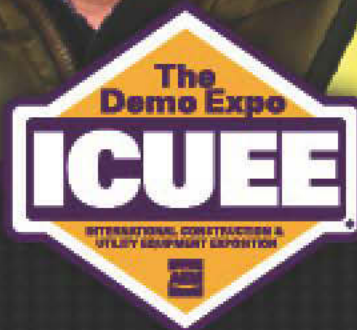
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## Agenda

- bauma Africa 2013**  
September 18 - 21, 2013  
Johannesburg, South Africa
- Démo Forêt 2000**  
September 20 - 22, 2013  
Dolbeau-Mistassini, QC Canada
- Renewable Energy and Mining Summit**  
September 25 - 26, 2013  
Toronto, ON Canada
- Watertech, Pollutech, Wastetech and Cleantech**  
September 26 - 28, 2013  
Gujarat, India
- Plug-In 2013 Conference & Exposition**  
September 30 - October 3, 2013  
San Diego, CA USA
- International Construction and Utility Equipment Exposition (ICUEE)**  
October 1 - 3, 2013  
Louisville, KY USA
- 6th Annual WaterSmart Innovations Conference and Exposition**  
October 2 - 4, 2013  
Las Vegas, NV USA
- IFAT INDIA 2013**  
October 24 - 26, 2013  
Mumbai, India
- Expo-FIHQ**  
November 6 - 8, 2013  
Montreal, QC Canada
- Canadian Waste & Recycling Expo**  
November 20 - 21, 2013  
Montreal, QC Canada
- EXCON 2013**  
November 20 - 24, 2013  
Bengaluru, India
- Congress of INFRA 19th Edition**  
December 2 - 4, 2013  
Quebec City, QC Canada
- MS AFRICA & MIDDLE EAST, The International Trade Fair for Stone Design, Technology, Earthmoving and Building Machinery**  
December 9 - 13, 2013  
Cairo, Egypt
- Landscape Ontario CONGRESS**  
January 7 - 9, 2014  
Toronto, ON Canada
- INTERMAT Middle East - Change of dates!**  
January 14 - 16, 2014  
Abu Dhabi, United Arab Emirates
- World of Concrete 2014**  
January 21 - 24, 2014; Seminars: January 20 - 24, 2014  
Las Vegas, NV USA
- bautec 2014**  
February 18 - 21, 2014  
Berlin, Germany
- CONEXPO-CON/AGG and IFPE exhibitions**  
March 4 - 8, 2014  
Las Vegas, NV USA
- SMOPyC 2014 International Show of Public Works, Construction And Mining Machinery**  
April 1 - 5, 2014  
Zaragoza, Spain
- Journée Expo-Bitume**  
April 3, 2014  
Saint-Hyacinthe, QC Canada
- Atlantic Heavy Equipment Show**  
April 3 - 4, 2014  
Moncton, NB Canada
- BtpExpo**  
May 8 - 10, 2014  
Liège, Belgium
- SaMoTer & Asphaltica in Verona**  
May 8 - 11, 2014  
Verona, Italy
- APEX 2014**  
June 24 - 26, 2014  
Amsterdam, the Netherlands





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